

BRISPORT

THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1994 Rally Champion



VIV GEES

1994
Night Run
/Ladies
Champions



RAY EVANS/
TRISH EVANS

1994
Speed Event
Champion



BARRY
COOK

1994
CLUB CHAMPION



TONY BEST

1994
Historic Champion



IAN FERGUSON

1994
Junior Champion



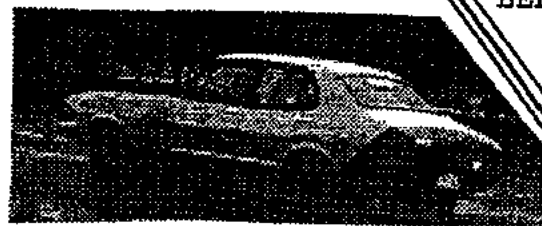
LEE EVANS

1994
Off-Road
Champions



STEVE/BARRY WILLETT

1994
Motorkhana
Champion

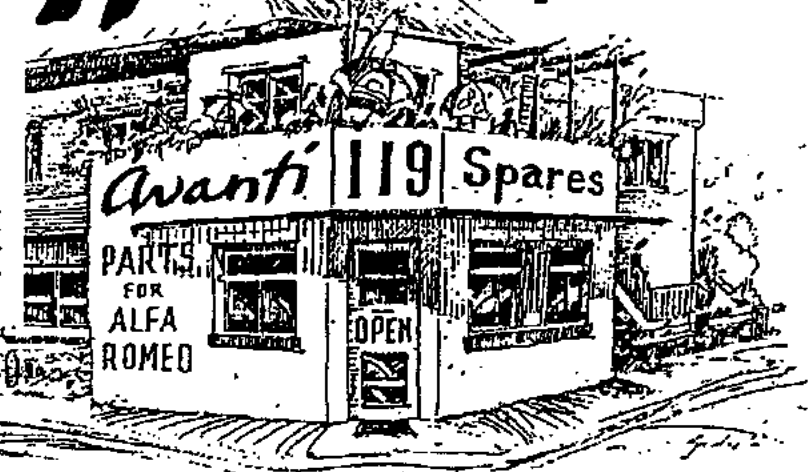
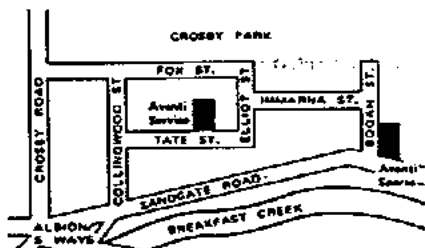


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Merry Flippin' Christmas

Here we are, just 10 days to Christmas and along with all the other things I have to do, I thought I'd squeeze in the December issue of Brisport.

The first news is that I have actually received a couple of enquiries about the position of Editor, but no, the contract of employment has not yet been signed. There's just the matter of salary to be worked out (Ha, bloody, ha!!)

The month of December is a little shorter in the context of the rest of the year because naturally we shut up shop early for the Christmas break and subsequently the magazine is a little thinner for all concerned.

The first weekend in December drew the crowds for the Keema Classic and the Keema Club Rallies, both generously supported by Henk Kabel and his Keema Automotive Group.

The Classic rally was the decider for the 1995 QRC and the race was between Wayne Hoy and Bruce Dummert for the title. Marky Mark Griffith was an outside chance but withdrew when his broken hand still was (broken, that is!)

The pace was hot and the Bruce/Joe Ferrier Galant VR4 was on the pace from the outset, always threatening the Falken Tyres Lancer of Wayne and Alan Stean.

A series of minor problems including a flat tyre in the longest stage took away the closeness of the contest and the Lancer took out the win and the Championship, the first for both members of the team.

The midnight presentation was a hoot!!

The Keema Club Rally was a little sad, because of the unfortunate accident involving Robin Berardo and Michelle Kiely. Now, Robin has been around for a long time and not a goose, so running off the road was just one of those things. The stump which stopped them did not move and they were badly hurt in the accident.

Robin has serious neck injuries and Michelle has a busted sternum and lung problems, so they were not in a good way.

I was there at the oval and the feeling of apprehension which descended upon everyone when they heard about the seriousness of the crash was scary. Nonetheless, the efforts of everyone involved in the rescue should be applauded and their efforts at ensuring the two were comfortable were exemplary.

The ambulance and rescue helicopter arrived to take them to hospital and they are now on the way to recovery, although obviously it will take some time.

On behalf of the club, and in the hope that at least Robin reads his monthly magazine (as all good club-members should do) I wish them the best for a speedy recovery.

At the presentation for the Keema Club Rally on December 13, the hat was passed around for the 'Sunshine Coast helicopter Rescue Service' (who came to the Gallangowan oval first) and a healthy \$600.00 (!!) was raised - believe it or not.

A special thanks must be passed on to Henk Kabel, who donated \$200.00 out of his winning Christmas Raffle prize (drawn at the Club Xmas Party), and Richard Anderson who donated his QRC prizemoney of \$200.00.

Thank you both very much for your generosity and to everyone else who was present, who chipped in to up the ante.

This money will go to the helicopter service as a donation for their assistance on the Sunday of the accident.

Enough of the sad news - well, nearly enough. For those who don't know, Charlie Camillieri (who co-drove for John Spencer in the Mobil One Trial) has recently undergone a triple-bypass operation and is currently recuperating as well. Best wishes to Charlie also!!

Well, folks as they say in the classics, the Fat Lady has almost sung. This will be my last Christmas edition as Editor and I thank all those who contributed to the magazine during the year and the efforts of Lyndall Tighe and Judy at The Canon Shop who keep putting these things together.

The people who put pen to paper know who they are, but some names come to mind - Tony Best, Tony Galletty, Tony Slattery, Andy Owen, Margaret Mackay. Thanks to all of you for your efforts.

Have a very Happy Christmas and a great New Year, and don't be a bloody idiot!! Cheers.



BP Australia

1996

ROAD RALLY SERIES

Round 1 – Mountain Challenge – March 3rd

Round 2 – CACA Pine Rivers Classic – June 1st

Round 3 – BP Economy Classic – June 29th

Round 4 – GP CARS Classic – September 21st

Round 5 – Parts & Service Twilight Rally – Nov.2nd

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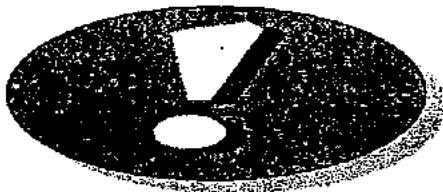
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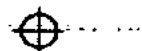
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COMING EVENTS

FIRST CLUB NIGHT FOR 1996

The Clubrooms will re-open on Wednesday 17 January 1996 and will be open from 8 pm onwards on this night and all other Wednesday nights.

Come along and meet other members and plan your activities for the new year (and bring your 1996 Membership Subscriptions).

FEBRUARY NIGHT RUN

The Club will again be organising Night Navigational Runs on the first Friday of each month, and the first event is on Friday 2 February 1996.

It will start from the Clubrooms at 7.30 pm.

AVANTI SPARES RALLYSPRINT

Richard Anderson from Avanti Spares has kindly offered to sponsor the first rallysprint for 1996. This event will be held on Saturday 3 February.

Because of the warm weather during February it will be held late in the afternoon/early evening on the Saturday, instead of Sunday. The venue will be Beerburum Forest.

The format will be similar to the Rallysprints that were run in 1995, with two special stages each of 5 kilometres and each run twice. Two reconnaissance runs of each stage will be carried out before the timed special stages.

SHORT COURSE OFF ROAD EVENT

The first off-road event for 1996 will be held on Sunday 11 February and will be organised by Rod Sams.

The venue for this event has not yet been decided on, but Rod should know this within a couple of weeks and Supplementary Regulations should be out soon.

This will be the first round of the 1996 Queensland Off Road Championship. All events on the Off-Road calendar except the round of the AORC will count towards the Championship.

FEBRUARY MOTORKHANA

Motorkhanas are to be held on the third Sunday of each month, with the first motorkhana for 1996 being held on Sunday 18 February.

It will be held at Car Park Q at the Boondall Entertainment Centre commencing at 9.00 am.

This is the same venue as was used for motorkhanas last year, however it is hoped that the club will run a few grass motorkhanas later in the year.

TABLE TOP RALLY

For 1996 the Club will be holding a series of "table top" rallies (which are basically mapping exercises).

This series is to be sponsored by Nash Glass and Aluminium. Thanks to David Nash for his support.

These events will be held on the third Wednesday night of each month, and the first one will be on Wednesday 21 February and will be organised by Peter Whalley. It will be held at the BSCC Clubrooms and start at 8.00 pm.

Entry fee will be \$2.00 and competitors will need an Ipswich 1 to 250,000 map and a Rally Romer.

Maps will be available at the Clubrooms for people who do not have one.

THE COOLOOLA CLASSIC

This rally will be held on Saturday 24 February and will be the first round of the 1996 Queensland Rally Championship. It will also be the first round of the Clubman Rally Series and the ARN Junior Rally Challenge.

The Clerk of Course for this event is Brian Everitt from Gympie. Work on setting the course is well advanced and it is proposed to use some of the roads to the north of Gympie that have not been used for a few years.

There will be approximately 180 kilometres of competitive distance. The event will start in Gympie at lunch time and finish at approximately 10 pm.

MARCH NIGHT RUN

The Club's second Night Run for 1996 will be held on Friday 1 March and will also start from the Clubrooms at 7.30 pm.

It was good to see a large number of competitors at the November Night Run, the last one held in 1995, and hopefully this trend will continue in 1996.

MOUNTAIN CHALLENGE

The first Historic Rally for 1996 will be the Mountain Challenge, which is to be held on Sunday 3 March. The Clerk of Course will be Tony Slattery.

The rally will start near Amberley at approximately 8.00 am and have a lunch break at Warwick and finish in the Ipswich area before dark. The official maps are the Ipswich and Warwick 1 to 250,000 maps.

Any vehicle manufactured before the end of 1975 is eligible to enter, and model run-ons are also accepted.

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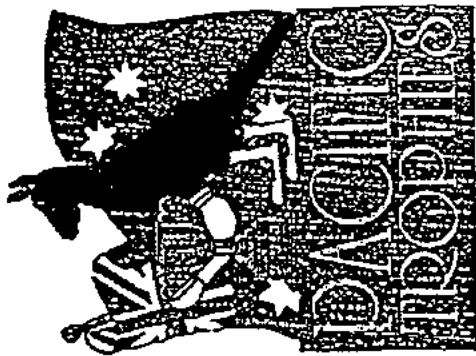
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THE 1996 MOTORSPORT CALENDAR

AUSTRALIAN RALLY CHAMPIONSHIP

The National Rally Panel had a meeting on 28 October and finalised the dates for the 1996 Australian Rally Championship.

DATE	EVENT	STATE	CO-EF
17-18 Feb	Rally of Tasmania	TAS	C5
16-17 Mar	Rally of Melbourne	VIC	C10
23-24 Mar	Yokohama Stages	WA	C5
30-31 Mar	Rally of Wagga Wagga	NSW	C5
13-14 Apr	Vic TV Rally	VIC	C5
27-28 Apr	Rally of Mt Gambier	SA	C10
4-5 May	2GO Rally	NSW	C5
18-19 May	Forest Rally	WA	C10
13-14 July	Rally Queensland	QLD	C10
10-11 Aug	Southern Safari	TAS	C10
13-16 Sept	Telstra Rally Australia	WA	C15
12-13 Oct	Coffs Harbour Rally	NSW	C10
26-27 Oct	Rally of Toowoomba	QLD	C5
15-17 Nov	Rally of Canberra	ACT	C15

QUEENSLAND RALLY CHAMPIONSHIP

Representatives of rally-oriented Clubs in Queensland held a meeting on 29 October. (Thanks to Iain Stewart for faxing the details of the National Rally Panel Meeting). There were seven requests to run State Championship Rallies. After some considerable discussion a calendar was worked out that fitted in with the Australian Championship and spread the events reasonably evenly throughout the year. It is good to see that rallies will be run in Townsville and Gladstone and hopefully many competitors from South East Queensland will support these events.

24-25 Feb	Cooloola Rally
20-21 Apr	Christian Autosports
8-9 June	Townsville (Queen's Birthday Weekend)
13-14 July	Rally Queensland (also an ARC round)
31 Aug-1 Sept	Gladstone
26-27 Oct	Rally Toowoomba (also an ARC round)
30 Nov-1 Dec	Keema Rally

QUEENSLAND CLUBMAN RALLY SERIES

At this stage it looks as if there will be eight rounds of the Clubman Rally Series, four combined with State Championship events and four others. Once again it was possible to spread these events throughout the year. Because of the number of events early in the year it was not possible to hold the Motor

Show Rally on its usual date in late March. It will now be held later in the year and will be part of the Clubman Rally Series but will retain its original concept as an "entry-level" event.

24-25 Feb	Cooloola Rally (also a QRC round)
23-24 Mar	IWMAC Shell Harlin Rally
20-21 Apr	Christian Autosports Rally (also a QRC round)
18-19 May	Northern Districts Rally
3-4 Aug	Bailey Powerlines Rally
31 Aug-1 Sept	Gladstone Rally (also a QRC round)
28-29 Sept	Motor Show Rally
30 Nov-1 Dec	Keema Rally (also a QRC round)

The Gemini Rally Challenge will consist of the four Clubman rounds that are not combined with QRC rounds. The draft calendars for the QRC and Clubman Rally Series were approved by CAMS Queensland State Council on 16 November.

The Queensland rounds of the ARN Junior Rally Challenge will be the Cooloola, Shell Harlin, Christian Autosports and Bailey Powerlines.

OFF ROAD EVENTS

The Off Road Advisory Panel has produced a draft calendar for Off Road events in Queensland

11 Feb	BSCC Short Course
17 Mar	TAC Long Course Chinchilla
28 Apr	Hervey Bay
26 May	SEQORRA AORC Round Goondiwindi
28 July	SEQORRA Jimna
1 Sept	BSCC Long Course Gatton
29 Sept	TAC Short Course Echo Valley
20 Oct	SEQORRA
24 Nov	BSCC Short Course

The Australian Off Road Championship will consist of the following rounds

21 Apr	Port Pirie
26 May	Goondiwindi
7 July	Kempsey
18 Aug	Griffith
22 Sept	Mt Gambier
27 Oct	Puckapunyal

RALLYSPRINTS

BSCC has applied to run Rallysprints on the following dates:

3 February, 2 June, 8 September and 10 November

Toowoomba Auto Club has applied to run Rallysprints on the following dates:

23 June and 20 October

South Burnett Motorsport Club has applied to run Rallysprints on the following dates:

21 January, 25 February, 7 April, 19 May, 30 June, 4 August, 15 September, 27 October and 24 November

HISTORIC RALLIES

The following Historic events will be run in Queensland in 1996:

2 March	Mountain Challenge	BSCC
1 June	Pine Rivers Classic	CACA
29 June	BP Economy Run	BSCC
24 Aug	Leyburn Rally	CACA
21 Sept	GP Cars Classic Rally	BSCC
2 Nov	Twilight Rally	BSCC

Five of these events are to count towards the Queensland Historic Rally Series. The Leyburn Rally will be a separate non-series event (with slightly different rules) running from Brisbane to Leyburn to tie in with an event run at Leyburn by the Historic Racing Car Club.

MOTORKHANAS AND NIGHT RUNS

The Club is running motorkhanas on the third Sunday of each month (except December and January), and night runs on the first Friday night of each month (except December and January). However, if another Club is running a similar event on the same date as our event we will support their event rather than run in opposition to them.



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AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No 7

CAMS Limited

November, 1995

AORC - 5

With the final round at Puckapunyal now run, the 1995 Australian Off Road Championship is history.

From all reports, apart from a little controversy in the form of three exclusions, Puckapunyal was a good event. Those who had forgotten just how dusty Puckapunyal can get were very soon reminded, and the only way the number of entries can be described is as disappointing. Even so, most people appear to have left the event feeling that they enjoyed themselves, which is always a good indicator.

Congratulations to Robert Knott and his team from the Victorian Off Road Racing Association, whose last minute decision to "uncancel" the event must have been vindicated, although a larger list of entries would have been nice.

Congratulations also to Daren Wells on his long overdue return to form. Daren now replaces back-to-back champion Mark Burrows as the 1995 Australian Off Road Champion. Commiserations to his regular co-driver, Ian McPhee, who had to be in Adelaide over the weekend of the event, and therefore missed out on being the champion navigator, which honour goes to Brent Hill. Commiserations must also go to Glenn Owen and Doug McMillan, both of whom came so very close to winning the title - but didn't quite make it!

Daren also took out the championship for Class 1, with Bill Buchanan, after retiring from the sport at Griffith, changed his mind and came back with a vengeance to take out Class 2.

In Class 3 Darrel Johnson retained his crown, with Neville Taylor and Ross Watson doing likewise in Classes 4 and 5 respectively. In Class 6 the Groc name re-asserted itself with Steven

taking the honours, and Les Siviour took Class 7 out for the fourth consecutive time. Grahame Baxter in Class 8 finally ended the Hadlow/Smith dominance, with Kempsey hero Shane Cottee taking out Class 9.

To all the champions go our congratulations and best wishes.

At the same time it should not be forgotten that we have a viable championship because of the myriad of competitors who never achieve "champion" status, but who support the championship throughout the year. These people, who are not necessarily achieving the conspicuous success of our champions, deserve recognition and acknowledgment also for their contribution to the sport. Might I express the hope that these competitors enjoyed the year, and found it rewarding in their own way.

Off Road Licences

As most of you would be aware, 1996 sees the introduction of a new Off Road Licence. There have been a number of enquiries about how this is all going to work, so attached to this newsletter is a screed outlining what the Off Road Licence is and how you go about obtaining one. Please read both the screed and the instructions attached to your licence application form very carefully, as failing to do so can be expected to result in considerable inconvenience to you.

Further information, if required, is available from your local state office.

Noise

One of the things to emerge from Puckapunyal is that a larger than usual number of cars were found to exceed the maximum permitted noise level. Next year noise will come under much closer scrutiny, and competitors who fail to reduce noise after being warned may well find themselves unable to compete until the noise of their cars has been brought down to an acceptable level.

Series Regulations

The Australian Off Road Championship Series Regulations for 1996 will be included in the 1996 Manual of Motor Sport. Until now this has not been the case, which has made life a little more difficult for competitors wanting to know just what the regulations were. Inclusion in the CAMS Manual will make this much easier, and will make the 1996 Manual even better value!

Competition Numbers

It was until recently intended to re-allocate all competition numbers for 1996. However, with the introduction of the Off Road Licence, it has been recently decided not to do this.

Instead, all competition numbers allocated during 1994 and 1995 will remain valid for 1996. With the introduction of the Off Road Licence, it is expected that a lot more competitors will seek to have their own permanently allocated competition numbers, so a total re-allocation at the same time as the new licence was being introduced would have created a significant increase in workload on the part of the administration. The plan now is to defer the re-allocation until next year, at which time we will have a better indication of how great the workload will be.

Another point to remember is that the National Off Road Committee decided at its August meeting that those competitors entitled to carry one of the first three numbers of their class now **MUST** display this number. It is no longer optional.

AORC Series Scrutineer

The series scrutineer for the past three years, Warwick Collis, has decided to stand down from this position at the end of this year, and in 1996 will be replaced by Pat O'Leary.

Warwick's contribution to the AORC has been significant. He was always approachable to any competitor, and was particularly thorough in his researching of any issue brought to his notice. Consequently, the decisions he took and the advice he gave were always well thought-out and rarely wrong. I am sure I speak for all competitors when I express my appreciation and thanks for his efforts over the last three years.

Warwick is not disappearing from the scene altogether however, he plans to resume his prior role as assistant director at Griffith.

The new series scrutineer, Pat O'Leary, would be well known to most competitors, as Pat has been the chief scrutineer at Kempsey for the last three or so years. Pat brings with him a wealth of ability, knowledge and experience which will make him a worthy successor to Warwick.

Finally

Well, that is it for another year. Both personally and on behalf of the National Off Road Committee I would like to wish you all an enjoyable and safe Christmas, and a successful 1996.

Andy

Andy Clark
Executive Officer - Off Road

1995 AUSTRALIAN OFF ROAD CHAMPIONSHIP FINAL POINTSCORE

OUTRIGHT DRIVERS

PLACE	NAME	1	2	3	4	5	TOTAL
1	Daren Wells	15	-	-	15	20	50
2	Glenn Owen	-	-	20	20	-	40
3	Doug McMillan	20	8	12	-	-	40
4	Neville Boyes	10	12	-	8	-	30
5	Mark Burrows	-	15	-	12	-	27
6	Terry Rose	-	-	15	-	12	27
7	Brad Zacks	-	20	-	-	-	20
8	Fabio Zarfati	2	1	-	-	15	18
9	Shane Cottee	-	10	3	3	-	16
10	Bill Buchanan	-	4	8	2	2	16
11	Les Siviour	4	-	1	-	10	15
12	Andrew Ziems	6	-	6	1	-	13
13	Kevin Lee	12	-	-	-	-	12
14	Brett Osborne	-	-	10	-	-	10
15	Trevor Copeland	-	-	-	10	-	10
16	Bob Mowbray	8	-	-	-	-	8
17	Ken Smith	-	-	-	-	8	8
18	Grahame Baxter	-	-	4	-	4	8
19	Mark Warren	-	6	-	-	-	6
20	Matthew Owen	-	-	-	6	-	6
21	Ross Watson	-	-	-	-	6	6
22	Brian Robinson	-	-	-	4	-	4
23	Luke Fell	3	-	-	-	-	3
24	Michael Willett	-	3	-	-	-	3
25	David Richards	-	-	-	-	3	3
26	Bryan Basham	1	-	2	-	-	3
27	Tony Schafer	-	2	-	-	-	2
28	Ken Holt	-	-	-	-	1	1

NAVIGATORS

PLACE	NAME	1	2	3	4	5	TOTAL
1	Brent Hill	-	-	20	20	-	40
2	Ian McPhee	20	-	-	15	-	35
3	Coleen Roper	12	12	-	10	-	34
4	Kaleb Schmidt	-	8	10	4	2	24
5	David Parsons	3	3	-	-	15	21
6	Wayne Bell	-	20	-	-	-	20
7	Roger Barr	-	-	-	-	20	20
8	Josh Golsby-Smith	6	-	3	-	10	19
9	Alex Ziems	8	-	8	3	-	19
10	Erikki Syrjanen	15	-	-	-	-	15
11	Michael Shannon	-	15	-	-	-	15
12	Maureen Rose	-	-	15	-	-	15
13	Mary-Jane Osborne	-	-	12	-	-	12
14	Ross Walker	-	-	-	12	-	12
15	Howard Rose	-	-	-	-	12	12
16	Jeanette Mowbray	10	-	-	-	-	10
17	Daryl Warrea	-	10	-	-	-	10
18	Nigel Burley	-	-	6	-	4	10
19	Maura Watson	-	1	2	1	6	10
20	Geoff Boswell	-	-	-	8	-	8
21	Greg Horton	-	-	-	-	8	8
22	Leigh Willett	-	6	-	-	-	6
23	Ian French	-	-	-	6	-	6
24	William Basham	2	-	4	-	-	6
25	Steven Purkiss	1	4	-	-	-	5
26	Mark Pell	4	-	-	-	-	4
27	Roger Chestney	-	-	-	-	3	3
28	Desley Collins	-	2	-	-	-	2
29	Kathy Walker	-	-	-	2	-	2
30	Damon Allport	-	-	1	-	-	1
31	Greg Harris	-	-	-	-	1	1

CLASS 1

PLACE	NAME	1	2	3	4	5	TOTAL
1	Daren Wells	20	-	-	15	20	55
2	Glenn Owen	-	-	20	20	-	40
3	Neville Boyes	12	12	-	10	-	34
4	Terry Rose	-	2	15	-	15	32
5	Mark Burrows	-	15	-	12	-	27
6	Brad Zacks	-	20	-	-	-	20
7	Kevin Lee	15	-	-	-	-	15
8	Tony Schafer	6	8	-	-	-	14
9	Brett Osborne	-	-	12	-	-	12
10	Bob Mowbray	10	-	-	-	-	10
11	Michael Willett	-	10	-	-	-	10
12	Wayne Attard	-	-	10	-	-	10
13	Luke Pell	8	-	-	-	-	8
14	Brian Robinson	-	-	-	8	-	8
15	Michael Collins	-	6	-	-	-	6
16	Eric Schmid	-	-	-	6	-	6
17	Wayne Bannan	4	-	-	-	-	4
18	Daniel Willett	-	4	-	-	-	4
19	Eugene Salmon	-	-	-	4	-	4
20	Nigel Whittaker	3	-	-	-	-	3
21	Michael Bowden	-	3	-	-	-	3
22	Hayden Bentley	-	-	-	3	-	3
23	Barry Gray	-	-	-	2	-	2
24	Hayden Tamell	-	-	-	1	-	1

CLASS 5

PLACE	NAME	1	2	3	4	5	TOTAL
1	Ross Watson	-	20	20	20	20	80
2	Geoff Southey	-	6	4	15	-	25
3	Norman Vesty	-	15	6	-	-	21
4	Les Marshall	-	12	8	-	-	20
5	Rod Kilby	-	-	15	-	-	15
6	John Hinz	-	-	12	-	-	12
7	Barry Ross	-	-	-	12	-	12
8	Tim Unsted	-	10	-	-	-	10
9	Bruce Muir	-	-	10	-	-	10
10	Roy Pring	-	8	-	-	-	8

CLASS 6

PLACE	NAME	1	2	3	4	5	TOTAL
1	Steven Groci	20	-	-	20	20	60
2	Michael Eggert	15	20	15	-	-	50
3	Wayne Green	-	-	20	-	15	35
4	G Fitzpatrick	-	15	-	-	-	15
5	Lyndon Wilson	-	-	-	15	-	15
6	George Croucher	-	12	-	-	-	12
7	Chris Charalambous	-	-	-	-	12	12

CLASS 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Bill Buchanan	-	15	20	15	20	70
2	Andrew Ziems	20	10	15	12	-	57
3	Dick Allport	4	12	10	6	-	32
4	Bryan Basham	15	-	12	-	-	27
5	Mark Warren	-	20	-	-	-	20
6	Matthew Owen	-	-	-	20	-	20
7	Derrick Kennedy	12	4	-	-	-	16
8	Ken Holt	-	-	-	-	15	15
9	Rod Simpson	10	-	-	-	-	10
10	Lindsay Foster	-	-	-	10	-	10
11	John Webb	8	-	-	-	-	8
12	John Brand	-	8	-	-	-	8
13	Donald McArthur	-	-	8	-	-	8
14	Andrew Fitzgerald	-	-	-	8	-	8
15	Werner Zettl	1	-	6	-	-	7
16	Bruce Chapman	6	-	-	-	-	6
17	Zane Murray	-	6	-	-	-	6
18	Anthony Lia	-	-	4	-	-	4
19	David Spokes	3	-	-	-	-	3
20	Tony Mc Nicol	-	3	-	-	-	3
21	Ron Kiehne	2	-	-	-	-	2
22	Andrew Doyle	-	2	-	-	-	2
23	Troy Crane	-	1	-	-	-	1

CLASS 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Darrel Johnson	-	15	15	8	-	38
2	Geoff Dow	-	-	20	12	-	32
3	Graeme Julius	15	-	12	-	-	27
4	Ted Potter	20	-	-	-	-	20
5	Keith Honour	-	20	-	-	-	20
6	Murray England	-	-	-	20	-	20
7	Adrian Ferguson	-	-	-	-	20	20
8	Darren Perrin	10	-	-	10	-	20
9	Scott McNeil	8	10	-	-	-	18
10	Trevor Oakley	-	-	-	15	-	15
11	Scott Brown	12	-	-	-	-	12
12	Glenn Hancey	-	12	-	-	-	12
13	Scott Beard	-	8	-	-	-	8
14	Grant Walker	6	-	-	-	-	6

CLASS 4

PLACE	NAME	1	2	3	4	5	TOTAL
1	Nev Taylor	20	12	12	15	20	79
2	David Allport	12	-	15	20	-	47
3	Kevin Hufschmid	15	15	-	-	-	30
4	Warren Irons	-	20	-	-	-	20
5	Greg Campbell	-	-	20	-	-	20
6	Les Rowsell	-	10	-	-	-	10
7	Michael Taylor	-	8	-	-	-	8

CLASS 8

PLACE	NAME	1	2	3	4	5	TOTAL
1	Grahame Baxter	15	15	20	10	12	72
2	Fabio Zarfati	20	20	-	-	20	60
3	David Richards	-	-	15	12	10	37
4	Ken Smith	-	10	-	-	15	25
5	Les Siviour	-	-	-	20	-	20
6	Dale Waters	12	6	-	-	-	18
7	Reg Owen	-	-	-	15	-	15
8	Robert Knott	-	12	-	-	-	12
9	Barry Massey	-	8	-	-	-	8

CLASS 7

PLACE	NAME	1	2	3	4	5	TOTAL
1	Les Siviour	20	20	20	-	20	80
2	Eric Whitbread	12	12	15	-	15	54
3	Mark Manns	10	15	-	-	-	25
4	Gary Weatherly	8	-	12	-	-	20
5	Chris Langham	15	-	-	-	-	15
6	Robert Butler	-	10	-	-	-	10

CLASS 9

PLACE	NAME	1	2	3	4	5	TOTAL
1	Shaun Cotee	15	20	15	15	-	65
2	Doug McMillan	20	15	20	-	-	55
3	Bill Vesty	-	10	12	-	-	22
4	Trevor Copeland	-	-	-	20	-	20
5	Mick Bowden	-	12	-	-	-	12
6	Trevor Grawden	-	-	-	12	-	12
7	Tony Horkings	-	-	-	10	-	10

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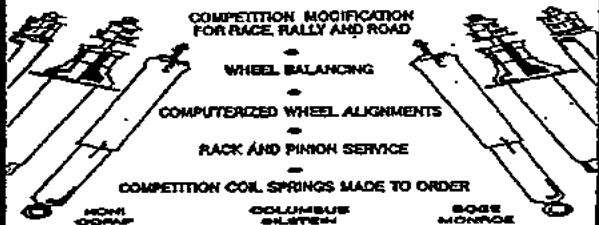
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THE NEW PRC REGULATIONS - WHAT DO THEY MEAN?

As many of you will be aware, CAMS has approved the recommendation of the National Rally Committee to modify the existing Production Rally Car Regulations insofar as engine modifications are concerned, for normally aspirated two wheel drive cars of a model which was manufactured prior to 1986.

The actual regulations regarding the modifications are as follows:

For normally aspirated 2WD vehicles, the model of which was manufactured prior to 1 January 1986, freedom will be granted in relation to:

- (i) Carburettors and injection systems (however the addition of forced induction is not permitted).
- (ii) Inlet manifold(s).
- (iii) Exhaust manifold(s).
- (iv) Engine capacity, within the limits of the homologated or recognised engine block.
- (v) Modification of the original cylinder head save that the original number of valves and camshaft(s) be preserved.

Note: (1) Re (iv) Engine Capacity - vehicles which suffer a capacity increase with these modifications must compete in the capacity class pertaining to their new capacity.

(2) Items (i), (ii) and (iii) will also apply to rotary engines cars.

(3) Items (iv) and (v) will not apply to rotary engines cars.

So what does this mean to the average rallyist?

Firstly, the National Rally Committee researched at length a number of options which would allow the "weber and extractor brigade" to enter rallies at most levels. This research was in response to a large number of requests from the existing club competitors and also from competitors of years gone by who, whilst wanting to get into the sport (or wanting to get back into the sport), did not wish to buy current production, turbocharged, four wheel drive cars in an effort to simply remain or regain mild competitiveness.

The date of 1/1/86 was chosen for one very simple reason, this being the date that the catalytic converter became mandatory on all new Australian cars, which in turn meant that the cars must run on unleaded fuel.

Competitors, particularly those in Victoria, will understand that environmental protection authorities are particularly concerned that the engine pollution devices, catalytic converters and the use of unleaded fuel are all retained on post 1985 cars. Pre 1986 cars are not so much of a problem, although it is pointed out that these cars also have anti-pollution requirements of which competitors should be aware.

This then allows a slightly more relaxed attitude by the government authorities towards modifications on the older type of cars, which still utilise super petrol.

The new regulations in fact allow a great deal of freedom of engine modifications, provided always that the original/homologated cylinder block and original/homologated cylinder head remain.

Taking things from the bottom of the engine upwards, the crankshaft is free and therefore may be changed, however the number of bearings must remain. Connecting rods are free (pistons have always been free under the PRC rules).

Therefore, bore and stroke is free. Moving up to the cylinder head, the original location and number of camshafts must remain, however the valve sizes and port dimensions may be altered without restriction. The total exhaust system including exhaust manifold (which means extractors may be used) is free, likewise the inlet manifold and type of carburation. Fuel injection may be used, even on vehicles which were originally equipped with carburetors, and naturally vice versa.

There is however, as always, a few "buts"; modifications permitted are allowed only on the premise that no other Production Rally Car Regulations are infringed. For instance, if fitting a pair of side draft webers on a Ford Escort entails modifications to the front strut tower, then it is time to look for another type of induction system. Likewise, dry sumps are not permitted.

This is all fine for reciprocating engines, but what of rotary engines?

The National Rally Committee was very firm in its belief that the changes to the regulations which required the homologated cylinder block and cylinder head to remain also be extended to the rotary engines cars, therefore the number and width of the rotor housings and the configuration of the side plates must remain, as those components equate to the cylinder block and cylinder head (not necessarily respectively for the duration of the rotors cycle).

The Rally Committee believes that the freedoms to exhaust and inlet manifolds and carburation will benefit enormously those competitors running rotary engines cars, and an increase in cylinder capacity (which can only be achieved in a rotary engine by replacement of the rotor housings) was considered, but ultimately rejected.

So, there you have the new Production Rally Car Regulations, which will apply to some cars.

The Rally Committee has consulted widely and thought very hard about how to encourage participation in rallying by enthusiasts with cars which may be modified outside existing Production Rally Car Regulations, and believes it has come up with a good solution.

It acknowledges that it will not please all the people all the time, but believes the new regulations will encourage participation by those people to whom it is aimed without making any existing vehicles ineligible for any rally.

Only time will tell to see if the modifications to our successful PRC formula will increase our competitor numbers.



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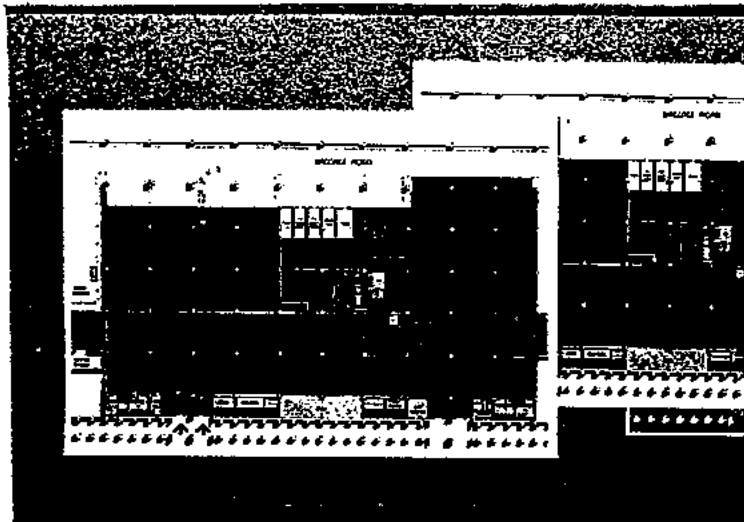
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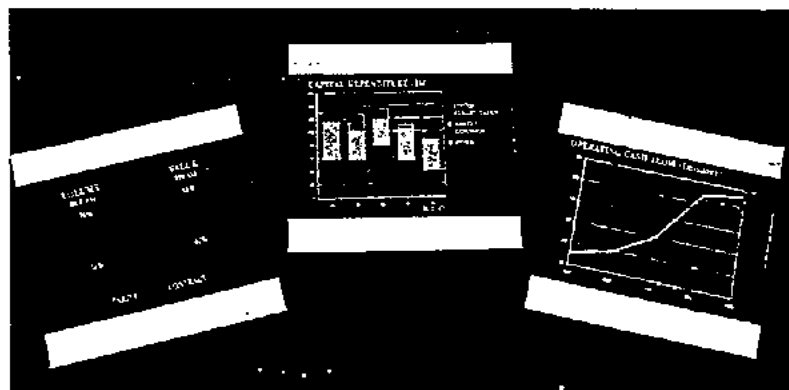


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NOY'S QRC.

In a midnight presentation on Saturday 2 December, Wayne Hoy and Alan Stean accepted the first place trophies for the 'Keema Classic Rally', and entered their names in the history books as the 1995 Queensland Rally Champions.

Their Falcon Tyres Lancer Ev. 2 held off a mighty battle by the 'Neighbour Radiators/Ray Grass Nitsubishi' Galant VR4 of Bruce Donsett/Joel Farrier in the final round of the '95 calendar.

Donsett's VR4 was almost a match for the newer Lancer but a succession of problems compounded by a flat tyre in a stage caused the end of the team's championship aspirations.

The event was the usual highlight of the rally year with the QRC round also contributing to the 1995 GP CARS Clubman Rally Series, of which the event was also the finale.

A very respectable 54 entries were received, but a number of fanned crews failed to make the start including the Mark Griffith/Tom Smith Subaru Impreza, Rob Bekker/Tony Wilson in the 'Allianz' Mazda 323, Allen and Lance Jones (Lancer TX3), Ian Bailey (Gemini Z2) and the Craig Lee/Murray Coots Toyota Sprinter.

While Griffith's broken arm had not healed sufficiently, Coots was nursing beaten ribs from an incident on his surfboard!

With Griffith out of the picture the race was between the two Nitsubishi's for the Championship and they were listed at 1 and 2. At 3 was the consistent and quickening Alfa 75 of Richard Anderson/Alan Bates with the first of the Clubman contenders at 5 in the shape of Murdo MacDonald/Simon Lake (Subaru RX-Turbo).

Of the 49 starters, 19 were eligible for the Clubman awards and this capped off another very successful year for the series.

Perhaps the most attention-grabbing entry was the return of Adrian Taylor/Dave Ambrose in a Honda City Turbo, out to find their feet again in a tidy little car built by Nere Singleton's Rally Connection.

Dave Norton made the trip up from Port Macquarie in his Impreza RA and employed local co-driver Tony Garvey to fill the left hand seat.

The start this year was at the bush township of Gallangowan, but crews were invited (and enthused) to leave their vehicles at a (guarded) carpark in the heart of Brisbane overnight to promote the event.

Only about 20 crews made the effort, which was a little disappointing, and for Peter Hapstone this was a problem as his V8 Commodore failed to start early on Saturday morning, forcing the team to hurriedly trailer the car up to the start.

Ten special stages made up the event this year, with some 180 kilometres for the QRC entries and around 115 for those who were to pull up at the end of the 'Clubman' rally.

Clark-of-Course Craig 'The Barking Chihuahua' Porter and his organising team had presented completely new stages for the rally, using new combinations of all the old favourite roads.

At the pre-event briefing Craig stressed one very important triple caution early in the afternoon's stages which had been clearly marked in the route-chart.

Do you think they all paid attention...?

Hoy opened his account with quickest time over SS1 seven seconds ahead of Donsett, with Greg Poole next best 23 seconds adrift and Norton (seated at 12) a further 5 seconds behind Poole's ex-Craig Lee Mazda 323.

There was a cluster of cars spread over the next 30 seconds, but John Spencer ('Tokelau' Corolla Levin) was on the pace as were Colin D'Brien (280Z), Bruce Fullerton (Mazda 323 Gp N) and Paul Goodwin (260Z).

Ron Oliver and Martin Wittman suffered a huge time loss in their Daihatsu Charade, and although they finished the section, their rally was run. Taylor's Honda ran a turbo bearing and consumed all the engine oil, bringing the debut to an early finish. Adrian was philosophical, adamant that he was on a learning curve and 1996 was another season.

On some of the faster roads of SS2, a number of crews came unstuck on the 'triple caution' I mentioned three paragraphs ago!

Wayne Appleyard put the fan through the radiator in his Gemini, again finishing the stage but going no further. Russell Worthington hit hard in the Keema Suzuki Swift 4x4 and they split the tank off the radiator. There were others who dove straight under their cars at the following service and many with creased front mudguards!

Jeff Kilbride/Donna Heitmann retired on this stage with diff failure and the normally reliable Falcon XR GT of the Geas brothers also stopped mid-stage. Andrew Gaxton was driving his old Gemini on loan from the new owner (who was co-driving) and they had a minor rollover which forced retirement. Hoy was again quickest, a mere 3 seconds ahead of Donsett with Norton taking third and Poole fourth in a great performance. Anderson's V8 Alfa was next, and he was under no false impressions he could challenge for the lead, conceding 2 seconds per kilometre to the 4uds.

On SS3 over a much shorter distance, Hoy grabbed another 10 seconds from Donsett but the pressure was still on Norton had the Impreza going well and was hard to comment that he was really looking forward to the competition with Griffith (which did not eventuate!).

The father and son team of Steve and Terry Scott also had their Subaru RS Turbo going well, sitting well inside the top ten.

Chris Waters/Ian Capps were quick in the 'Tyrotech' Datsun 1600, as they fought an intense battle with the V8 Commodore of Hapstone and the Subaru of MacDonald. MacDonald had actually lost 2 minutes on SS2 with a loose battery terminal.

Poole left the road at high speed half way through SS4 after a great effort and he showed he damaged the rear end, causing an untimely retirement. Hoy extended his lead by another 10 seconds but confessed 'There's still only a flat tyre in it!!' Donsett did not back off, applying the right pressure on the road and reminding Wayne at every occasion that he was waiting in the wings.

SS5 ('Black Snake') was a pure driver's road over 27 kilometres and the cars finished the stage with bright smiles emanating from most faces. Donsett grabbed a solitary second back from the Falcon car, which reminded Hoy that the difference was not great heading into a 33 km run back towards Gallangowan and services.

Anderson equalled Norton over SS5, the V8 singing sweetly over the flowing roads and running extremely well in the conditions. Grant Yarrow in the 1600cc twin-cam Celica had been fighting fuel-pump problems early in the day and finished the stage with nasty noise in the rear, while Kenneth 'Bank' McWha made the finish control with just one gear in his Gemini-third!

The complexion of the event changed on the longest stage of the day which brought the field back into the Gallangowan oval. Donsett suffered a flat and was forced to change it mid-stage, dropping at least 20s and a half minute to Hoy. Peter Hapstone also punctured, handing the Clubman title to MacDonald on a silver platter, after leading the category by some six minutes.

Anderson again featured with second fastest, actually taking 18 seconds from Norton's Impreza. The Datsun 1600 of John Cosadoue/David Nash was performing it's usual death-defying feats and recorded fourth fastest time for the long section.

John Spencer and Bruce Fullerton also performed well over the distance, Fullerton's Group N Mazda 323 sipping many quicker cars in a great effort. The 'Clubman Rally' finished after this stage with the 1995 series decided in favour of Murdo MacDonald/Simon Lake. They finished third at this juncture, but have proven to be consistent and quick all year, and their success is a fair reward.

The Waters/Capps 'Tyrotech' Datsun actually won the 'Clubbia' in front of Andrew Johnstone/Gerard McConkey in the Datsun Stanza. After a valiant effort, Hapstone/Thompson finished seventh and were a little disappointed and coming up from behind in the latter half of the season. At the break, the scores were 1st Hoy/Steane - 1.18.43, 2nd Donsett/Farrier - 1.20.58, 3rd Norton/Garvey - 1.20.57 (4), 4th Anderson/Bates 1.21.17 and 5th Steve/Terry Scott - 1.23.28.

On SS7 ('Gallagher's') in the dark and Hoy did not appear to back off, stretching his lead over the field. Spencer's Corolla broke a driveshaft and co-driver Del Garbutt ran out of the stage to find the service crew and a spare. They repaired the car, but lost all hopes of a top result. On SS8 and the Falcon Tyres car kept on the rev-limiter, Hoy obviously enjoying the roads. This time it was Norton's wheels which fell off, or the jack to be precise, when they suffered a puncture and the jack broke. This caused enormous problems and the team lost about 30 minutes to the lead, getting a wheel back on the car. This was an unfortunate delay to an otherwise brilliant effort.

On SS8 and SS10, Hoy drove to enjoy his success and once again scooped the field to take a well-deserved win and his first QRC title with Stean. To add insult to injury Donsett's car had some off-song and the alternator failed on the final stage, causing the car to finish on just one spotlight. Take nothing away from the effort, though, as either team would have been worthy champions this year. Bruce had perhaps his most successful year ever with no dnf's and some very competitive outings. This year has not been his last!!

Anderson/Water clinched third with Cosadoue/Nash a fine fourth and Paul Goodwin/Andrew Bauer rounding out the top five.

The mid-coast 'Tint-a-Car' Subaru of the Scotts was there for an excellent sixth and Bruce Fullerton/Rob Reddix capped off a successful season by dominating the class in the Mazda 323 Group N and adding another excellent result to the portfolio. This result was despite the car finishing the event devoid of radiator coolant and such down on power. MacDonald, Waters and Johnstone rounded out the ten in what was arguably the best event of the year.

Hoy said it all when he proclaimed that he not driven on better roads anywhere and that he would definitely be back.

Gallangowan is an institution and the 'Keema Classic Rally' was a fitting end to another Queensland rally season. The event ran perfectly to schedule and the organization was unfaltering in all respects.

The midnight presentation attended by Keema Director Hank Kabeal was a reflection of the good spirit of the weekend, and the winners were given a rousing reception.

The Keema Club Rally

Following the previous day's QRC, the Gallangowan area played host to the annual Keema Club rally over some of the same roads used the night before. Only 25 entries were logged for the rally, quite the smallest for some years.

Led by Richard Anderson's Alfa 75 with service crew member Mark McKee alongside, the rally was shortened by a sickening accident involving the Datsun 1600 of Robin Berardo and Michelle Kieley.

In the first stage, the pink Datsun 1600 left the road and stopped immediately against a solid stump injuring the crew and causing the section to be stopped.

Help was on hand within minutes from a nearby spectator point and although in pain Michelle was able to remove herself from the car, but Robin had lost movement in his legs.

A decision was made to bring in an ambulance from nearby Murgon while both people were made comfortable and those officers called in a rescue helicopter to airlift both to hospital.

It appeared that Robin had suffered spinal injuries and he was taken directly to Brisbane's PA Hospital, while Michelle had chest injuries and was treated at the Royal Brisbane Hospital.

The rally finished on a short and saddened note with Anderson/McKee winning three stages out of three. John Spencer made up for the day before by taking second with 'Supa-Tony' Morrison/John Hayden grabbing third in the amazing 'Suzi-Sport' Swift GFI.

Bill Wilson won the modified class in his Keema Datsun 1600 while Colleen Smith/Emma Price won the Ladies' award in their Gemini.

Three days after the accident, Robin has undergone surgery and does not have a broken neck (as suspected earlier) and Michelle is in a stable condition.

Both appear to be well on the way to recovery.

All of Queensland's rally community and their friends wish them well for a speedy return to good health.

RENEWAL OF CAMS 1996 LICENCE

On BSCC members behalf, I have written to CAMS, Melbourne to request that an extension be granted to the 15 January 1996 date when the discount for early of renewal of licences ceases.

I am pleased to advise that an extension to the 31 JANUARY 1996 has been granted to BSCC members only to enable members to obtain the \$20 discount. CAMS Brisbane office is aware of this extension.

May I remind the Off Road competitors of the new licencing for 1996 details were published in Brisport November issue.

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1995 ART UNION

The winner of the Raffle/Art Union was TICKET 777 bought by Mr Henk Kabel.

I wish to thank all members and their friends who bought tickets and appreciate their support for the Club. However, I am bitterly disappointed at the number of members who were not able to sell their tickets or even return them for others to sell, even after reminder phone calls.

Perhaps you can let us have your ideas on how to raise funds for improvements to your clubrooms if this sort of fund raising does not appeal to you.

The Office will be closed from Thursday 21 December 1995 and re-open on Monday 15 January 1996. However, if I am able I will be clearing the Post Office box to deal with membership.

Wishing you all a safe and happy Christmas and all the best in motorsport for 1996

Ernie Gibson

B.S.C.C. Motokhana November Director Lisa Jones

Driver	Test 1.	2.	3.	4.	5.	6.	Total	O/R	BSCC
Tony Paton	17.60	27.89/5	25.63	35.64	26.87	28.87	167.50	1	1
Geoff Stanaway	18.59	28.98	27.73	37.00	30.97	28.09	171.36	2	2
A.Larsen	18.34	28.44	24.93	37.12/5	28.67	29.50	172.00	3	
S Rayment	20.49	27.82	21.31	33.69	31.26	40.98	175.55	4	
P Gray	22.01	30.17	22.95	42.73	29.77	30.86	178.49	5	
K Somerville	19.19	29.12	23.79/5	39.15	28.85	40.98	186.08	6	
Bryant Rayment	29.18	30.64	24.69	39.86	32.79	31.25	188.41	7	
P Van Slobbe	22.16	29.94	27.97	42.59	38.65	31.28	192.54	8	3
Andrew Pearce	23.53	29.94	29.39	48.39	35.92	30.98	197.25	9	4
Roy Evans	31.03	35.64	26.44	39.11	39.84	28.49	200.55	10	5
Boyd Rayment	26.52	29.79	34.40	41.93/5	37.22	35.98	210.84	11	
Lee Evans	29.15	29.14/5	27.70	55.34	41.31/5	33.02	225.66	12	6

1. Six Gate 2. Manoeuvring 3. Trefoil 4. Triple Garage 5. Opposite Garages 6. Try Angles

KEEMA CLASSIC WEEKEND

Well the rallies have been run and won with little in the way of surprises. Congratulations to Wayne and Alan on their win and their subsequent victory as Queensland Rally Champions. Congratulations also to Murdo Macdonald, winning driver in the very well supported Cibie GP Cars Clubman Series.

I was happy with the event's format and that proved to be the case. Several competitors took the time to speak to Barry and I voicing their approval.

I would like to take this opportunity of thanking the many people who support our team of Stage Commanders over the weekend. Like so many "behind the scenes" helpers they are often forgotten. Competitors should remember this and thank these people as they pass through stage starts and finishes.

Sunday's event was marred by an unfortunate accident by Car 10, Robin Berardo and Michelle Kiely. I am happy to relate they have the best of hospital care and are on the mend. Richard Anderson and Mark McKeon were in good form taking first place from John Spencer and Neil Eichorn in second place.

And talking of John Spencer, I would like to thank him for looking after my cars which have been used for survey work over the years. You can clock up the kilometres when its 500 kms just to Gallangowan and back!

Finally a big "Thank you" to the team who supported me throughout the event. I said at the presentation on Saturday night unfortunately we come to realise that some competitors do not see the effort expended by these people.

We thank Henk Kabel and Keema Automotive Group for their continued sponsorship of this weekend of motorsport.

And thanks to you as competitors for being there to enjoy yourselves.

Craig Porter
Clerk of Course

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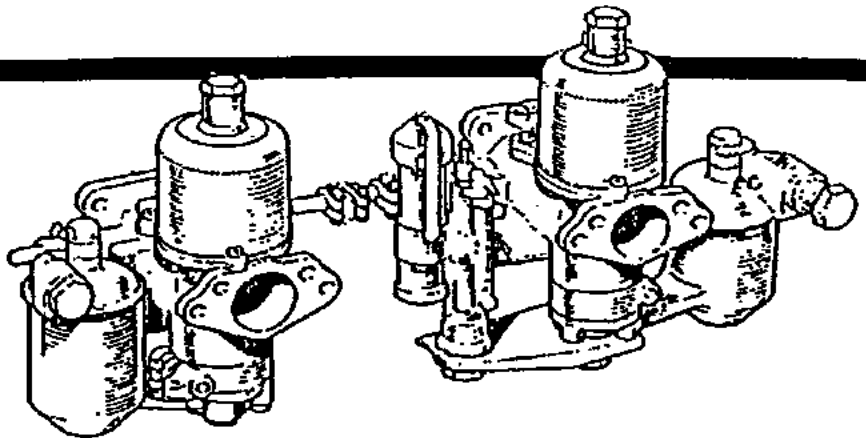
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Proposed BSCC 1996 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS

Saturday 24 February 1996 First Round

Saturday 30 November 1996 Final Round

Gympie area
C of C Brian Everitt
Gallangowan
C of C Craig Porter

AUSTRALIAN RALLY CHAMPIONSHIP/ORC

Saturday/Sunday 13/14 July 1996

Pacenoting Friday 12 July 1996

C of C Errol Bailey

CLUB RALLIES

Saturday 3 August 1996

Saturday 28 September 1996

Sunday 1 December 1996

Beerburum
C of C ?
Imbil
C of C David Nash
Gallangowan
C of C Craig Porter

RALLYSPRINTS

Sunday 3 February 1996

Sunday 2 June 1996

Sunday 8 September 1996

Sunday 10 November 1996

C of C Tony Best
C of C Tony Best
C of C
C of C Tony Best

OFFROAD

Sunday 4 February 1996

Sunday 1 September 1996

Sunday 24 November 1996

Short Course
Long Course
Short Course

HISTORIC

Sunday 3 March 1996

Saturday 29 June 1996

Saturday 21 September 1996

Saturday 2 November 1996

Saturday 2 November 1996

Sunday 3rd Sunday in the month

Mountain Classic Tony Slattery
BP Economy Classic Ian Ferguson/Tony Best
GP Cars Classic Jim Reddix/Peter Marshall
Twilight Rally Alan Stean/Richard Collingwood

MOTORKHANA

Sunday 3rd Sunday in the month

Boondall Entertainment
Centre Q Carpark 9.30 am

Co-ordinator - Lisa Jones

NIGHT RUNS

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

CLUB OFFICIALS

PATRON The Rt Hon Lord Mayor Alderman James Scourley
VICE-PRESIDENT Alan Bates 3379 9804 3254 1799
IMMEDIATE PAST PRESIDENT Rod Sams 3345 9075 3224 3851
SECRETARY Laurence Svenson 3261 3349 3266 6822
TREASURER Gary McLane 3355 5985 3848 6464
ASSISTANT TREASURER Neil Michel 3398 1810 3308 7112
CLUB CAPTAIN Greg Horton 018 746 284 3268 2914

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Tony Best Alan Clines
Richard Collingwood Fabio Francini
David Nash Craig Porter
Tony Slattery Ken Warren
ADMINISTRATION OFFICER Esme Gibson 3345 3435 3391 8881
CAMS DELEGATE Alan Bates 3379 9804 3254 1799
AUDITOR Peter Quinn
EDITOR Tom Smith 3862 2363 3834 2713
REGISTRAR Del Garbett 3808 1538
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PROPERTY OFFICER Craig Porter 3376 6563 3215 4415
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RALLY Craig Porter 3376 6563 3215 4415
MOTORKHANA) 074
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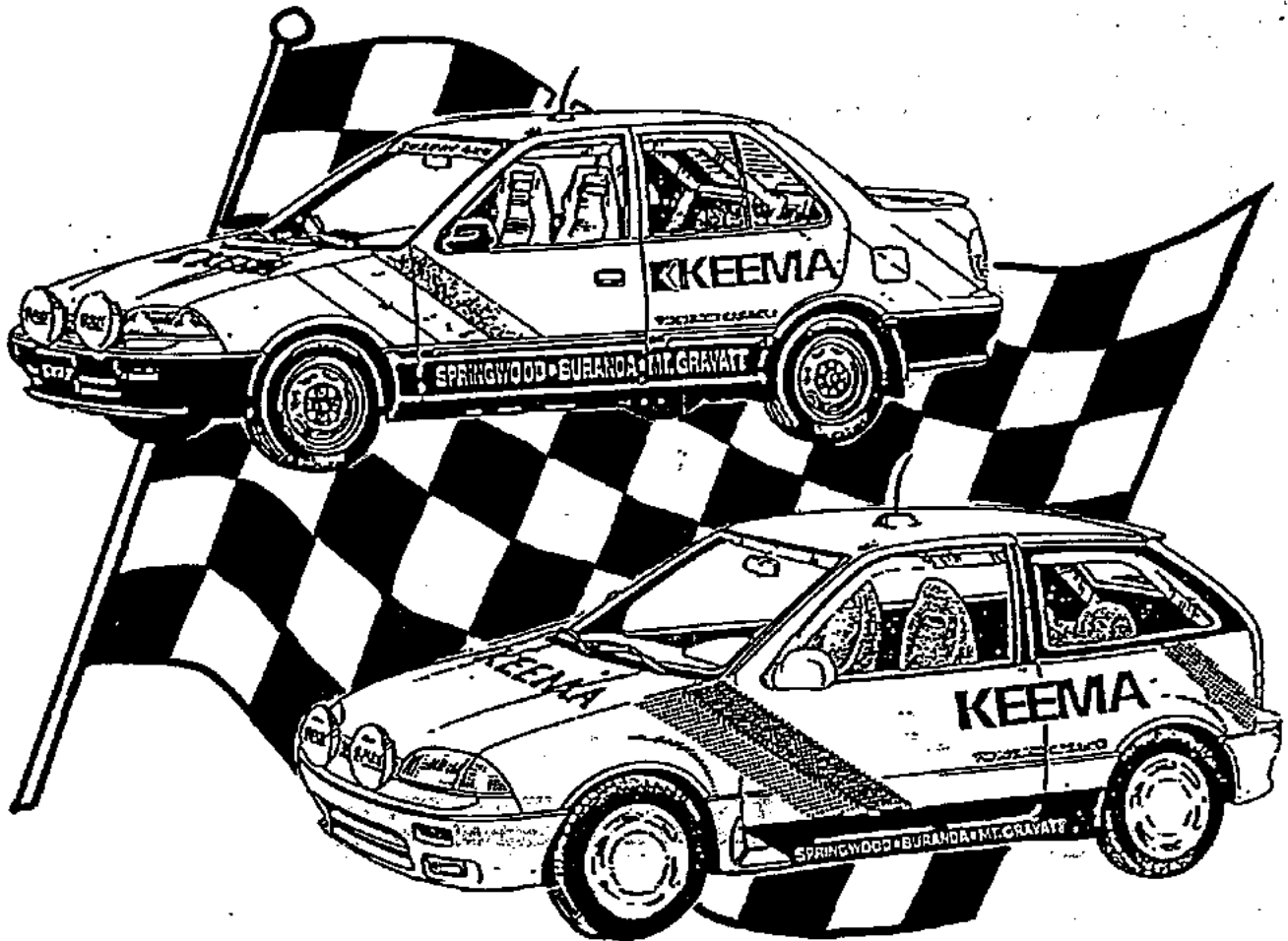
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After hours - Henk Kabel Ph. 300 2617