

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



1994
Junior Champion



1994
Off-Road
Champions

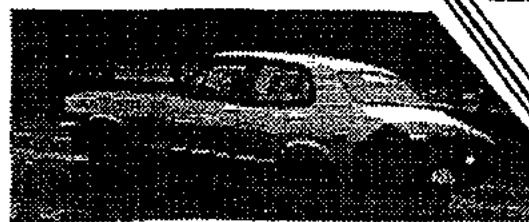
IAN FERGUSON



STEVE/BARRY WILLETT

1994
Motorkhana
Champion

LEE EVANS

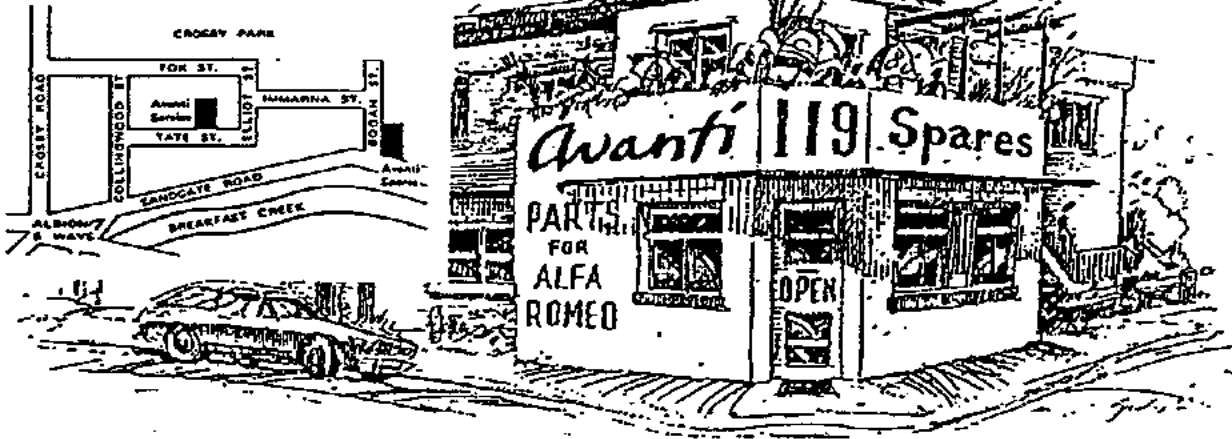


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The Last Hurrah!

Well the time has finally come for me to say that this is my last issue of 'Brisport', and there is some heaviness in my heart.

Over the past eight and a bit years I have put together the monthly magazine of the BSCC, sometimes enthusiastically and sometimes haphazardly, but nearly always we've managed to meet the deadline.

Here and now, I have finally decided that I do not have the time to continue with this obsession and must hand in my resignation as Editor.

I can happily advise that we do have a new Editor-in-Chief in the form of the very enthusiastic Pat Hetherman, who will take over the role of 'the man who would be king'.

The pay remains the same for Pat as it did for me and I'm sure the lack of desk, phone and company car will not stop him from putting everything into the job.

Welcome aboard, Pat and thank you very much for taking over the reigns.

For those who haven't been around for so long, here's some history of the job as I fell into it.

Prior to me becoming Editor, the holder of the pen was Pete Johnson who I was competing with in rallies in the mid to late eighties.

Pete took leave to do some world travelling and talked me into the job which I thought I'd do for a few years and hand over to the next young enthusiast.

Unfortunately no-one jumped at the chance of becoming the new Editor when there was already a sucker in the job and so it's stuck to me for the duration.

Over the past couple of years, I had made some veiled threats to get out of the job but these again fell on deaf ears.

Yes, that meant I still stayed with the job although in about 1993 someone took over the role for two months but spat the dummy and back

I came.

Over the years I have been capably assisted by many people who have contributed to the articles reports and stories which have appeared. Thanks go out to all of those people without whom the magazine would not have been a club magazine.

In the early days, I somehow managed to attend most events and write stories about everything that opened and shut.

In the later years the job of chief reporter was reduced to the job of just editor when others took over the story-writing side of things.

I hope to be able to contribute some more articles at various time in the future but that will depend on what Pat needs.

Over the years there were quite a few interesting things which appeared in the magazine including some of my quirky little pages like 'Dear Bob' (a help page for petrol heads), the continuation of the 'Life Racing Team' page (including Nik O'Penn, Stabulo Boss and Vas Deferens) and of course the annual 'Hugh Jarsole Awards for Efforts in Contemporary Motorsport'. Brucie Dummett won the best accident award for many years in the page of the season.

I have a slightly warped sense of humour and it was something of an outlet for me to be able to write these interesting pieces, which I think a few people enjoyed.

I certainly hope that no one was offended by any of these and if you were I would like to say in my last issue, "Bad Luck, Chuck!!"

Esme will be the co-ordinator of material from anyone who wishes to forward ads or articles for inclusion in future issues as usual so continue to forward anything by mail, fax or drop it in at the clubrooms.

The AGM is coming up very soon so be sure to attend and take an active role in selecting just who will govern the club for the coming year.

Our reigning President Alan Bates will be resigning his commission this year as far as I am

aware so there will be a new incoming President who should enjoy a great level of support from his executive.

The Annual general Meeting is the time to put up your hand to play a role in the organisation of the club and it's events so join a committee or be prepared to sacrifice some time to be on the Board.

It is a very rewarding experience which I'm sure anyone would enjoy. You'll then realise that there is more to this game than meets the eye!

By the time some of you read this the Cooloola Classic Rally will be under way in Gympie with a cracker field of 55 entries. The event is a combined QRC/GP CARS Clubman Series round and will be a fine start to the season.

Brian Everitt is our Clerk-of-Course and he has put together a great rally for all concerned, using only the best roads on offer in the region.

The field is impressive and you will see all manner of 4wd turbos and a fair percentage of fast 2wd's as well.

It'll be a hoot so if you're not competing, as usual be there to join in the fun and do a road block or control.

The person power is needed and without the necessary roadblocks, any event is in doubt.

In the last few weeks we have had the first round of the Rallysprint Series and have Tony Best to thank for that. Unfortunately, the first scheduled date was rained out and after some consultation with the Forestry Department at Beerburrum, the event went ahead the next weekend.

The outright winner was Leigh Achterberg previously from the north of the state whose Starion Turbo was very quick over the long roads in the area.

The coming year is looking very busy indeed with a full calender and lots of events of all status for competitors to enjoy.

I hope that you all take the time to commit to Motorkhanas, rallysprints, club rallies and the QRC's and support this sport in 1996.

The Gemini Rally Series in 1996 is looking big, with reports of something like 20 plus competitors on the prowl for the Gemini

Championship.

It is obviously the place to start in the sport as the competition is enormously close, the cars are not hard on tyres and the Gemini is fairly cheap to repair if the worse case happens.

Get into the Gemini's if you're looking at a greta place to start driving.

For everyone's information, the Queensland rally Advisory Panel has been very busy trying to assist with the management of the sport in Queensland.

You may have read of the controversy involving the maximum distance for Clubman Series events and the screams about how unfair it is.

The final result was that the maximum has been set at 80 kilometres for stand-alone events and for the combined QRC/Clubman events the distance may be longer, pending approval from the QRAP.

The club is in the business of providing quality events for it's members and over the years I have been proud to be involved in a number of great teams.

My involvement with the sport may tone down a little but I will still endeavour to be around and compete in as many events as possible.

I wish to once again thank everyone who has ever contributed to the magazine and thank all of those people who have offered their support, both in content and moral.

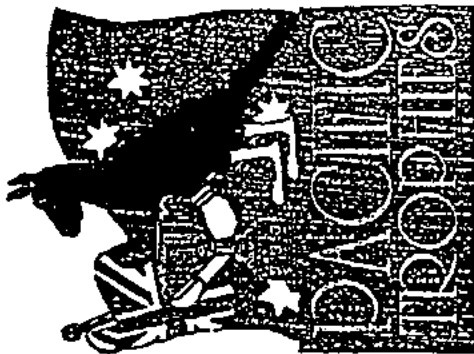
I hope the magazine goes on from big to bigger and that our new Editor is able to keep all readers enthralled.

I think I am safe in saying that Brisport enjoys a reputation for providing good coverage and reasonable reports on events and I'm sure that reputation will remain.

Thanks for having me and enjoy what's on offer. The Brisbane Sporting Car Club is an institution which deserves to prosper.

All the best for the future!!

Tom Smith



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NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, WOOLLOONGABBA on WEDNESDAY 27 MARCH 1996 at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

- (1) To receive, consider, and if thought fit adopt the Financial Statements and the Reports of the President and the Auditors in respect of the year ended 31 December 1995.
- (2) To elect members of the Board, the Auditor and Life Members (if any).
- (3) To receive, consider and if thought fit, adopt a special resolution to amend the Articles of Association to include the interest of members in "Historic Vehicles" in accordance with the requirements of the Queensland Department of Transport's Special Interest Vehicles Scheme.
- (4) To receive, consider, and if thought fit adopt any other resolutions of which notice has been given.
- (5) To consider general business.

In accordance with the Articles of Association, the President, Vice-President, Secretary, Treasurer, Assistant Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting, (i.e. Wednesday 13 March 1996) at the latest.

If insufficient nominations are received for the positions to be filled, nominations may be called at the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine and are available from the Administration Officer - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed as a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are also enclosed with this Magazine - please use one if you cannot attend in person.

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B.S.C.C. CHAMPIONSHIPS

In the magazine each month you will find an up-to-date list of point scores for the Club Championship.

There will be six separate Championships, as well as an overall Club Championship and a Ladies Championship. The six series will be

*Motorkhana	*Night Run,	* Off-Road (Long Course)
*Rallies	*Historic	* Speed Events including
Off Road Short Course and Rallysprints.		

Points may be scored in all B.S.C.C. organised Motorkhanas, Night Runs, Off-Road, Historic, Rallies and Speed Events, both open and closed. Points will be allocated in each event only to members who are financial at the time. i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 17 outright in an event but this is the best result for a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way; for Night Runs, Off-Road (Long Course), Historic and Rallies 11 points for the winner (remembering that winner means best BSCC result) 10 for second etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. For Motorkhanas and Speed Events points will be awarded down to 2 points for tenth place. In all events only out-right results will be considered, not class placings.

In case of a tie. e.g. for third place, both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 9 points (11 points Motorkhanas and Night Runs) for their efforts, however, these points can only be gained on two occasions per type of event.

Finally the top ten place-getters in each of the six types of events (Motorkhanas, Off Road, Night Runs, Rallies, Speed Event and Historic) will receive a points allocation of 11, 10, 9, 8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the Club Championship.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

Del Garbett (808 1538 home) has volunteered her services as Registrar this year and any queries should be directed to Del.

CLUB C/SHIPS

1995 FINAL

POSITION	NAME	H	M	N	O	R	S	TOTAL
01	TONY BEST	09		08		01	08	24
02	TONY SLATTERY	11		11				22
	DEBBIE DAVIES	11		11				22
	TONY PATON		10	07		01	04	22
05	GEOFF STANAWAY	01	11	04		01	01	18
06	PETER MAPSTONE					05	07	12
	ALAN STEAN	01				11		12
08	ANDREW PEARCE		09			01	01	11
	GREG POOLE						11	11
	TROY CRANE				11			11
	SCOTT GARDNER				11			11
	ALAN BATES	01		01		00		11
	RICHARD ANDERSON					11		11
14	ALAN CLINES		09				07	10
	BARRY COOK						10	10
	BILL WILSON					01	09	10
17	DAVID LAPWORTH					09		09
	MICHAEL HOCKING	01	07				01	09
	MICHAEL YENTZ				08			09
	GARY WHYATT				08			09
	BRUCE DAWSON		01	07		01	08	09
23	LISA JONES	08						08
	PETER WHALLEY	08						08
	PAUL VAN SLOBBE		06					08
26	GREG NICOL				07			07
	ALAN NICOL				07			07
	IAN FERGUSON	08		01				07
	BRUCE DUMMETT					07		07
	JOE FERRIER					07		07
31	RICHARD GALLEY			01		01	04	08
	MARK PEARCE		06					08
	ANDREW OWEN	05		01				08
	TONY HOWARD					01	05	08
36	LEE EVANS	01	05					08
	ANDREW VAN SLOBBE	05						08
	JOHN DARE				05			08
	DARYL COLE				05			08
	ED FREUDENBERG		01	03		01	05	08
	GLENDA OWEN	04		01				05
	MARK CARBINE			05				05
	CRAIG PORTER					05		05
43	ROB BEKKER						04	04
	KEN WARREN		03	01				04
	RAY EVANS		03	01				04
48	MALCOLM GIBB	03						03
	GRANT HARVEY	01		02				03
	PAUL GOODWIN					03		03
	DAVID BURNETT	03						03
	DAVID GILBERT	03						03
	TRICH EVANS	01	01	01				03
	DAVID NASH					03		03
	DAVID OWEN	01		01			01	03
	CHRIS MICHEL	01				01	01	03
55	LORRAINE BEST	01		01				02
	DARRIN GARDNER					01	01	02
	RANDALL BRYSON					01	01	02
	KELVIN TAYLOR		01	01				02
	RICHARD GROVES	01		01				02
	JOHN ROGERS			01			01	02
	IAN VAN DE STRAAT					01	01	02
	CHRIS CORBEE					01	01	02
	STEVEN GALLEY			01		01		02
	ROGER WHITE	01		01				02
	GARY MARSHALL					01	01	02
	COLLEEN SMITH					01	01	02
	ADRIAN BUKMANS					01	01	02
	R. COLLINGWOOD	01				01		02
	GARY WORRALL			01		01		02
70	ERRYL BAILEY					01		01
	BOB CRASE					01		01
	JOHN MCPHAIL			01				01
	RON VAN O'NEAL		01					01
	NEIL THYER			01				01
	KEN PHILP	01						01
	TONY GALLETT	01						01
	MURRAY COX	01						01
	TONY PERRIS	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 FERGUSON		01					01
	ANDREW JOHNSTONE					01		01
	GERARD MCCONKEY					01		01
	TONY KABEL					01		01
	GREG TEBBLE					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 HEARY					01		01
	JIM REDDIE	01						01
	PETER MARSHALL	01						01
	NEIL MICHEL	01						01
	ROY HARVEY	01						01
	DEAN TIGHE	01						01
	LYNDALL TIGHE	01						01
	FRONA MCNAUGHTON			01				01
	LARRY LITTLEWOOD					01		01
	JIM PILORAM					01		01
	RUSSELL BRYSON					01		01
	BRIAN BOARDMAN					01		01
	GRAEME ANDERSON					01		01
	TOM STIBB					01		01
	TERRY SCOTT					01		01
	VIV GEES					01		01
	SHALIN RYAN					01		01
	KAREN SOXSMITH					01		01
	RON PETERS					01		01
	GLEN DUTHIE					01		01
	TIM COLLINGWOOD					01		01
	JEFF WINSTON					01		01
	STEPHEN VINES					01		01
	REX FORD					01		01
	DAVID WALSH					01		01
	JOHN PROVAN					01		01
	DANNY IRVINE					01		01
	STEVEN BRID					01		01
	CHRIS LAWSON					01		01
	GREG WRIGHT					01		01
	MICHELLE GATTON					01		01
	ROBERT DYBA					01		01

=70

GREG GREVELL								01	01
KEVIN GREVELL								01	01
RICHARD OWEN	01							01	01
GAIL GROVES	01							01	01
IAN DUNKLEY							01	01	01
GARY WORRELL							01	01	01
JOHN SPENCER							01	01	01
JOHN GOASDOUE							01	01	01
ANDREW BAUER							01	01	01
IAN MOGG							01	01	01
DESTRY RULE							01	01	01
STEVEN SHEPHEARD							01	01	01
SHALIN STONE							01	01	01
CAMERON THOMPSON							01	01	01
B WRIGHT							01	01	01
GARY MCLANE							01	01	01
BRENDAN LOWTHER							01	01	01
TIM KAY							01	01	01
DEL GARBETT							01	01	01
SIMON RICHMOND							01	01	01
EMMA PRICE							01	01	01
RICHARD TAYLOR							01	01	01
DAVID HOOD							01	01	01

LADIES C/SHIPS

POSITION	NAME	H	M	N	O	R	S	TOTAL
01	DEBBIE DAVIES	40		76				116
02	LISA JONES			89		10		99
03	ANNE MALCOLM						45	45
	GLENDA OWEN	32		11				43
05	TRICH EVANS	07	11	10				28
06	LORRAINE BEST	19		08				27
07	COLLEEN SMITH					20	11	20
08	FRONA MCNAUGHTON						11	20
09	KAREN SOXSMITH						11	11
	DEL GARBETT						11	11
	EMMA PRICE						11	11
12	ANITA WHYATT	10						10
	SUSAN LAX	10						10
14	MICHELLE GATTON					09		09
15	MERYL ROGERS	08						08
	LYNDALL TIGHE	08						08
	GAIL GROVES	08						08

1995 FINAL

RALLY C/SHIPS

POSITION	NAME	MAY	SEPT	DEC1	DEC2	TOTAL
01	ALAN STEAN	11	09	11		31
	RICHARD ANDERSON	11	09	11		31
03	DAVID LAPWORTH	08	08	08	05	29
	ALAN BATES	11	09			20
05	BRUCE DUMMETT	09		10		19
	JOE FERRIER	09		10		19
07	CRAIG PORTER	09		09		18
	PETER MAPSTONE	08	05	04		18
09	PAUL GOODWIN	10	07			17
	DAVID NASH	09	08			17
11	VIV GEES	05		09		14
	SHALIN RYAN	05		09		14
13	BRUCE FULLERTON	07		08		13
	ROB REDDIE	07		08		13
15	ANDREW JOHNSTONE	08		05		11
	JOHN SPENCER			01	10	11
17	TONY BEST	10				10
	DAVID HOOD	03	07			10
19	ERRYL BAILEY	09				09
	GARY MARSHALL		09			09
21	JOHN GOASDOUE			08		08
	TERRY SCOTT			08		08
	TONY KABEL	05			03	08
	GREG TEBBLE	05			03	08
	BILL WILSON				08	08
28	ANDREW BAUER			07		07
	IAN MOGG				07	07
	DESTRY RULE				07	07
29	TONY HOWARD				06	06
	GERARD MCCONKEY	08				06
31	GARY WORRALL				06	06
32	STEVEN SHEPHEARD				04	04
	SHALIN STONE				04	04
	RICHARD GALLEY	04				04
	STEVEN GALLEY	04				04
	CHRIS CORBEE		04			04
	KAREN SOXSMITH		04			04
	CAMERON THOMPSON			04		04
	TIM COLLINGWOOD		01	03		04
40	GEOFF STANAWAY		03			03
	RICHARD COLLINGWOOD			03		03
42	RON PETERS		02			02
	GLEN DUTHIE		02			02
	CHRIS MICHEL			02		02
	JOHN PROVAN		01	01		02
	ANDREW PEARCE		01	01		02
	B WRIGHT				02	02
	GARY MCLANE				02	02
49	JEFF WINSTON		01			01
	DARRIN GARDNER		01			01
	STEPHEN VINES		01			01
	REX FORD		01			01
	DAVID WALSH		01			01
	BRUCE DAWSON		01			01
	DANNY IRVINE		01			

BSCC CLUB CHAMPIONSHIPS

1995 FINAL SUMMARY

MOTORBIKERS CHAMPIONSHIP

1ST	GEOFF STANAWAY	58 PNTS
2ND	TONY PATON	52 PNTS
3RD	ANDREW PEARCE	50 PNTS

NIGHT RUN CHAMPIONSHIP

1ST	DEBBIE DAVIES/TONY SLATTERY	92 PNTS
3RD	ALAN CLUNES	80 PNTS
4TH	TONY BEST	71 PNTS

BALLY CHAMPIONSHIP

1ST	RICHARD ANDERSON/ALAN STEAN	31 PNTS
3RD	DAVID LAFWORTH/ALAN BATES	20 PNTS
5TH	BRUCE DUMMETT/AOE FERROER	19 PNTS

LADIES CHAMPIONSHIP

1ST	DEBBIE DAVIES	118 PNTS
2ND	LISA JONES	98 PNTS
3RD	ANNE MALCOLM/GLENDA OWEN	43 PNTS

JUNIOR CHAMPIONSHIP

1ST	ANDREW PEARCE	88 PNTS
2ND	LEE EVANS	41 PNTS

HISTORIC CHAMPIONSHIP

1ST	TONY SLATTERY/DEBBIE DAVIES	40 PNTS
3RD	TONY BEST	30 PNTS
4TH	PETER SMITH/PETER WHALLEY	37 PNTS

OFF ROAD CHAMPIONSHIP

1ST	TROY CRANE/SCOTT GARDNER	11 PNTS
3RD	MICHAEL VENTZ/GARY WYATT	10 PNTS
5TH	ALAN NICOL/GREG NICOL	9 PNTS

SPEED CHAMPIONSHIP

1ST	GREG POOLE	30 PNTS
2ND	BARRY COOK	28 PNTS
3RD	BILL WILSON	25 PNTS

CLUB CHAMPIONSHIP

1ST	TONY BEST	24 PNTS
2ND	TONY SLATTERY	22 PNTS
	DEBBIE DAVIES	22 PNTS
	TONY PATON	22 PNTS
5TH	GEOFF STANAWAY	18 PNTS

NIGHT RUN CASHPS

1995 FINAL

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 CLUNES	11	11	10	11	09	10	09	10	10	80
04	TONY BEST	11	11	10	11	10	09	10	09	10	71
05	TONY PATON	09	11	09	07	09	10	09	09	04	70
	LISA JONES	09	05	09	09	11	09	09	05	09	62
07	MARK CHARNE	09	05	09	09	11	09	09	05	09	56
08	GEOFF STANAWAY	11	11	10	11	10	09	11	11	10	59
09	ED FREUDENBERG	11	11	10	11	10	09	11	11	10	59
10	GRAH HARVEY	09	11	10	11	10	09	11	11	10	59
11	KEN WARREN	09	09	10	11	10	09	11	11	10	59
	FIONA MCNAUGHTON	09	09	10	11	10	09	11	11	10	59
13	DICK GROVES						09	07	11	10	42
14	JOHN MCPHAL	11	11	10	11	10	09	11	11	10	41
	DAVID OWEN									11	11
	ANDREW OWEN									11	11
	GLENDA OWEN									11	11
18	RICHARD GALLEY									10	10
	STEVEN GALLEY									10	10
	ALAN BATES									10	10
21	NEL THYER	09								09	09
	RAY EVANS				09					09	09
	TRICH EVANS				09					09	09
	JOHN ROGERS							09		09	09
25	KELVIN TAYLOR	04	04							08	08
28	GARY WORRALL								07	07	07
27	IAN DUNKLEY									06	06
	IAN FERGLUSON	05								05	05
	LORRAINE BEST	05								05	05
30	ROGER WHITE									03	03

MOTORBIKERS CASHPS

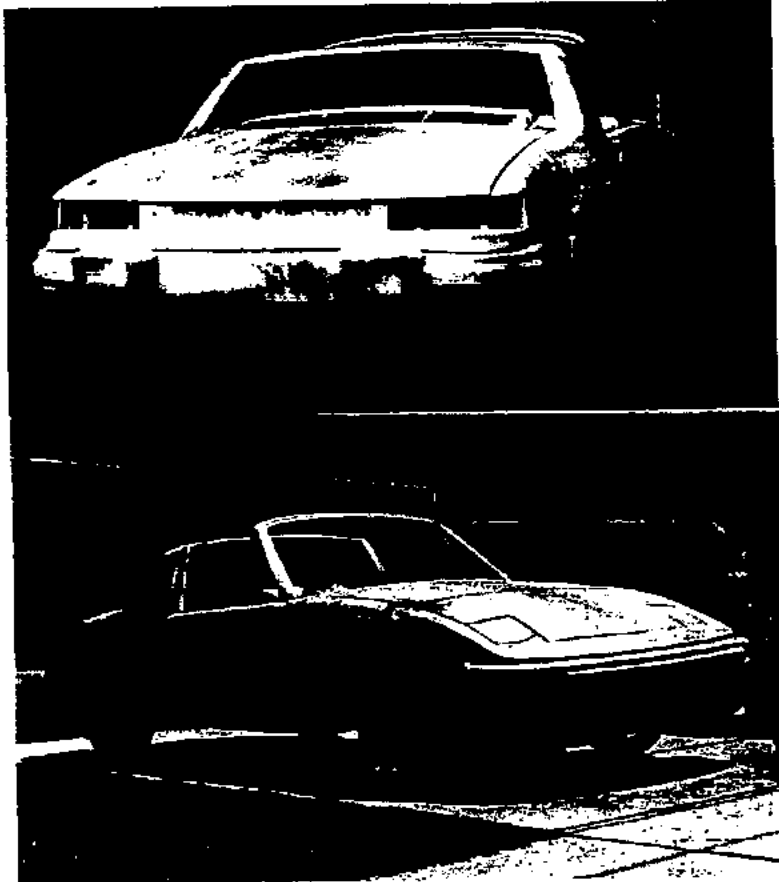
1995 FINAL

POSITION	NAME	FEB	MAR	MAY	JULY	AUG	NOV	TOTAL
01	GEOFF STANAWAY	10	09	09	11	09	10	56
02	TONY PATON	11	10	09	11	11	11	52
03	ANDREW PEARCE	08	09	09	09	10	09	50
04	PALL VAN SLOBBE	04	06	07	10			36
05	MICHAEL HOCKING	06	10	11				28
06	MARK PEARCE	09	07	05				21
07	ANDREW VAN SLOBBE	05	11					16
	LEE EVANS	03	06	01			06	16
09	KEN WARREN	09	09				07	15
	RAY EVANS		09					15
11	LISA JONES						09	09
12	RORY VAN OPSTAL	07						07
13	K TAYLOR			04				04
14	TRICH EVANS			03				03
15	ED FREUDENBERG			02				02

JUNIOR CASHPS

1995 FINAL

POSITION	NAME	H	M	N	Q	R	S	TOTAL	
01	ANDREW PEARCE		55				22	11	88
02	LEE EVANS	11	30						41



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Video Night at the Clubrooms

Good quality recent Motor Sport videos will be shown at the clubrooms on the second Wednesday night of each month, commencing at 8.00 pm. (thanks to Chris Lane for arranging this.)

The next Video Night will be on Wednesday 13th March and a video of the Network Q RAC Rally will be shown, along with local footage from the Cooloola Classic Rally.

March Motorkhana

The third Sunday of every month is the Club's usual motorkhana date, and the next motorkhana will be held on Sunday 17th March.

It will be held at Car Park Q at the Boondall Entertainment Centre, and will commence at 9.00am.

Table Top Rally

The second of the Club's 'table top' rallies for 1996 will be held at the clubrooms on Wednesday 20th March, commencing at 8.00 pm.

This is a good way to improve your map reading skills without getting lost on a real rally.

Peter Smith, another well-known historic rally navigator (and driver - Ed!) is the organiser this time, and competitors will need to bring an Ipswich 1:250,000 map and a rally roamer.

Ipswich West Moreton Auto Club Clubman Rally

Ipswich West Moreton Auto Club are organising this event which is to be held on Saturday 20 March. The Clerk-of-Course is Jim Guest.

It will be the second round of the Queensland Clubman Rally Series and the ARN Junior Rally Challenge, and will be the first round of the 1996 Gemini Rally Series.

The event starts at Nanango at approximately 6.00pm and will have special stages in East Nanango and Yarraman forests with a central service point at Nanango.

Further information can be obtained from Jim Guest on 3281 6202 (a/h).

ANNUAL GENERAL MEETING

The Club's Annual General Meeting will be held at the Clubrooms on Wednesday 27th March commencing at 8.00 pm.

There is more information on this meeting elsewhere in the magazine.

This meeting is your opportunity to elect new Board members for the next twelve months and to have your say in the running of the Club.

Be there!!!

GERMAN AUTOS

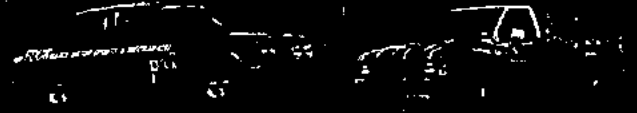
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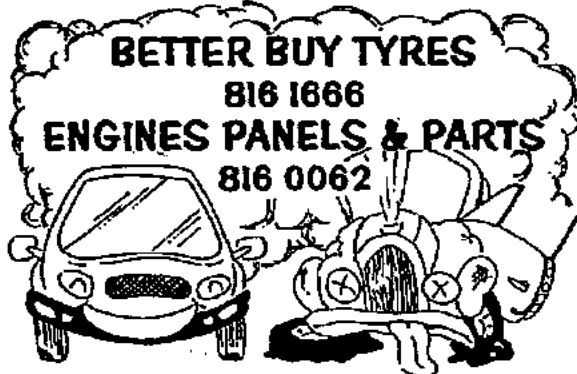
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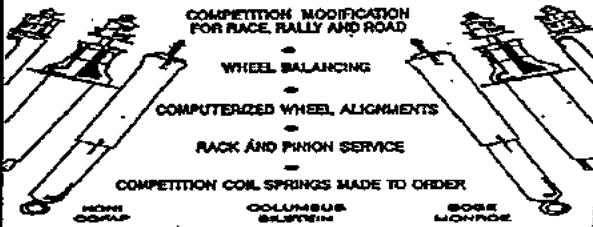
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Coming Events

Marque Sports Car Club Night Run

The Marrque Sports Car Club is conducting a Night Run on Friday 1st March and have invited BSCC members to enter. (The first Friday of the month is the normal Night Run date for BSCC but we have agreed to support other clubs when they have an event on our night.)

This event will start at 7.00pm from the Norman Park Bowls Club and further information can be obtained from Ian Hyland on 3274 4018 (work).

Case Mountain Challenge

The first Historic Rally for 1996 will be the CASE MOUNTAIN CHALLENGE which will be held on Sunday 3 March. Sponsorship for the event has been obtained from Case Brisbane.

The event starts from New Farm Park at 8.00 am with a lunch break at Toowoomba and a late afternoon finish near Ipswich. The official map is the Ipswich 1:250,000.

Competitors not wishing to do an tricky map reading can enter the CASE MOJUNTAIN CLASSIC which will have the same start, lunch break and finish, but using very simple route instructions.

Further information can be obtained from Tony Slattery on 3391 3022 (a/h). He still needs a few more Control Officials.

Rally School

The third night of the Club's 1996 Rally School will be held on Monday 4th March.

The topic that will be covered on that evening will be car preparation and the equipment needed to fit out a rally car.

This course will be held at the Clubrooms and will comence at 7.30 pm.

Midnight to Dawn Rally

The Christian Autosports Club is organising a Midnight to Dawn Rally on Friday 8 March and BSCC members are invited.

The event will start at Midnight from the Shell Service Station at Arana Hills and entries will be accepted at the start.

Instructions will be very easy to follow and only good roads will be used. Most of the event will take place outside the Brisbane city area but no maps will be needed.

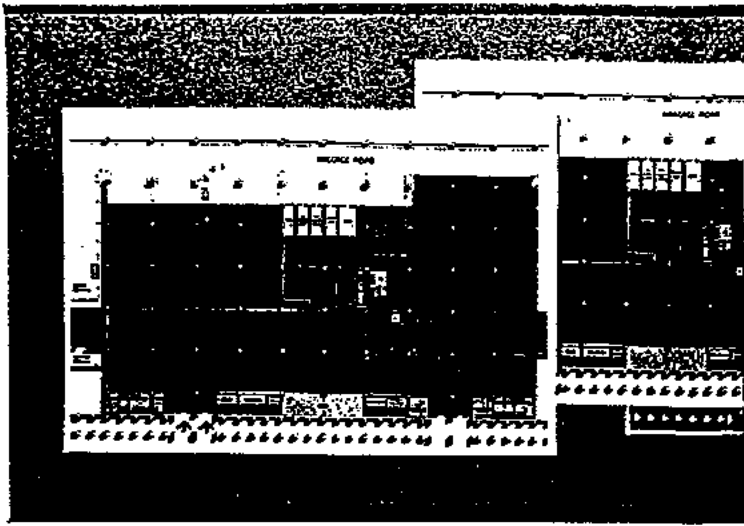
These events are a good transition between Club night runs and the shorter club rallies and are ideally suited to Historic Rally cars. Further information can be obtained from Ross Colledge on 3808 9000 (a/h).

Quart Spares RALLYSPRINT

10 FEBRUARY 1996



Car N	Alt Ent	Entrant/Driver	Co-Driver	Vehicle	Class	SS1	SS2	SS3	SS4	Penalties	Total	
28		Tony Paton	Lisa Jones	Daihatsu	R1	3.10.9	4.16.8	3.08.6	4.01.4		14.37.7	1st
5		Wayne Appleyard	Anthony McLoughlin	Gemini	R2	2.48.2	3.58.2	2.46.0	3.46.9		13.19.3	1st
16	GCTMC	Paul Pyyvaara	Jason Ruge	Gemini	R2	2.57.8	4.01.8	2.52.5	4.02.2		13.54.3	2nd
38		Terry Gusterson	Jaydin Gusterson	Gemini	R2	3.16.0	4.08.8	3.00.2	4.07.4		14.32.4	3rd
30		Paul Bradshaw	Damien Johnson	Holden	R2	3.10.3	4.30.8	3.04.2	4.01.2		14.46.5	4th
27		Glen Rogers	Ron Peters	VW Golf	R2	3.10.4	4.21.1	3.16.2	4.03.7		14.51.4	5th
8		Mick Barry	Debbie Dillon	Gemini	R2	2.58.1	4.25.9	3.08.5	4.14.3	*0.00.05	14.51.9	6th
13		Campbell Smith	Anne Malcolm	Datsun	R2	3.21.6	4.21.1	3.21.2	4.03.1		15.07.0	7th
29		Ed Freudenberg	Fiona McNaughton	Mazda Capella	R2	3.29.5	4.40.5	3.26.3	4.38.7		16.15.0	8th
26		Peter Hillman	Michael Langeveld	Gemini	R2	3.51.5	5.16.0	3.40.2	5.01.1		17.48.8	9th
31		Peter Menzies	Stephen Kennedy	Gemini	R2	3.14.7	4.25.2	4.25.9	6.12.8	*00.00.45	19.03.6	10th
33		Peter Marshall	Gary Worrall	VW Golf	R2	3.05.5	5.30.5	dnf				
17		Geoff Meacham	Ken McWha	Gemini	R3	3.04.2	4.01.6	3.00.2	3.54.7		14.00.7	1st
21		Robert Cresdee	Doriano Ferraro	Isuzu Gemini	R3	3.17.7	4.08.5	3.03.9	4.00.2		14.30.3	2nd
9		Bill Wilson	Peter Lettice	Datsun 1600	R3	2.58.2	4.05.1	3.01.6	4.08.6	*0.00.35	14.48.5	3rd
25		Graeme Anderson	David Duignan	Ford Escort	R3	3.26.7	4.46.1	3.11.7	4.15.7		15.40.2	4th
1		Leigh Achterberg	Shae Offer	Mitsubishi Starion	R4	2.31.5	3.28.1	2.43.7	3.39.9		12.23.2	1st
6		Craig Mole	Brendon Mole	Datsun Stanza	R4	2.45.7	3.55.7	2.53.5	3.46.6		13.21.5	2nd
12	GCTMC	Robert Brochie	Randall Fox	Triumph	R4	2.52.6	4.01.1	2.52.0	3.57.6		13.43.3	3rd
14		Rodney Reid	Brad Davidson	Commodore	R4	3.02.8	4.00.6	2.57.7	3.54.7		13.55.8	4th
19		Ben Knight	Peter Knight	Datsun Skyline	R4	3.17.7	4.500.0	3.19.8	4.25.4	*0.00.40	16.32.9	5th
15		Darren Baumann	Scott Wilson	Commodore	R4	4.00.3	5.10.8	3.32.2	4.55.9	*0.00.40	18.19.2	6th



Canon

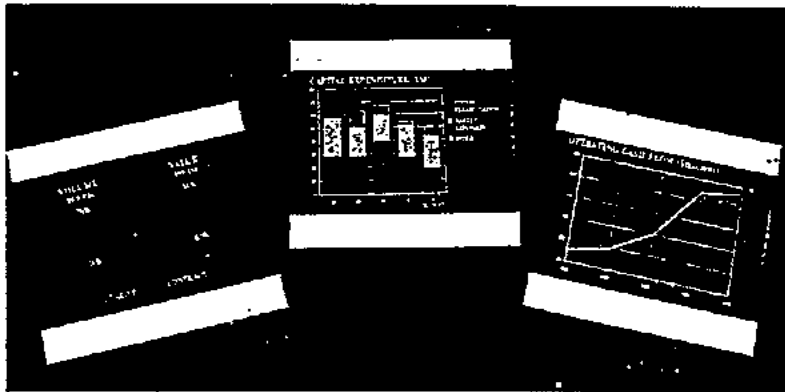


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RALLY COMPETITORS QUESTIONNAIRE

Towards the end of 1995 I devised a questionnaire to ascertain the opinion of rally competitors on various aspects of rallying. Forms were given to the following:

- (1) All competitors at 5 November Rallysprint
- (2) People attending interclub meeting on 29 October.
- (3) People at rally competitors meeting in November.
- (4) Representatives of most clubs to pass on to their members.

(A) CALENDAR

How far apart (in time) should "rally-type" events be held?

2 to 3 weeks	40%	
3 weeks	20%	
3 to 4 weeks	10%	Average 3 weeks

How many "rally-type" events should be held in a year?

12	20%	17	10%	
14	10%	18	25%	
15	30%	20	5%	Average 16 events

{Both of these results are very close to the suggestions in my discussion paper.}

How many QRC rounds per year?

4 rounds	40%	
5 rounds	40%	
6 rounds	20%	Average 4.8

{Nobody suggested 7 rounds as we are having in 1996}

How many Clubman rounds?

5 rounds	30%	
6 rounds	45%	
8 rounds	20%	Average 6

How many Rallysprints?

4	10%	8	15%	
5	25%	10	10%	
6	30%	12	10%	Average 6.5

How many events do you compete in?

6	5%	10	15%	
7	15%	11	10%	
8	20%	12	15%	
9	20%			Average 8.6

(B) CLASSES

This Questionnaire was drawn up and some answers were sent in before Group "O" was abandoned. Some answers came in later and some of the questions concerning Group "O" were not answered.

Should Group "O" be allowed in the QRC?

Compete for points	40%
Compete but not score points	20%
Not allowed to compete	40%

Should Group "O" be allowed in the Clubman Series?

Compete for points	40%
Compete but not for points	20%
Not allowed to compete	40%

What Classes should be run?

Not everybody answered this question. Too many variations to come up with anything consistent.

The following suggestions were made:

- 7 Classes 5 present PRC One Group O, One Group N
- 6 Classes 5 combined PRC and Group N using engine sizes and one Group O
- 6 Classes 5 present PRC and one Group N class.
- 5 Classes Combine PRC and Group N. Use engine size.
- 5 Classes as above, fewer engine sizes plus Group O.
- 3 Classes Under and over 2000cc and one 4WD class

From this questionnaire it was evident that virtually everybody felt that there were too many classes and that they should somehow be combined.

Thanks to everybody who completed this questionnaire and returned it to me.

Copies of this summary have been forwarded to all rally-orientated Clubs and to CAMS Office.

Tony Best

(C) "TOP" DRIVERS IN CLUBMAN SERIES

Should be allowed to compete and score points	nil
Compete but not score points	82%
Not allowed to compete	18%

WHEN SHOULD A DRIVER BE CLASSED AS A "TOP" DRIVER.

Once again there were too many differing answers to get a meaningful idea of the majority opinion.

The following suggestions are typical:

- Finishing 6 times in top 2 placings in a QRC event in the last 2 years.
- Finishing 3 times in top 3 placings in a QRC event in the last year.
- Finishing 2 times in top 3 placings in a QRC event in the last 2 years.
- Finishing 3 times in top 5 placings in a QRC event in the last 3 years *
- Finishing 2 times in top 5 placings in a QRC event in the last 5 years
- Finishing 3 times in top 5 placings in a QRC event in the last 10 years
- Finishing 3 times in top 10 placings in a QRC event in the last 2 years *
- Finishing 5 times in top 3 placings in a QRC event at any time.
- Finishing in first place in a Clubman event in the last year.
- Finishing 5 times in the top 3 placings in a Clubman event in the last year.
- Finishing 10 times in the top 3 placings in a Clubman event in the last 2 years

- Finishing in first place in the QRC in the last year.
- Finishing in the top 3 placings in the QRC in the last two years.
- Finishing in the top 5 placings in the QRC in the year.
- Finishing in the top 5 placings in the QRC in the last five years.*
- Finishing in the top 10 placings in the QRC in the last two years *

- Finishing in first place in the Clubman Series in the last year*
- Finishing in first place in the Clubman Series in the last two years.
- Finishing in first place in the Clubman Series in the last five years.
- Finishing in first place in the Clubman Series at any time
- Finishing in the top 2 placings in the Clubman Series in the last two years.
- Finishing in the top 3 placings in the Clubman Series in the last three years.

Being 1 to 12 on the Seeding List.

Being 1 to 15 on the Seeding List.

Being 1 to 30 on the Seeding List.

Suggestions marked with * are more common than other suggestions.

"D" LICENCING REQUIREMENTS

What is the minimum standard of licence that should be required for a QRC event?

Basic	55%
Restricted Competition	45%

What is the minimum standard of licence that should be required for a Clubman event or Rallysprint?

Basic 100%

What is the minimum standard of licence that should be required for a combined Clubman/QRC Rally?

Basic 65%

Basic if competing in Clubman category and Restricted Competition if competing in QRC category. 35%

(E) COMPETITIVE DISTANCE FOR EVENTS

Maximum Distance QRC

130 km	10%	220 km	20%	
140 km	30%	240 km	10%	
150 km	20%	260 km	5%	
200 km	20%	300 km	5%	Average 230 km

Minimum Distance QRC

90km	10%	160km	10%	
100km	20%	180km	5%	
120km	10%	200km	5%	
140km	40%			Average 140km

Maximum Distance Clubman

90 km	10%	110 km	55%	
100 km	5%	130 km	30%	Average 120 km

Minimum Distance Clubman

50 km	5%	90 km	5%	
70 km	55%	100 km	5%	
80 km	30%			Average 78 km

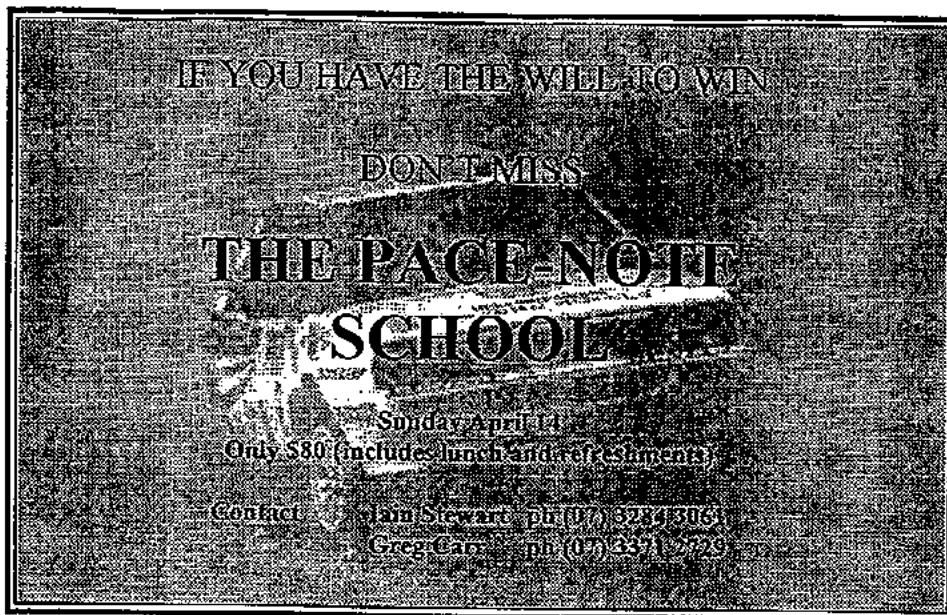
A Chance to Learn New Skills

YOKOHAMA RALLY QUEENSLAND, the C10 round of the Australikan Rally Championship is to be run by the BSCC on 13/14 July, and will be in the format of a one day reconnaissance (friday 12th July), followed by the two day event.

Crews will be allowed to 'recce' each stage up to a maximum of three (3) times, at restricted speed.

The organisers will provide a set of pace notes prepared by internationally experienced competitors, and an evening seminar to explain these will also be available.

For those wishing to get a head start into the skills for pacenoting, an excellent opportunity is on offer.



Another One Bites the Dust!!!

Craig Lee has finally taken the plunge and found someone who will make an honest man of him. Craig has happily announced his engagement to Meagan Krome on Thursday 8th February.

It is unsure at this point in time whether this will have any effect on Craig's desire to be World Rally Champion.

On a similar note Jeff Killbride and Donna Heitmann are finally going the extra step and getting married. They did have one problem however and that was to fit it in in the hectic rally calendar.

A date was found between rallies on Saturday 9th March.

CONGRATULATIONS TO EVERYBODY!!

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THE 1996 BSCC RALLY SCHOOL

If you are looking for an introduction to the sport of rallying or just an old dog who needs to pick up a few new tricks then this has been designed for you.

Following on the strong interest that is always generated by the Club's display at the Brisbane International Motor Show, for 3 consecutive Monday nights our experts will cover every aspect of rallying beginning on 19 FEBRUARY at 7.30 p.m.

The first session will explain how to begin rallying, what licences are required and how to sort through the mountain of paperwork that will lead you to your first event.

The next week (26 February) we are fortunate to have the services of the reigning F2 Asia-Pacific Rally Champion Co-Driver, Iain Stewart who will detail the inside story of A to A timing and will uncover the secrets of pace noting.

The final night (4 March) gives the low down on car preparation, advice on what equipment works and what doesn't, and driving technique pointers.



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1996 Rally Calender - Queensland

Date	Event	Organising Club
3 Feb.	Rallysprint round 1	BSCC
24 Feb.	QRC1 'Cooloola Classic'	BSCC
24 Feb.	Clubman Series round 1 (Cooloola)	BSCC
23 March	Clubman Series round 2 (Nanango)	IWMAC
20 April	QRC2 - Benarkin	CACA
20 April	Clubman Series round 3 (Benarkin)	CACA
5 May	Rally Tinaroo Dam (Club rally)	FNQMSC
18 May	Clubman Series round 4 (Yarraman)	NDSCC
2 June	Rallysprint round 2	BSCC
9 June	QRC3 - Townsville	TCAC
13/14 July	C10 ARC/QRC4 - Sunshine Coast	BSCC
1 Aug.	*Rally 'Tropicale' - Townsville	NAP
3 Aug.	Clubman Series round 5 (Imbil)	BSCC
17 Aug.	Black Mountain Rally (Club rally)	FNQMSC
1 Sept.	QRC5 - Gladstone	CCCC
1 Sept.	Clubman Series round 6 (Gladstone)	CCCC
8 Sept.	Rallysprint round 3	BSCC
28 Sept.	Clubman Series round 7 (Beerburum)	BSCC
26/27 Oct.	C5 ARC/QRC6 - Toowoomba	SCP
9 Nov.	Atherton Tablelands Rally (Club rally)	FNQMSC
10 Nov.	Rallysprint round 4	BSCC
30 Nov.	QRC7 - Gallangowan (Keema)	BSCC
30 Nov.	Clubman Series round 8 (Gallangowan)	BSCC
1 Dec.	Keema Club Rally	BSCC

Legend: BSCC - Brisbane Sporting Car Club, IWMAC - Ipswich West Moreton Auto Club, CACA - Christian Autosports Club of Australia, TCAC - Twin Cities Auto Club, NDSCC - Northern Districts Sporting Car Club, CCCC - Central Coast Car Club, SCP - Sports and Corporate Promotions (P. Marcovich), NAP - Northern Autosports Promotions, FNQMSC - Far North Queensland Motor Sports Club



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CAR SEATS: VITESSE : CLUBSPORT.
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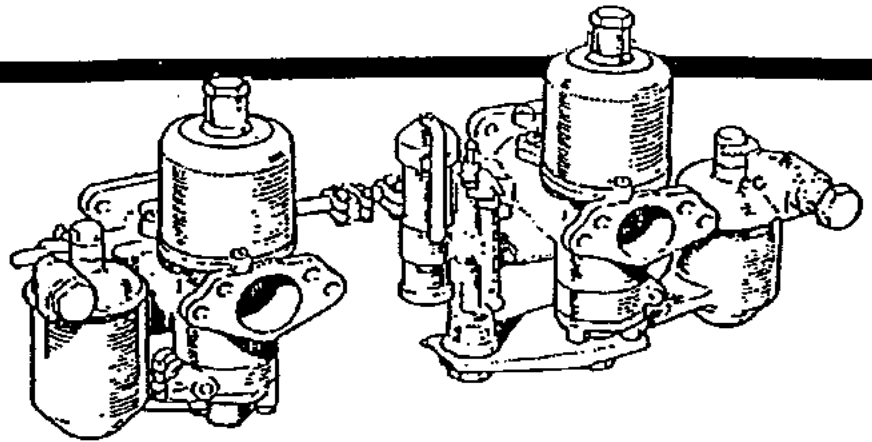
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The RALLY VIDEO NIGHT is back again for 1996 and will be found on the second Wednesday of every month at the Club.

Chris Lane has collected hours and hours of the world's top drivers getting stuck in and dirty! All the events are from 1995 or 1996 so you won't get fresher action than this.

Here is a sampler of what's to come.....

- Feb 14 1996 British Open Rally Championship
- Mar 13 1996 Network Q RAC Rally
+ 1996 Cooloola QRC 1
- Apr 10 Acceleration 1996 (July and August 1995)
- May 8 QRC 2 + Acceleration (September 1995)
- June 12 Acceleration (October and November 1995)
- July 10 Acceleration December 1995
+ Townsville QRC 3 1996

Rallysprint and Clubman Series highlights will also be slotted in.



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OFF ROAD DRIVER SERIES 1996 - ROUND ONE

MORGAN PARK, south west of Warwick was the venue for the first round of the 1996 OFF ROAD DRIVERS SERIES, and was run on the 11 February.

Numerically the entry list was disappointing but for all those who took part the event was great fun and enjoyed by all excepting perhaps, Wayne Barlow who scored the only DNF of the day. It is a long time since an Off Road event had all but one finish.

Saturday was set up day and Michael Collins, along with his mate, John Moore, selected the course just prior to the Clerk of Course arriving and a good course it turned out to be. A couple of buggies were already in the pit area so it looked like things were to get going on time. It soon became obvious that many people miss judge the time of travel from Brisbane to Warwick, as most arrived behind their appointed schedule, however, it must be said that despite that, the event ran on time throughout the entire weekend, which was a credit to all those concerned.

Scrutineering was held on Saturday and Sunday without any major problems apart from a couple of entrants who had not quite caught up with the new C.A.M.S. licence arrangements for Off Road this year.

Race day arrived with an early morning temperature of 9 degs Celsius, it was great to be cold for the first time in months. John Rogers and his team of scrutineers were not a pretty sight so early but did a good job. A long cold night camping had taken its toll.

The field had been placed into five groups with four heats each to run and the best of three to count.

In Heat 1 Russell Hartnett blasted away to lead the field with a 6.23 but was to run at about that time all day. Wayne Barlow 933 Manxco seized the engine room, probably a legacy of blowing the oil filter on Saturday.

Heat 2 was to show what Class 9 single seat buggies are all about. Laurie Svenson blitzing a 6.13 some 18 secs quicker than Heat 1. Nev Marshall 914 Buggy, was 1 second slower (God bless the TAG HEUERS) 770 Robby Butler and his Landcruiser chopped one second off his first run with a very smart 6.53 and a second behind was the blue falsh 616 with pilot Michael Vieritz on board who was to finish the day winning Class 6 and a creditable 8th outright.

Heat 3 Laurie Svenson in his Funco buggy posted the fastest of the day and handed the challenge, "catch me if you can!". Drama was to unfold as Simon Dann 815, Lada Niva had the big Landcruiser 770 of Robby Butler looking for a passing move. The Niva finally over doing it and falling on its side. The Niva finally over doing it and falling on its side. To his credit Robby paused long enough to ensure the crew were o.k. as did John Dare in Suzuki 77L. The drama was not over. Andy Stewart 520, the pilot of the tallest Ford Cortina in the

world, complete with V8 donk, got up on two wheels, and was gone well almost, he saved it by grabbing six handfuls of steering wheel, turning left. The left front wheel dug into Terra Firma and pulled the car down onto its wheels but in doing so broke steering gear and made the rest of the last lap difficult. Who said Class 5 was not exciting.

By Heat 4 some positions were already settled but in Class 2 the action was still red hot. All day Greg Nicoll 305 and Chris Hutton 304 were swapping the lead in Class 3. It Heat 4 Greg stormed to his fastest run of the day 6.57 to take Class 3 by two seconds.

All things considered it was a great day for Off Roaders. Plenty of Series Points were up for grabs and with the high finish rate they were taken with pleasure. The next round will be a long course at Chinchilla on St Patricks day weekend so it may be an Irish Long Course which will include a fast lap twice around the pub and one lap backwards!

Patrick Hetherman



BSCC MORGAN PARK SHORT COURSE 11 FEBRUARY 1996
Provisional Results printed at 12 noon 13 /2/96

No.	Entrant/Driver	Navigator	Vehicle	Heat 1	Heat 2	Heat 3	Heat 4	Best of 3	Class	O/Right
110	Russell Harnett	Peter Hine	Rivmasta	6.23	6.20	6.24	6.22	19.05	1	2
219	Brad Cook		Buggy	6.54	6.47	6.59	6.51	20.32	1	4
234	Tony McNicol		Sandmaster	7.13	6.47	8.00*	6.54	20.54	2	6
305	A & G Nicoll/Greg Nicoll	Christine Nicoll	Cobra	7.03	7.05	7.12	6.57	21.05	1	7
304	Chris Hutton	Angelique van Haneghe	Buggy	7.10	7.00	7.04	7.03	21.07	2	9
397	Brendon Linneweber		Buggy	7.23	7.19	7.15	7.16	21.50	3	16
520	Andy Stewart*	Jamie Aitken*	Ford	7.07	7.04	7.19	dns	21.30	1	11
616	Michael Vieritz		Buggy	7.10	6.54	dns	7.02	21.06	1	8
609	J & R Wager/Rob Wager		Cobra	7.20	7.11	7.06	7.07	21.24	2	10
609A	J & R Wager/John Wager		Cobra	7.09	7.13	7.12	7.41	21.34	3	13
616A	M Vieritz/Gary Wyatt		Buggy	7.36	7.15	7.14	7.05	21.39	4	15
770	Robert Butler	TBA	Toyota L/Cruise	6.54	6.53	6.58+	6.47	20.34	1	5
715	G White	Richard King	Lada Niva	7.12	7.08	7.11	7.17	21.31	2	12
712	Paul Close		Holden Jackaro	7.12	7.15	7.17	7.07	21.34	3	13
771A	J Dare/Daryl Cole		Suzuki	7.59	8.27	8.23+	8.14	24.36	4	19
771	John Dare		Suzuki	8.39	8.39	8.53	8.25	25.43	5	20
815	G White/Simon Dann	Richard King	Lada Niva	7.21	7.42	dnf	7.57	23.00	1	17
811	Trevor Davies	Scott Martin	Jeep	7.05	dns	8.29	7.57	23.31	2	18
939	Laurence Svenson		Funco	6.31	6.13	6.11	6.14	18.38	1	1
914	Nev Marshall		Buggy	6.26	6.14	6.26	6.27	19.06	2	3
933	Wayne Barlow		Marxco	dnf						
*One minute penalty -jumping start										
+770 five sec all'd assisting at accident										
+771A two sec all'd assisting at accident										

No.	Entrant/Driver	Navigator	Vehicle	Heat 1	Heat 2	Heat 3	Heat 4	Best of 3	Class	O/Right
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914	Nev Marshall		Buggy	6.26	6.14	6.26	6.27	19.06	2	3
219	Brad Cook		Buggy	6.54	6.47	6.59	6.51	20.32	1	4
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BSCC MORGAN PARK SHORT COURSE

Well really this story begins the weekend before when my son Tai, who is 8 years old, asked if his two friends from our street would be able to come with us to the race. Janelle and I said OK and the excitement spiralled upwards and out of control for a week because we had decided that Thomas and Matthew should stay at our house Saturday night since we would be departing at 5.00 am on the Sunday. It seemed we barely got them to sleep when the clock radio awoke us, some breakfast and the whole team were off to Warwick.

We arrived at Morgan Park at about 7.30 am and were told how cold it had been overnight by the brave souls who had camped there. We unloaded the Funco, (which to the uninitiated is a single seat race car which is reasonably light and powered by a 2.3 litre Porsche 911 motor that delivers just over 200 real horse power, which makes it very fast in a straight line and a bit of a handful when you're not in a straight line) and proceeded to scrutiny. After we are passed ready to race its back to the pits when I should have checked the fuel level, but it had plenty on board when we tested the Sunday previously.

Pat Hetherman started the briefing right on time and after reconnaissance of the course the event was ready to commence. Our heat was first - 4 cars one at a time with 15 second intervals and I was last off. First away Russell Hartnett, then Nev Marshall, Wayne Barlow, so finally 3 - 2 - 1 GO and I'm off. Determined to catch Wayne but when ever the car is in a slide for a few seconds the engine would die and then come to life. I knew immediately that there was not enough fuel in the tank so I tried not to slide too much and I got close to Wayne half way round the 2nd lap and as I planned an inside run on the next right turn he suddenly slowed in a mighty cloud of dust. I swerved and was past him. I found out later that his engine had seized and locked the wheels. My fuel problem worsened and I just passed the "T" marker when she had a complete flame-out. So back to the pits and add a lot of fuel and even borrow some more for later. A check of the time sheet proved that I could not afford to make any more mistakes (see the results overleaf) because you run four heats and your best three count and I hoped that this was to be my worst heat. In Class 1 Russell Hartnett was alone but he was looking to an outright victory so he couldn't go easy. He was fastest in our first heat.

In Class 2 Brad Cook opened an early lead on Tony McNicol, in Class 3 Greg Nicoll made the best of it over Chris Hutton and Brendon Linneweber. Class 5 Andy Stewart was the only entry but he was in with the four wheel drives and was determined to give them a run for their money. Class 6 and John Wager just pips Michael Vieritz who is debuting his brand new Cobra, followed in time by Rob Wager and then Gary Wyatt. Class 7 and in the first heat Rob Butler showed he was there to win with Grant White and Paul Close (having his first drive in the ex-Mark Manns Jackeroo) tied for second followed by Darryl Cole and John Dare.

Class 8 and Trevor Davies man-handles the big Jeep in ahead of Simon Dann. Class 9 sees Nev Marshall ahead of myself and Wayne Barlow out with engine failure.

Now by the time the first heats were over it seemed like every child within kilometres (including three with me) had been drawn to this huge mud puddle adjacent to the pits and they didn't even know the cars were racing. However, the heats went on and the times went up and down depending on the density of the dust and how you coped with it.

I had three good runs and made up for my earlier indiscretion and managed a win, followed by Russell Hartnett and Nev Marshall only one second behind Russell, who is obviously Class 1 winner. Tony McNicol was beaten by Brad Cook but not for lack of trying as he two-wheeled his car close to disaster near the finish line (show off). Greg Nicoll took Class 3 from Chris Hutton who was driving his Christmas present and Brendon Linneweber was third. Andy Stewart was alone in Class 5, drove hard enough to break his car and did not run Heat 4 but he had finished the three earlier heats and was Class 5 winner. Michael Vieritz was delighted with his convincing win in Class 6 over Rob Wager, John Wager and Gary Wyatt. Rob Butler proved way too fast for the opposition in Class 7 with Grant White 2nd, Paul Close 3rd, Darryl Cole 4th and John Dare 5th. Simon Dann won Class 8 even after a roll in Heat 3, from the obviously ailing Jeep of Trevor Davies.

That's how it happened at Morgan Park and after a short presentation we packed up the car and our muddied urchins and went home and were back by 4.30 pm. For those who did not run, you missed out on an improved track and a well run event and valuable points towards the Queensland Drivers Series.

Thanks once again to Pat Hetherman and Rod Sams who always comes back to help even though he is sometimes subjected to totally unfair criticisms and rarely recognised for his dedication to our sport. Thanks also to the officials and the recovery crews.

Laurence Svenson

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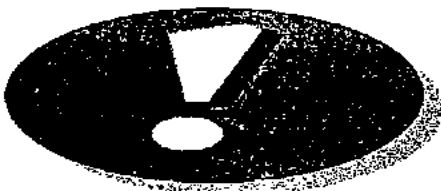
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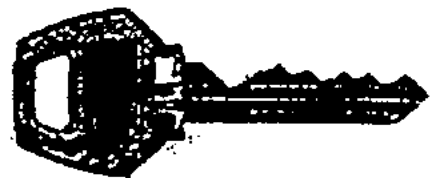
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STAGE TIMES

The News Letter of Australian Rallying
JANUARY 1996

Welcome to the third issue of Stage Times as we prepare for what should be an exciting year ahead in 1996. 1995 has produced some real advances for rallying with the drafting of a business plan which has been welcomed and well accepted.

It has also seen the formation of the Marketing Advisory Group under the chairmanship of Sydney Olympic CEO Dr Neal Hemmerling which has already produced some exciting ideas and concepts for the future of our sport.

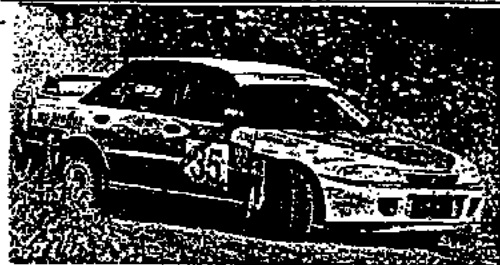
The news that the TV rights for the Australian Rally Championship major events (except Telstra Rally Australia) have been granted to Sportcom as you will read in another part of Stage Times, is another exciting step for rallying which should secure the sport strong coverage in 1996.

Stage Times of course is another innovation which has further improved communication between all of us in the sport.

The comment which the two previous issues of the newsletter has elicited was very pleasing. This will ensure that Stage Times will continue well into the future.

I look forward to 1996 with great anticipation as rallying faces a stronger healthier future.

Garry Connolly
NRC Chairman



used in rallies. One of the biggest changes has been for most competitors in Special Stage Rallies to own both a dedicated rally car and also a car for every-day transport.

The current regulations for roll over protection in domestic special stage rallies specify a type 4 roll over structure (a main hoop, two rear braces and a diagonal in the main hoop) save that the diagonal is not required.

It is on this point that the Technical Committee has asked the Australian Rally Commission for input.

Are the current provisions for roll over protection adequate? Has there been a shift from dual use cars to dedicated rally cars to such an extent that the rationale for not having a cross brace is still valid?

The ARC seeks comments from CAMS members on this subject, so that it can reply to the Technical Committee.

Please address any correspondence on this matter to — The Rally Manager
PO Box 2117
Camberwell West, 3124
prior to 1st February 1996.

NATIONALLY CLASSIFIED DRIVERS

The top echelon of Australian rally drivers is contained within our list of Nationally Classified Drivers.

Group O Dropped in Favour of Revised PRC Formula

The National Rally Committee has recommended a change to the proposals for a new category of modified rally cars which had been mooted as "Group O".

Following the considerable input the committee received from a broad cross section of competitors the subject evoked lengthy discussion amongst the members of the NRC.

The comments confirmed the belief that there is a need to increase competitor numbers and that in itself justified a change in rule structure.

Taking into account the strong commitment to the stability of both Group N and PRC the committee considered a strategy of modifying PRC regulations in order to eliminate any confusion about the NRC's strong commitment to the formula.

As a result the NRC came up with the following proposal which will be implemented from 1st January 1996.

The proposal relates to normally aspirated 2WD vehicles manufactured prior to 1 January 1986 and seeks to grant freedoms in relation to —

1. Carburettors and fuel injection systems (forced induction systems are not however to be added)
2. Inlet manifolds
3. Exhaust manifolds
4. Engine capacity

within the limits of the homologated recognised engine block 5. Modification of the original cylinder head save that the original number of camshafts and valves be preserved.

If the engine capacity of these cars is increased the car should then compete in the capacity class pertaining to their new capacity.

Items 1, 2 and 3 would also apply to rotary powered cars while items 4 and 5 would not apply to rotaries.

January 1 1986 was chosen as the cut-off date for the modified PRC category as this was the date after which unleaded petrol and catalytic converters became mandatory on all new cars in Australia.

This also means that the rules will restrict the modified class to older cars which are cheaper while also respecting the wishes of the top competitors who were not seeking changes.

It also respects a responsible attitude to civil regulations and environmental protection.

The NRC also decided that such regulations would have a stability of three years and while other potential regulations were discussed including changes to bodywork, strengthening and further freedoms in the area of suspension mounting points the committee decided against further freedoms as the majority of responses were not in favour of these.

next following or

5. wins the Group N Australian Rally Championship in a year will be classified for the next following year with that classification taking effect immediately the champion elect is declared or

6. is otherwise approved by the National Rally Committee to be classified.

Drivers will be classified immediately one of the above criteria has been met.

CAMS has absolute discretion and will not classify a driver qualified under paragraphs 1-5 above if it is considered that the classification is not appropriate.

The current list of nationally classified drivers for 1996 are —

- Neal Bates
 - Ross Dunkerton
 - Michael Guest
 - Wayne Hoy
 - Ed Orynski
 - Stewart Reid
 - Graham Vaughan
- Stage Times will keep you posted on updates to the classified drivers list.

FORMULA TWO

Rallyists may not be aware that there is an Australian list of PRC Formula Two cars eligible to compete in all events except



COMPANY GRANTED TV RIGHTS FOR AUSTRALIAN RALLY CHAMPIONSHIP

On the recommendation of the NRC, CAMS has granted the TV rights for the 1996 Australian Rally Championship to Melbourne based PR company Sportcom.

Under the arrangement negotiated with the NRC Sportcom will cover each of the six C10 rounds of the ARC and the C15 Rally of Canberra and produce a 30 minute program to be screened on free to air television and for the Premier Sports Network on pay TV.

Sportcom has also agreed to present daily news feeds to all major networks during each round.

CAMS chief executive officer Ed Ritchie welcomed the granting by CAMS of the exclusive TV rights to Sportcom as a significant step forward for rallying.

"CAMS is extremely pleased that such an exciting and developing sport will receive the TV coverage it so richly deserves and is very happy to be a part of the initiative," he said.

FUTURE OF THE CO-EFFICIENT SYSTEM MARK II

Following the most recent meeting of the NRC the issue of the co-efficient system was discussed at length.

The various suggested changes to the system proposed in the last issue of Stage Times were discussed but as a calendar has already been produced the committee agreed the co-efficient system be maintained for 1996. Plans for 1997 will be

reviewed when the Marketing Advisory Group's Super Series proposal is further developed.

Event organisers were urged to sell their rallies on the basis that they are a round of the Australian Rally Championship and not to number the round in order to reduce confusion.

At the same meeting it was proposed that the co-efficient for Telstra Rally Australia and the Rally of Canberra be reduced from C20 to C10 and after much discussion and representations from the organisers of the Rally of Canberra who believe they would experience problems in downgrading their event from C15 to C10 it was decided that both Rally Australia and the Canberra event be rated at C15 for 1996.

SUPER SERIES

The NRC at its last meeting discussed the marketing advisory group's proposal for a Super Series and put forward the recommendation that the four rally series be included as part of a bigger ARC series comprising seven rounds.

After considering the NRC's recommendation the MAG has stood firm on its recommendations and believes that the proposal should be adopted as it was first proposed if the Super Series concept is to work. The MAG believes that a

major change in the product is needed otherwise rallying will not progress.

Stay tuned for further developments.

ROLL OVER PROTECTION

In line with motor sport's ongoing assessment of and adjustments to safety standards, both of cars and elements of the environment in which competition takes place, the Technical Committee and the Rally Commission work closely together, principally through their respective Managers, Bruce Keys and Trevor Fry.

During a recent Technical Committee meeting the Committee identified a need to review the present roll-over protection regulations with a view to receiving submissions from groups within the sport.

While the provision of roll over protection in cars is not mandatory in all rallies, it is always strongly recommended. Roll over protection is compulsory for Special Stage Rallies which comprise a far greater percentage of events than the case when the current roll over protection regulations were introduced, around 1980.

Times have certainly changed, as have rallies and indeed the types of cars which are



This can be advised by contacting the CAMS Rally Manager

EXPLANATION OF THE RULES

Stage Times will be in future issues identifying various rules from the Australian Rally Code and moving to explain them in plain English. Keep an eye on future editions.

GOVERNMENT GRANT COULD FUEL AUSTRALIAN JUNIOR RALLY TEAM.

Following the October NRC meeting it was decided that the committee should pursue a grant from the Commonwealth Government similar to those gained by kiting and other spheres of sport to help develop now talent.

The NRC decided to pursue the matter following a paper submitted by WA competitor Glenn MacNeall.

The committee will pursue the grant during the next few months with the hope that it may be available in the next financial year. If and when the government grant is secured the NRC will call for submissions from competitors.

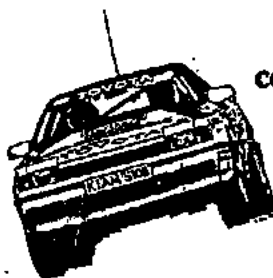


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Proposed BSCC 1996 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS

Saturday 24 February 1996 First Round
 Cooloola Classic
 Saturday 30 November 1996 Final Round
 C of C Craig Porter
 C of C Errol Bailey

AUSTRALIAN RALLY CHAMPIONSHIP/QRCC

Saturday/Sunday 13/14 July 1996
 Pacing Friday 12 July 1996

CLUB RALLIES

Saturday 3 August 1996
 Beerburrum
 C of C ?
 Imbil
 C of C David Nash
 Gallangowan
 C of C Craig Porter
 Sunday 28 September 1996
 Sunday 1 December 1996

RALLYSPRINTS

Sunday 2 June 1996
 Sunday 8 September 1996
 Sunday 10 November 1996

OFF ROAD

Sunday 1 September 1996
 Sunday 24 November 1996

HISTORIC

Sunday 3 March 1996 Mountain Classic Tony Slattery
 Saturday 29 June 1996 BP Economy Classic Ian Ferguson/Tony Best
 Saturday 21 September 1996 GP Cars Classic Jim Reddies/Peter Marshall
 Saturday 2 November 1996 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

	The Rt Hon	Lord Mayor Alderman	Telephone Home	Numbers Business
PATRON	James Sootley	Alan Bates	3379 9804	3254 1799
	Rod Sams	Laurence Svenson	3345 9075	3224 3851
			3261 3349	3266 6822
PRESIDENT				
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CLUB CAPTAIN				
BOARD MEMBERS:				
Richard Anderson				
Tony Best				
Richard Collingwood				
David Nash				
Tony Slattery				
ADMINISTRATION OFFICER				
CAMS DELEGATE				
AUDITOR				
EDITOR				
REGISTRAR				
REFRESHMENTS OFFICER				
PROPERTY OFFICER				
SPORTING SUB COMMITTEES				
HISTORIC				
OFF ROAD				
RALLY				
MOTORKHANA)				
NIGHT RUN)				
SOCIAL SUB-COMMITTEE				
PROMOTIONS and				
MARKETING				

CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at
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and are open EVERY WEDNESDAY from 8.00 p.m. onwards.

POSTAL ADDRESS/TELEPHONE/FACSIMILE NUMBERS:

All correspondence, entries etc. for the Club should be addressed to:
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• After Hours - Henk Kabel Ph. 3300 2617