

BRISPORT

**THE MONTHLY MAGAZINE OF
THE BRISBANE SPORTING CAR CLUB**



TONY BEST - CLUB CHAMPION 1995

Pictured here in the left seat of the Falcon Lancer whilst competing in Telstra Rally Australia. Tony, probably Queensland's most experienced navigator-cum-codriver would have to be the most unflustered navigator when viewed from the outside. If a seat is vacant and Tony is not committed he will just hop in, such is his enthusiasm.

CONTENTS THIS MONTH

- * Cooloola Classic Rally
- * Case Mountain Challenge
- * Motorkhana results
- * Technical, Seat Belts
- * Technical, Helmets
- * Annual General Meeting

EDITORIAL: -

When someone new enters any arena then the audience is all attentive and watching closely to see if the "Show" will be as good as the last. Human nature being what it is dictates that as I assume the role of "Editor" for the club magazine then amongst the readership there will be that same feeling abroad.

The verb "edit", according to the dictionary, means:- "to compile, garble, or cook up into literary shape." Thus the person that carries out these things is the "Editor" who also has the responsibility to "prepare for publication". Taken literally then I do not have to write everything in the magazine nor sell all the advertising space. *Be aware that there will be a continual programme of recruiting for assistance.*

The time of year has arrived whence we all shall meet in the

great gathering of the clans, namely the *Annual General Meeting*. This event brings crowds that fill the club and overflows into Reid Street causing traffic chaos, or so the dream goes. Apart from the necessary legal business which must be conducted as required by law, it is an opportunity for diverse conversation and expression of ideas and opinion and that is healthy. It too, can be a time of self examination and renewal. For instance it is the one time a year when any member of the club can peruse the accounts and question the Board members concerned. *That can be very enlightening.*

The gathering is also election time and similar to the political sphere many candidates are clamouring to be elected, or should be. We will see!

This year will see the retirement of Alan Bates from

the President role and a new person will assume the spot. When new blood moves into a role, then there is always a new angle or approach and this is always healthy in any organisation. How nice it would be if at least 50% new blood took on responsibility each year. You need to keep some members though to ensure stability of longer term projects.

The B.S.C.C. is now some 42 years of age and along the way has seen many a change or split or new club creation. It has survived many a storm and has come through to enjoy its long held position as a significant club in the motorsport scene. Irsome to some it may be, however such a club can only stand on its merits and the Brisbane Sporting Car Club achieves and carries out its plans. We look forward to the new club year with interest.

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Well the first Motorkhana was held and run in the Boondal carpark once again with sun beating down and not a cloud in the sky we were all set for a good day. We had a good turnout with eight competitors turning up for the event, it was good to see Micheal Hocking back in action with a new car as well as some of our newer club members some showing us how its done in style like Ken 'smoke it up' Somerville. For a small event we ended up with a huge spectator crowd of around 100 people (thanks to the Moscow Circus).

The day went well everyone ran well apart from a few minor car problems such as Micheal blowing up his clutch, Myself running out brakes and Ray taking a small excursion backwards into the trees doing some minor damage to his car. Anyway Ken Sommerville took out first place with myself (Tony Paton) finishing in second place. On that note I would like to thank all who turned up, Lisa Jones for directing the event and we shall see you all at the next one.

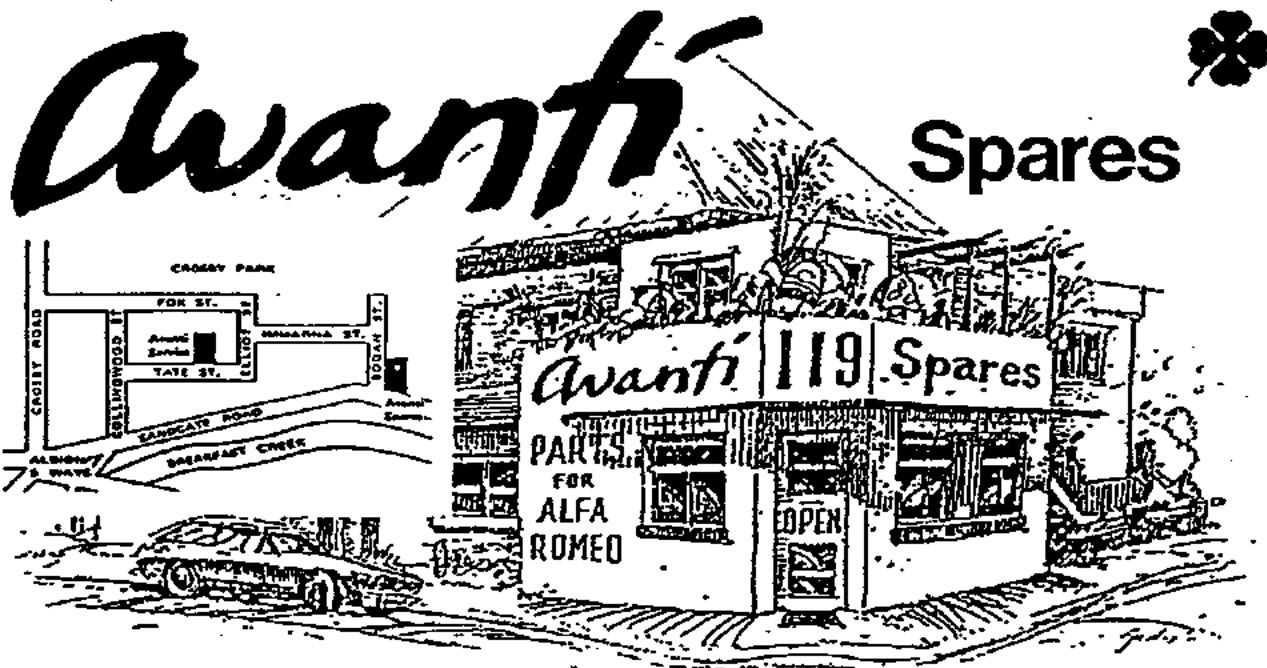
B.S.C.C. Motokhana February 1996

Director Lisa Jones

Tony Paton

Driver	Test	1.	2.	3.	4.	5.	6.	Total	O/R
Ken Somerville		19.88	28.02	23.08	34.76	28.79	31.53	166.06	1
Tony Paton		21.12	28.92	25.54	37.52	27.13	28.93	169.16	2
Andrew Larsen		20.52	29.09	23.17	38.29	31.01	31.74	173.82	3
Bruce Dawson		18.91	29.07	28.09	52.06	27.93	32.81	188.24	4
Ray Evens		22.77	29.97	23.40	45.88/5	36.30/5	32.91	201.23	5
Lee Evens		27.90	28.88	32.26	51.70	37.89	33.81	212.44	6
Michael Hocking		23.84	31.39	42.84	56.70	33.73	30.23	218.73	7
Trish Evans		48.25	31.30	28.17	119.44	32.48	33.09	291.73	8

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CLUBMAN COMPETITOR UPDATE. CLUBMAN COMPETITOR UPDATE.

In the last issue of this magazine Tom Smith covered a number of topics in his editorial. One topic was the 1996 Clubman Rally Series and its regulations relating to the length of events.

Tom's wording suggests that only events run in conjunction with QRC rounds may apply for a longer distance than 80km.

To clarify this point the final wording of the Series Regulations is as follows:

EVENT DISTANCE

The maximum competitive distance for each event will be 80 km unless approved otherwise by the Queensland State Council.

and under ENTRY FEE paragraph two:

Should the Clerk of Course of a "stand alone" Clubman round have a need to run an event greater in competitive length than 80km then they have the option to apply to State Council for an extension.

The recently run Cooloola Classic Rally had a clubman competitive length of 97 kilometres.

...whereupon registered Clubman Rally Series competitors complete a lesser distance.

The Queensland Rally Advisory Panel's intent is that Clubman rounds run as a separate event should restrict their distance to a maximum of 80km and that Clubman rounds run in conjunction with QRC could be of a distance less than the QRC distance, not necessarily a maximum of 80km.

This should give the organisers of Clubman rounds plenty of scope to put together challenging events to keep all competitors happy.

Good luck for this years series.

Rod Browning.

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**CAMS - Technical
Bulletin Group 3C -
Production Rally Cars
1 January 1996**

Reference: 1996 CAMS Manual of Motor Sport, Production Rally Car Regulations, Section 3, Modifications Allowed - 3.3 Engines.

Rationale: The National Rally Committee recommended

modifications to 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, in an effort to encourage additional participation in rallying.

Authority: The modifications to these regulations were approved by CAMS National Council at its meeting on 8/9 November 1995 at Minute C00295.

Action: Production Rally Car Regulations, Article 3.3 be amended by the addition of the following:

"xxix 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.

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

Note:3 Items (iv) and (v) will not apply to rotary engine cars

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CASE MOUNTAIN CHALLENGE

BP Road Rally Series

Round 1 - 3 March 1996

Well, the first round of the Series has been run and won by husband and wife team of Lisa and Tony GALLETTY, by mere two points from Andrew and Glenda OWEN, (another marital team).

The event featured a competitive section, ("The Challenge") comprising of 26 cars and a touring section, ("The Classic") comprising of 34 classic and sports cars from the 50's, 60's and 70's.

From the start at New Farm Park at 8.00am the "Challenge" crews travelled via Mt. Crosby, Blacksoil, Walloon, Marburg and Lowood, with a short break at the site of the Mt. Tarampa Motor Racing Circus, (1956-1966). The "Classic" section also stopped here to see the "Challenge" crews book in and out of a control point.

The "Challenge" then travelled via Glenore Grove, Gatton, Caffey, Tenthill and Flagstone Creek before proceeding to the High Street Plaza Shopping Centre for some special driving tests and lunch.

Meanwhile, the "Classic" had proceeded to Toowoomba via the highway and were already

enjoying lunch at the High Street Plaza Carvery when the "Challenge" crews arrived for their tests.

The "Challenge" crews headed north across Toowoomba after lunch to travel via Murphy's Creek, Withcott, Carpendale, Gatton, Glenore Grove, Lowood and Blacksoil before finishing at Queens Park, Ipswich.

The "Classic" also returned to Queens Park for the presentations and cheered home the "Challenge" crews.

"A fantastic day of competition and classic cars" was the comment from one participant in the "Classic", sure to come back for more of the BP Road Rally Series.

During the event, crews in both the "Classic" and "Challenge" refuelled at the following BP sites:

BP BLACKSOIL, (west bound)

BP JAMES ST, (Toowoomba)

BP BLACKSOIL, (south bound)

BP HIGH ST, (Toowoomba)

BP NORTH ST, (Toowoomba).

With "Challenge" event distance of 330 km x 26 cars and "Classic" 242 x 34 cars well over \$1,000 of BP fuel was used on the event thus supporting our Series Sponsor.

*Tony Slattery
Director*

Just a few words from a new "Director". As the CASE Mountain Challenge was in its infancy it was felt that we should run a "Classic" touring assembly at the same time thus giving these people the chance to see what the BP Road Rally Series is all about.

Tony Slattery and Debbie Davies were full strap organising the Challenge and Tony was looking for a "Director" to run the Classic. Dick and Gail Groves, (remember Dick has that historic Toyota about which he wrote an article in Brisport last year?) kindly offered to check the pencilled in route for the Classic but didn't really want to direct is as they are competitors and their aim is to win the Challenge. So, I reluctantly put up my hand and said "I'll have a go!"

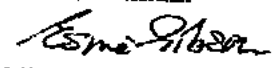
A friend and I did go out on my one and only free Wednesday early February and check the route and questions and though not quite in Rod Browning's class of course checker, I think we didn't do such a bad job, (although we did go the wrong way once!).

However this is just to acknowledge the fact that the "Classic" would not have been so successful without Dick and Gail's invaluable help, they even typed up the instructions. And the "Challenge" would not have even got off the ground without the untiring work of Tony and Debbie. Thank you Tony, Debbie, Dick and Gail.

In all a great day with two very successful events running side by side and with a good number of the "Classic" competitors eager

for more and two or three interested in doing it the "hard way" plotting your own route!

Thanks are also due to all the control officials, scrutineers and sweep without whom no rally can take place and we must not forget the Stewards - thank you.



CASE MOUNTAIN CHALLENGE, "CLASSIC VIEW"

FOR RESULTS TURN TO PAGE 13

Telstra Rally Australia Clerk of the Course, Gary Connelly, flew to Sweden last week to collect the award for the best rally of last year's world championship. Colin McRae made the presentation and then Connelly praised the efforts of the teams, drivers and media who have helped his young event achieve top status in such short order. He also thanked Rallies Commission president, Guy Goutard, for his guidance when the antipodean event was trying to get into the championship.








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COOLOOLA CLASSIC WRAP-UP

For those of you who became involved in the 1996 Cooloola Classic Rally held at Gympie on the weekend of February 24/25 will have been convinced that this event is truly a "Classic".

Organisers were extremely satisfied with the largest field of competitors seen for quite some time at either State or Clubman level events.

To the many roadblocks, (30 odd), Stage teams, (approx 35) and Officials, (some 25) who assisted us on this extremely successful event. We would like to offer our congratulations for a job well done. It is you keen, enthusiastic and energetic "professionals" who take the time and interest to ensure that the competing crews are tested to the extreme in their chosen sport/hobby. Without your efforts rallying would not survive.

The many tributes and accolades for your assistance and knowledge in the field were vocalised by the many competitors at the Sunday morning presentation and are greatly appreciated by the organising team, this goes to highlight just how important your duties are to ensure a successful event.

As you can see, all aspects of this year's Cooloola

Classic Rally ended on a very positive note and this has given us the enthusiasm to start making plans for next year's event. We trust that this next rally is as successful and fulfilling to all involved, as it has been in 1996.

However, because this event is not the only rally to be held this year, we would like to remind everyone that your club will require assistance for other events: e.g. Rally Queensland, Bailey's Powerline and Keema Rallies, not to mention the many Sprints, Motorkhanas, Night Runs and Historic events.

We would compel anyone who may be available to help out, (even the smallest capacity is much appreciated) to call Esme or the various event organisers. If you would like to be part of the organising team, please call; your talents may not yet be realised.

Remember, the best spectator point is quite often a Start point, a roadblock position or Finish point. And they can be shared with family and/or friends.

Once again, to all those who were able to assist with the 1996 Cooloola Classic Rally, well done and a heartfelt thanks from myself and David.

Your sincerely,

Brian Everitt & David Nash

1996 Coolola Classic Rally
BRISBANE SPORTING CAR CLUB

Provisional Results Leg 1, QRC Rally
Ordered by Time

Pos	Car	Driver	Co_driver	Vehicle	Total Time	Penalties	Special Stage 1	Special Stage 2	Special Stage 3	Special Stage 4	Special Stage 5	Special Stage 6	Special Stage 7	Special Stage 8	Special Stage 9	Special Stage 10
1	4	John Goasdaue	Craig Lee	Mazda GTX	02:00:23	00:00	16:01	16:10	00:47	15:32	15:33	04:49	05:17	20:33	08:09	17:32
2	1	Wayne Hoy	Alan Stean	Datsun 2800	02:00:43	00:00	16:04	16:22	00:48	15:41	15:52	04:53	05:21	20:58	08:08	16:26
3	6	Bruce Fullerton	Rob Reddick	Mitsubishi Lancer	02:01:31	00:00	16:13	16:22	00:45	16:00	16:05	04:58	05:26	21:09	08:17	16:16
4	5	Richard Anderson	Alan Bates	Alfa Romeo	02:02:17	00:00	16:06	16:19	00:48	15:48	15:42	04:57	05:29	21:27	08:31	17:10
5	9	Leigh Achlerberg	Tony Best	Mitsubishi Station	02:02:33	00:00	16:10	16:17	00:46	15:32	15:37	05:12	05:23	21:20	08:14	18:02
6	10	Steven Scott	Tony Scott	Subaru Liberty	02:03:59	00:00	15:43	16:04	00:46	16:12	15:37	04:50	05:28	22:40	08:55	17:42
7	23	Greg Poole	Steven Galley	Mazda	02:04:48	00:00	16:39	16:14	00:46	16:07	16:09	05:03	05:29	21:51	08:46	17:44
8	11	John Spencer	Del Garbett	Toyota Corolla	02:05:08	00:00	16:26	16:42	00:48	16:20	16:26	05:05	05:34	22:40	08:45	17:22
9	12	Jeff Kilbride	Donna Heilmann	Mazda 323	02:07:19	00:00	16:33	16:39	00:49	16:40	16:40	04:59	05:46	22:19	09:02	17:53
10	19	Viv Gees	Shaun Ryan	Ford Falcon	02:07:55	00:00	16:32	16:45	00:48	16:40	16:54	05:11	05:36	22:36	08:54	17:59
11	7	Rob Bekker	Tony Wilson	Mazda	02:11:02	00:00	20:04	16:51	00:48	16:28	16:47	05:04	05:40	23:01	08:49	17:30
12	20	Wayne Johnston	Garry Briggs	Datsun 1600	02:13:39	00:00	17:21	17:35	00:50	18:31	17:15	05:27	05:59	23:01	09:35	18:05
13	22	Tony Kabele	Greg Tebble	Suzuki	02:14:00	00:00	17:07	17:37	00:51	17:15	18:01	05:26	05:49	24:06	09:16	18:32
14	24	Alan Clunes	Dominic Corkeron	Ford Laser	02:14:27	00:00	17:57	18:10	00:52	17:21	17:59	05:20	05:45	23:27	09:15	18:21
15	29	Steven Kelly	Steven Jordan	Datsun 1600	02:18:32	00:00	18:23	18:38	00:49	18:16	18:24	05:40	06:01	23:57	09:22	18:52
16	32	Neil Michel	Chris Michel	Galant	02:20:15	00:00	17:58	18:23	00:49	18:01	18:23	05:46	06:11	25:25	10:09	19:10
17	35	Adrian Bukmanis	Ryan Parker	Honda Civic	02:20:33	00:00	18:23	18:46	00:53	18:27	18:48	05:28	06:06	24:54	09:26	19:10
18	34	Andrew Pearce	Tim Kay	Daihatsu Charade	02:20:44	00:00	18:31	18:25	00:52	18:20	18:25	05:41	06:11	25:23	10:00	18:56
19	40	Darren Walk	Andrew Wilson	Toyota Celica	02:29:30	02:00	17:48	17:39	00:49	17:03	17:08	05:18	05:40	41:06	06:55	18:04
20	45	John Rogers	Mark Carline	Toyota Kato	02:35:18	00:00	20:12	20:53	00:58	20:00	20:40	06:10	06:34	26:32	10:36	20:43

Time allowed for assistance at accident S55
Car 32 5.33 mins
34 1.39 mins
35 0.04 secs

Published at 12 noon 28.2.96 Any protests to be in accordance with NCRs.

1996 Coolola Classic Rally
BRISBANE SPORTING CAR CLUB

Queenstand Rally Championship
Provisional Outright Results

Pos	Car	Entrant	Driver	Co-Driver	Vehicle	Total Time
1	4	BSCC	John Goasdaue	Craig Lee	Mazda GTX	2:00:23
2	1	Wright	Wayne Hoy	Alan Stean	Datsun 2800	2:00:43
3	6		Bruce Fullerton	Rob Reddick	Mitsubishi Lancer	2:01:31
4	5	BSCC	Richard Anderson	Alan Bates	Alfa Romeo	2:02:17
5	9		Leigh Achlerberg	Tony Best	Mitsubishi Station	2:02:33
6	10	T Scott	Steven Scott	Tony Scott	Subaru Liberty	2:03:59
7	23		Greg Poole	Steven Galley	Mazda	2:04:48
8	11		John Spencer	Del Garbett	Toyota Corolla	2:05:08
9	12	Team Silverstone Aust	Jeff Kilbride	Donna Heilmann	Mazda 323	2:07:19
10	19	BSCC	Viv Gees	Shaun Ryan	Ford Falcon	2:07:55
11	7		Rob Bekker	Tony Wilson	Mazda	2:11:02
12	20	ECTMSC	Wayne Johnston	Garry Briggs	Datsun 1600	2:13:39
13	22	Keene Suzuki Springfield	Tony Kabele	Greg Tebble	Suzuki	2:14:00
14	24	BSCC	Alan Clunes	Dominic Corkeron	Ford Laser	2:14:27
15	29		Steven Kelly	Steven Jordan	Datsun 1600	2:18:32
16	32	BSCC	Neil Michel	Chris Michel	Galant	2:20:15
17	35		Adrian Bukmanis	Ryan Parker	Honda Civic	2:20:33
18	34	M Pearce	Andrew Pearce	Tim Kay	Daihatsu Charade	2:20:44
19	40		Darren Walk	Andrew Wilson	Toyota Celica	2:29:30
20	45	BSCC	John Rogers	Mark Carline	Toyota Kato	2:35:18



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Provisional Outright Results

Pos	Car	Entrant	Driver	Co-Driver	Vehicle	Total Time
1	23		Greg Poole	Steven Galley	Mazda	1:16:27
2	15		Craig Mole	Craig Smith	Datsun 1600	1:18:41
3	17		Wayne Appleyard	Anthony McLoughlin	Holden Gemini	1:19:45
4	40		Darren Walk	Andrew Wilson	Toyota Celica	1:21:25
5	7		Rob Bekker	Tony Wilson	Mazda	1:21:42
6	39		Antony King	Barrie Burr	Camira	1:21:59
7	33	GCTMC	Paul Pyyvaara	Jason Ruse	Holden Gemini	1:22:11
8	38	Handy Industries	Peter Menzies	Stephen Kennedy	Holden Gemini	1:22:57
9	20	GCTMSC	Wayne Johnston	Garry Briggs	Datsun 1600	1:22:58
10	26		Ian Mogg	Destry Rule	Ford Escort	1:23:13
11	24	BSCC	Alan Clunes	Dominic Corkeron	Ford Laser	1:23:24
12	27		Rex Ford	David Walsh	Datsun 1600	1:23:58
13	48	Corvette Queensland	Brian Learoyd	Gregory Waters	Holden Gemini	1:25:21
14	46		Henry Ryman	Rod Biggar	Honda Civic	1:25:21
15	36		Craig Landsberg	Aaron Grant	Isuzu Gemini	1:25:27
16	34	M Pearce	Andrew Pearce	Tim Kay	Daihatsu Charade	1:25:25
17	25		Bill Wilson	Peter Letic	Datsun 1600	1:26:37
18	41		Terry Gusterson	Jaydin Gusterson	Holden Gemini	1:27:02
19	35		Adrian Bukmanis	Ryan Parker	Honda Civic	1:27:03
20	53		Karl Wilson	Wayne Ganderton	Datsun	1:30:30
21	54		Gary Lieberam	Jeffrey Winston	Holden Gemini	1:31:18
22	42		Steve Wall	Aaron Guy	Datsun 1600	1:33:15
23	37		Ahol Schafer	Michael Johnson	Datsun 1600	1:34:02
24	45	BSCC	John Rogers	Mark Carbine	Toyota Kato	1:35:27
25	52		Nathan Weiss	Tim Lawson	Toyota Celica	1:48:29
26	50		Michelle Gatton	Clare Swallow	Datsun	2:07:10

Due to a charge being laid against Car No.15 by the Clerk of Course, these results will remain provisional until the Steward's hearing is completed.

Published at 12 noon 28/2/96 Any protests to be in accordance with NCRs

Inadvertently Car 40 D Walk/A Wilson and Car 24 A Clunes/D Corkeron have been included in the Clubman results. Placings will therefore change with their omission. Only those competitors registered with GP Cars will earn points for the Clubman Series.

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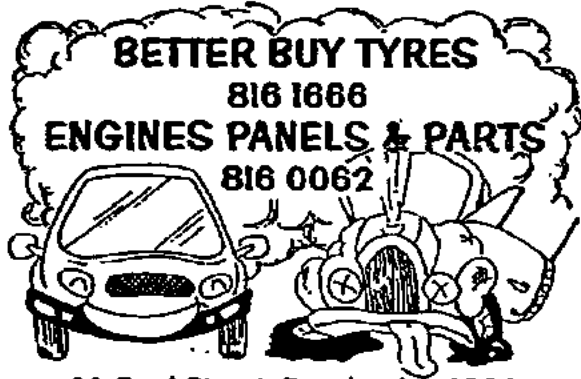
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COMING EVENTS

COMING EVENTS

COMING EVENTS

IPSWICH CLUBMAN RALLY.

Next Saturday 23rd. with H.Q. and service point in Nanango. Bit late for an entry but plenty of time to spectate or volunteer to assist.

INDY CAR CLASSIC RALLY.

For Classic and Historic cars, starting in Sydney 24th March and finishes on the 29th in Surfers Paradise.

The Rally passes close to Brisbane on the 27th and 28th of March Chris Lane is looking for control officials so if you can assist call him on 33981991 (a/h).

B.S.C.C. ANNUAL GENERAL MEETING.

to be held in the Club rooms Wednesday 27th March at 8 p.m. details elsewhere in this issue.

APRIL NIGHT RUN

THURSDAY 4th April (changed from Friday due to Easter Weekend) Starting from Clubrooms at 7-30 p.m. A great nights fun is assured, instructions that are easy to follow just bring pen and pencil plus a torch and a car might be useful too.

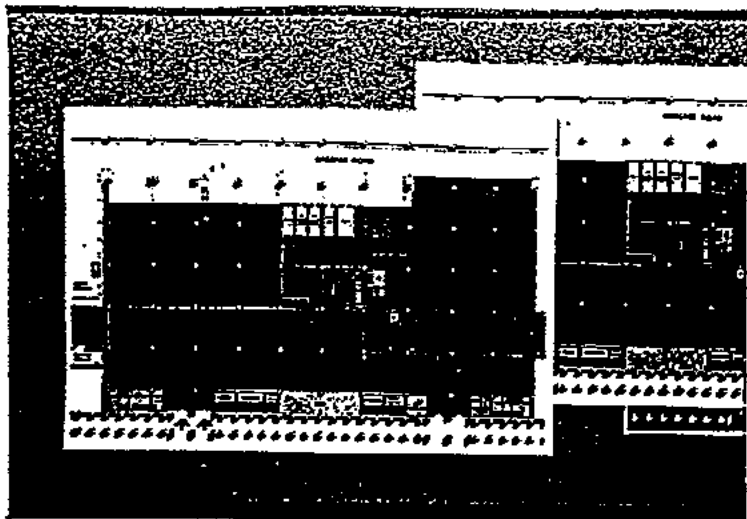
VIDEO NIGHT AT THE CLUBROOMS.

Mr video Chris Lane will hold his next presentation on Wednesday 10th April. Featuring European rallies (mid 1995), also footage from the latest Q.R.C., Clubman and Rally Sprint events. Showtime is 8 p.m.

GOLD COAST MOTORKHANA AND KHANACROSS

Sunday 14th April at 9 a.m. on a property at Tanakita Nursery at the end of Yawalpah Road, Pimpama. Entries accepted on the day but wise to call Don Irving first on 32085574 (a/h).

FOR MORE EVENTS SEE PAGE 17



Canon

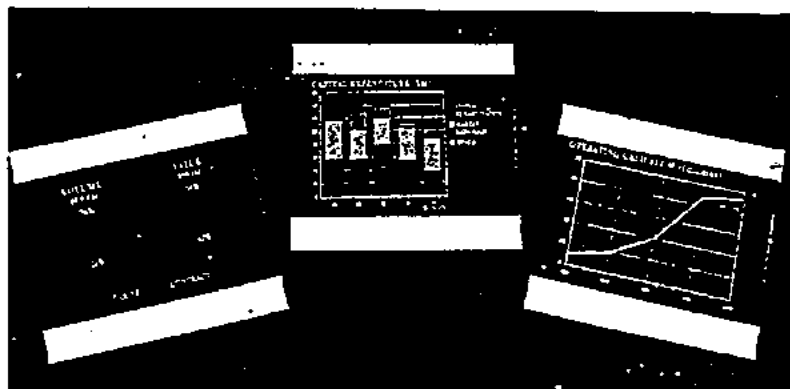


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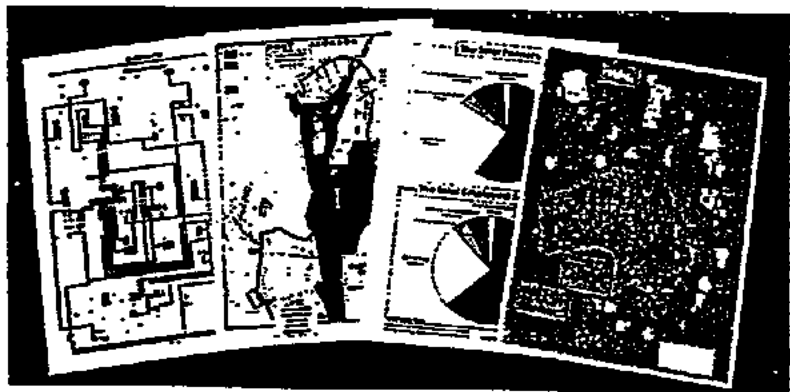
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CASE MOUNTAIN CHALLENGE Published at 12 noon 5/3/96 Any protests
Provisional Outright Results to be in accordance with NCRs

Car No	Entrant/Driver	Navigator	Vehicle	Year	Total	Class	Cl/pos	Outright
221	Lisa Galletly	Tony Galletly*	Lotus Elan	1969	11	2	1	1
202	Andrew Owen	Glenda Owen	Austin Healey Spri	1959	13	1	1	2
219	John McKeon	Roxanne McKeon	BMW	1971	44	4	2	3
223	Ian Ferguson	Alan Stean	Saab	1974	35	4	1	4
218	Graham Brown	Ray Wallin	Austin Healey	1954	64	1	2	5
201	Peter Stringfellow	Ross Colledge	Eureka	1974	79	2	2	6
224	Peter Whalley	Peter Smith	Datsun 1600	1971	94	4	3	7
220	Jeff Sattler	Paul Fuller	MGB Roadster	1967	116	2	3	8
225	D Davies*/Murray Cox	Tony Best	MG 1300	1964	134	3	1	9
212	Grant Harvey	Roy Harvey	MG Midget	1971	174	2	4	10
206	Antony Perrett	Barry Goodwin	Morris Cooper S	1970	182	4	4	11
207	Glen Carpenter	Julia Potts	Cooper S	1963	185	3	2	12
209	Dick Groves	Gail Groves	Toyota 1600 S	1969	188	4	5	13
215	Peter Ganderton	Laraine Ganderton	MGB Roadster	1973	194	2	5	14
217	Dave Burnett	David Gilbert	BMW 2002	1975	206	4	6	15
211	Tyson Fiedler	Louise Turner*	Austin Healey Spri	1959	217	1	3	16
204	Brian Krieger	Michael Holohan	Hillman Hunter	1967	278	4	7	17
216	Lea Medhurst	Claire Swallow	Austin Mini	1971	283	4	8	18
226	Peggy Potts	John Potts*	Clubman GT	1972	325	4	9	19
203	Scot Hawkless	Kevin Pullen	Renault 16	1975	361	4	10	20
208	Dick Owen	Lorraine Best	Peugeot	1972	456	4	11	21
205	Tim Wright	Russell Wright*	Alfa Romeo	1978	1088	4	12	22
213	Ian Richardson	David Passlow	Renault Hatch	1974		4	dnf	
210	Roger White	Denis Shuttlewood	Austin	1970		4	dnf	
222	Ian Dunkley	June Dunkley	MG 1100	1962		3	o/late	
214	Roslyn Collins	Liam Collins	BMW 2002	1973		4	dnf	



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MARQUE SPORTS CAR CLUB MOTORKHANA

Sunday 21st April at Caltex Coomera,
on the bitumen!!! This day is
our normal date but the Club has
decided to support this event.
Drivers briefing is at 8a.m. and
there will not be any reversing
tests. (woosies). Not far to the
event just half way to the Gold
Coast on the highway.
For information call Carl Stecher on
33993638 (a.h.)

HERVEY BAY OFF ROAD EVENT.

é
A short course event on the weekend
27th and 28th April. Part of the
Qld Off Road Series the event will
be held at Craignish on the Pialba
to Burrum Heads road. The course is
2kms in length. Contact John Martin
071-256186 (a/h).

MOUNT COTTON HILL CLIMB

MG Car Club has invited BSCC members
to the next hill climb on Sunday
28th April. A different sort of
event and huge fun just ask Aari.
Road Cars, Rally Cars and Historics
can compete. Ring Joan Appleby on
38571561 (a/h).

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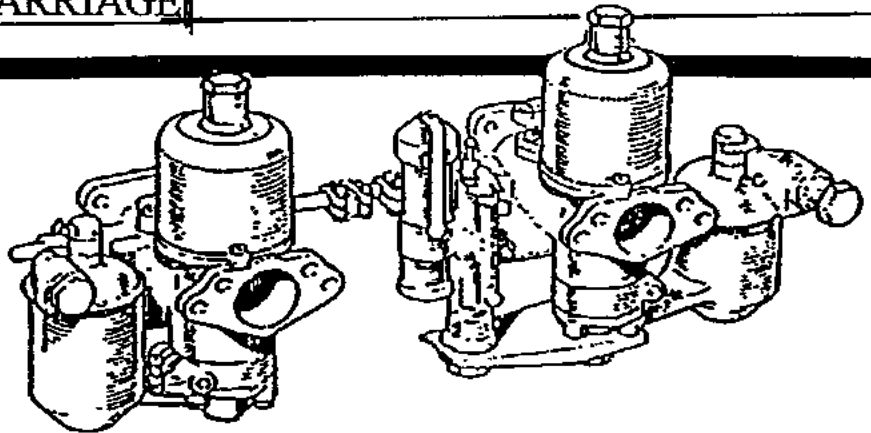
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TECHNICAL TOPICS

SAFETY HARNESSES

by Rod Browning
(Past retailer of motorsport gear)

They say years are disappearing at a faster rate than they used to. Our world is changing and becoming smaller as we watch, such is the pace of change and development of new technologies. Our sport has not missed this merry-go-round either. Things are not what they used to be!

Australia has been insular when it has come to adopting trends in sport from Europe. Only in the last few years have we been exposed to the World Rally Championship first hand and this has done for Rallying what the Expo 88 did for Brisbane as a city. Our sport has grown up. The trends are becoming part of our sport either through legislation or competitors and enthusiasts being able to experience the sport at that international level and adopt the good ideas.

The single best help a competitor has, should a crash occur, is the seat belt. We have grown up with them in our road cars and before everyone began using specialised racing seats, the humble Rainsford four point black harness with yellow woollen shoulder pads was what the driver used to stay somewhere behind the steering wheel. Now, should you choose to do an international event, you are compelled to shell out what at first seems like lots of loot for harnesses that are homologated by the FIA.

What does all this mean?

At the end of 1994, our world governing body, FIA, instigated some standards for harnesses to be used in international events. This has effected entrants in Telstra Rally Australia, The Rally of Canberra and from 1996, the

International Rally of Melbourne. The way of checking if a belt complies with these standards is to inspect the sewn in label close to the buckle. There will be one of two 4 digit numbers, (8853,8854) visible if the belt has been submitted for homologation, (approval) with the FIA. The belts can be four, five, six or eight point made in either 50mm or 75mm webbing with a twist type aircraft buckle.

The trend of recent rallies has been toward the 75mm (3") webbing. Anyone who studies Nascar Racing from the USA will of course know that this 75mm hardware has been around since Nascars looked like road cars. most American manufactures now offer 75mm harnesses with an extra smaller buckle at chest height in an effort to reduce the risk of sternum damage should there be a sudden stop. The Apollo series of spacecraft fro the 70's used 3" harnesses, (*have a look next time you hire the video of "Apollo 13"*). So there is nothing new really, only the standard to which the belts have to comply. Only recently have the Europeans been making such belts.

On a recent visit to GP Cars at Kelvin Grove, the lads there showed me five or six different brands of homologated belts in different widths. No doubt, other retailers of motorsport gear in Brisbane have a similar variety available. There were many more belts available without the homologation, some made to the same standard and some not but all legal for every other rally in Australia except the internationals. Some are even three point mount types! All belts for sale should have displayed one of the following standard approvals:

AS 2596, AS E35 or the US SFI or the European numbers mentioned above.

See the CAMS Manual of Motorsport page 6-16 for more details.

When it is time to buy belts, spend the most you can afford on this part of your car preparation. the

dearer the belt usually the more comfortable it is and most importantly, the easier it will be to adjust. If you can stretch the budget, go for a five or six point job. It will be \$350.00 plus but it will have an aircraft buckle to accommodate the crotch straps.

Did I hear you say, "*Why do I want crotch straps?*". The common belief is that these straps will stop you from slipping out from under the belt on impact. This is true **BUT** more importantly the crotch strap will allow you to adjust the belt correctly. A good example of the need for the correct belt adjustment occurred in the unfortunate incident in the club rally at Gallangowan in December just past. Without dwelling on the misfortunes of others, it is likely that the injuries sustained in this incident would have been reduced with correctly adjusted belts.

The big advantage of the 5/6 point belt is that you can adjust the lap section tightly over the hip and then pull the shoulder straps tight **WITHOUT PULLING THE LAP SECTION UP ONTO THE SOFT TISSUES OF YOUR WAIST**. The lap **CANNOT** raise up because the crotch strap will not allow it to move up!

The point is, buy the best belts your budget can stand but there may be no need to purchase homologated gear if you are never going to do international events.

So what is available? The range of belts is huge and confusing. Talk to the people that sell them, they are the specialists and should know the best option for your application. Should they recommend belts that seem dearer than your expectations, their motivation will be safety, not just "making a sale".

I have covered brief details in this article. One important part that I have not covered is the fitting to the vehicle and the way they are worn. This will be covered in the next article.

(QLD) CAMS MEMO**FROM: M. BRENNAN**

The CAMS Personal Accident Insurance Policy is available to all licenced drivers (including Basic Licence Holders).

To clarify the situation for members who compete in Rally Events.

Both the Driver and Co-Driver/Navigator who are licensed (and type of licence) are covered by personal accident insurance, provided the Personal Accident Levy has been paid by the Restricted and General Competition Licence holder/s and levy is included in the Basic Licence. At closed Rallies, (where it is possible that only one member of the crew may have a licence) both members of the crew are covered.

Service Crews (maximum number 4) - provided they sign on prior to the commencement of the event and are there to specifically service the motor vehicle, they are covered.

Service Teams that provide "creature" comforts and follow the rally are not covered.

Officials who carry out work directly related to the rally, either prior to, during or after the rally are covered.

Family and Friends who accompany Officials are not covered.

**THE FIA PRESS CONFERENCE
WAS A CURIOUS AFFAIR, BUT
JUST HOW WAS IT RECEIVED?**

Andrew Cowan, team director Mitsubishi Ralliert Europe. 'Bernie Ecclestone did say that he was fully committed to supporting the World Rally Championship but maybe he didn't do so in a very convincing way. It would have been nice for everyone if he and Max had stood up and said exactly what their plans were - as David Richards asked them to do - and made it clear to everyone that the commitment was sincere. Everyone in that room was involved in the World Championship and it was an opportunity to kill the atmosphere that exists at the moment.'

David Richards, team principal, Subaru 'It could have been more professionally presented to an audience that was genuinely waiting for news. The FIA should have been more pro-active and put the positive elements to the audience instead of standing on their back foot and defending themselves.'

Gary Conolly, Clerk of the Course, Telstra Rally Australia 'There have been a lot of negative words spoken about rallying. Whatever we do, we have to present a united front, because we are competing for publicity and credibility directly against all sorts of other sports.'

Lars Osterlind, FIA Vice-President and Sweden's representative on the FIA World Council 'We have been a little bit stuck in the traditional methods for too long and we must support the FIA's new way. But there must be more regular face to face discussions in good time.'

John Taylor, operations director, Ford Motorsport 'It emphasised the problem of the image that Bernie portrays. A few years ago, Max came on the scene and said he wanted to put rallying on the same level as F1, but that was just him and we were never sure what Bernie was thinking. He hasn't put his message across of how he wants to do business and projected how and why he wants to work this way. It was good to see him here, but he showed he hasn't yet grasped the grass roots feeling for the sport in some countries. I hope he comes to more events, we need him to do that, and we need to have more collective discussions so we can work together and let rallying stand alongside F1 as Max, and I believe Bernie, wants. His principles are right: we want the sport to be shown in every country, but we have to have better communication and build on what was started at the conference.'

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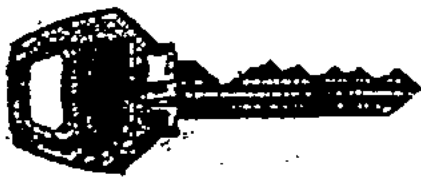
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TABLE TOP RALLYfrom page....11.

17

The third round of the NASH GLASS AND ALUMINIUM Table Top Rally Super Series (no dancing allowed) will be held at the Clubrooms, Wednesday 17th April at 8 p.m.

All club members are invited to take part in this fun evening, to try and break the monopoly of the Historic Competitors. Tony Galletly is the organiser for this time.

Bring a Lismore 1:100,000 Topographic map and a Rally Romer (or make one) Tony is available on 38485130 (a/h) for information.

NEXT ROUND OF Q.R.C.

The Christian Autosports Club's round is on Saturday 20th April. The BIG news is, C.A.M.S. has agreed this event to be a C-5. and thus a round of the A.R.C. the event remains a Q.R.C; Qld Clubman series; Bridgestone Gemini Series and the A.R.N. Junior Rally Challenge.

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For information contact Ross Colledge on 38089000.PAGE 12

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214 Kingston Rd
Phone: 290 3333

CAMS BULLETIN

HELMETS INTERNATIONAL EVENTS

Reference: 1996 CAMS Manual of Motorsport, Section 6, Schedule D - Apparel, Article 1 - Headgear, (Page 6-16)

Rationale: The FIA has advised of relaxation of regulations in regard to approval Standards for Helmets, applicable for International competition, under certain circumstances.

Authority: National Council Minute C00388 authorises the changes advised in this Bulletin.

Action:

1. Amend Article 1, ninth para by the addition of Snell Standard SA95, viz:

Snell SA80, M80, SA85, M85, SA90, M90, SA95 USA Standard.

2. Amend article 1, tenth para viz:

*NOTES

1.1 Helmets permitted for circuit races or hillclimbs entered on the FIA international sporting calendar, save for those events marked (*) below, or events organised under the authority of an ASN other than CAMS, will be restricted to those bearing one of the following approvals:

Snell Foundation SA90, SA95 (USA)

SFI Foundation Inc., SFI Spec 31.1 or 31.2(USA)

SIS 88.24.11(2) Sweden*

DS 2124.1 (Denmark)*

SFS 3653 (Finland)*

ONS/OMK (Germany) (black on white, black on blue or blue on white labels)*

NF S 72 305 (France)*

E22 (Commission of the European Economic Communities) with the 02 or 03 series amendments (EEC)*

British Standards Institution BS 6658-85 type A including all amendments (Great Britain)

* Indicates standards which the FIA has advised are no longer accepted for Formula One and Formula 3000 races or for any FIA C/Ship (save for closed cars competing in FIA World or Regional C/ship Rallies or Cross Country Rallies) and will be not acceptable from 1/1/97 for any international event.

1.2. For drivers and co-drivers in closed cars competing in International Rallies (including FIA Regional and World Championship Rallies and Cross Country Rallies) the following helmets will be accepted, until 31 December 1996.

Snell Foundation SA90, SA95(USA)

SFI Foundation Inc., SFI Spec 31.1 or 31.2 (USA)
SIS 88.24.11(2) Sweden

DS 2124.1 (Denmark)

SFS 3653 (Finland)

ONS/OMK (Germany) (black on white, black on blue or blue on white labels)

NF s 72 305 (France)

E22 (Commission of the European Economic Communities) with the 02 or 03 series amendments (EEC)

British Standards Institution BS 6658-85 type A including all amendments (Great Britain)

No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed above, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation."

To clarify the matter in relation to Australian rallies currently entered on the FIA International Sporting Calendar, helmets with the appropriate markings which indicate compliance with the standards listed in 1.2 (above) will be acceptable for drivers and co-drivers in closed cars competing in the 1996 International Rally of Melbourne, 1996 Targa Tasmania, 1996 Australian Safari, 1996 Telstra Rally Australian and 1996 Rally of Canberra. For open cars in those events, only those helmets listed in 1.1 (above) and which are not marked with an asterisk (*) will be permitted.

Subaru played the numbers game for the Swedish Rally, with Colin McRae's Impreza now sporting registration number N1 WRC to mark his World Rally Championship title. It seems that Subaru hasn't yet snapped up N1 APC for Asia-Pacific title holder Kenneth Eriksson, as Andrew Cowan of makes title holders Mitsubishi says it is on the market still for £1500...

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to 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.

Nomination of Office bearers and other members of the Board are listed below:

<u>Nominee</u>	<u>Nominated by</u>	<u>Seconded by</u>
<u>President</u>		
Rod Sams	A J Bates	R Collingwood
<u>Vice-President</u>		
Craig Porter	A Best	E J Bailey
<u>Secretary</u>		
Tony Best	P Whalley	J Rogers
<u>Treasurer</u>		
Gary Mackay	M Mackay	K Mackay
<u>Assistant Treasurer</u>		
Neil Michel	E J Bailey	A Best
<u>BOARD MEMBERS</u>		
Errol Bailey	N Michel	A Best
Alan Clunes	C Porter	R Collingwood
Richard Collingwood	C Porter	A Best
Patrick Hetherman	A Best	P Whalley
Larry Littlewood	P Whalley	C Porter
Gary McLane	A Slattery	N Michel
Noel Richards	P Whalley	A Best
Tony Slattery	R Sams	A J Bates
Peter Whalley	C Porter	L Littlewood
<u>Club Captain</u>		
Peter Whalley	L Littlewood	C Porter
<u>Club Registrar</u>		
<u>Magazine Editor</u>		
Patrick Hetherman		

CLUB OFFICIALS

		Telephone Home	Numbers Business
PATRON	The Rt Hon Lord Mayor Alderman James Soorley		
PRESIDENT	Alan Bates	3379 9804	3254 1799
VICE-PRESIDENT	Rod Sams	3345 9075	3224 3851
IMMEDIATE PAST PRESIDENT	Laurence Svenson	3261 3349	3266 6822
SECRETARY			
TREASURER	Gary McLane	3355 5985	3848 6464
ASSISTANT TREASURER	Neil Michel	3398 1810	3308 7112
CLUB CAPTAIN	Greg Horton	018 746 284	3268 2914
BOARD MEMBERS:			
Richard Anderson	Errol Bailey		
Tony Best	Alan Clunes		
Richard Collingwood	Fabio Francini		
David Nash	Craig Porter		
Tony Slattery	Ken Warren		
ADMINISTRATION OFFICER	Esmé Gibson	3345 3435	3391 8881
CAMS DELEGATE	Alnn Bates	3379 9804	3254 1799
AUDITOR	Peter Quinn		
EDITOR	Tom Smith	3862 9363	3834 2713
REGISTRAR	Del Garbett	3808 1538	
REFRESHMENTS OFFICER	John Rogers	3349 4420	
PROPERTY OFFICER	Craig Porter	3376 6563	3215 4415
SPORTING SUB-COMMITTEES			
HISTORIC	Tony Slattery	3834 8257	3391 3022
OFF ROAD	Rod Sams	3345 9075	3224 3851
RALLY	Craig Porter	3376 6563	3215 4415
MOTORKHANA)		074	
NIGHT RUN)	Ken Warren	780 060	
SOCIAL SUB-COMTEE	Berenice Linton	3208 4971	
PROMOTIONS and MARKETING	Alan Bates	3379 9804	3254 1799

CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S

CLUBROOMS are located at

Corner REID and HAWTHORNE STREETS
WOOLLOONGABBA
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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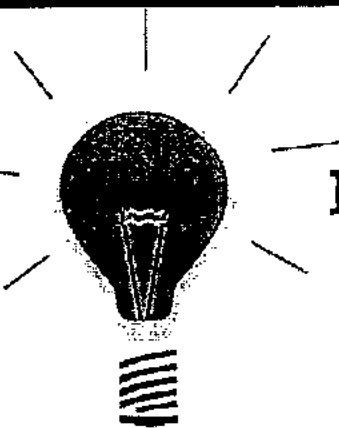
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| • SUZUKI | 222 Logan Road, Buranda | Ph. 3393 1200 |
| • SUZUKI | Pacific Highway, Springwood | Ph. 3208 4333 |
| • HYUNDAI | Pacific Highway, Springwood | Ph. 3208 4333 |

• After Hours - Henk Kabel Ph. 3300 2617