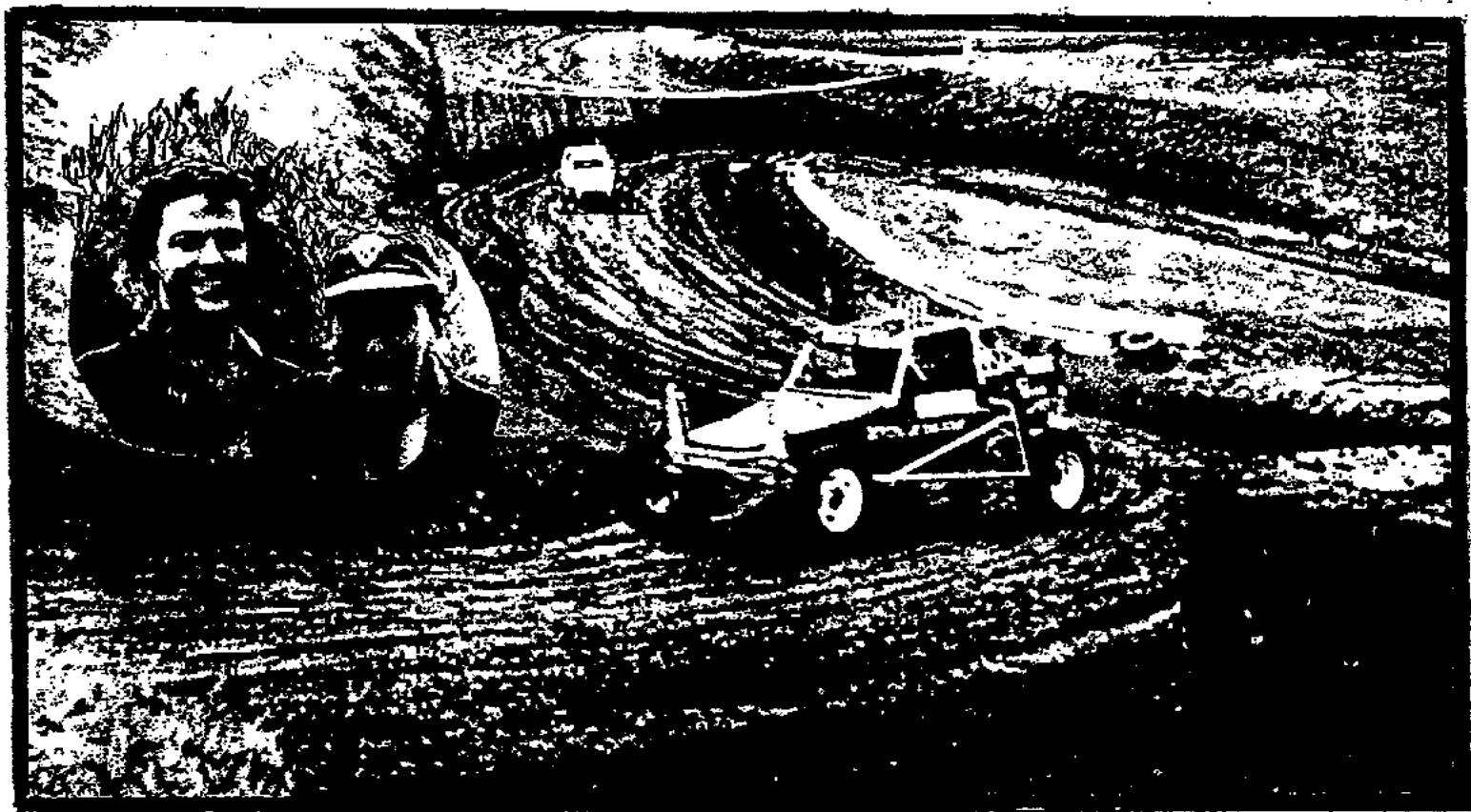


BRISPORT

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



B.S.C.C. 's current club off-road champions, Troy Crane & navigator Scott Gardiner, seen here powering uphill at the Toowoomba round in the Qld Off-road Drivers' Series last year. The class 2 buggy built on a BOSS frame with a 1600cc Mazda MX5 engine has competed in just about all of the local events as well as 2 National rounds at Kempsey.

IN THIS ISSUE:

- ARC/SUPER SERIES
- OFF ROAD DRIVERS' SERIES
ROUND 3
- CAMS ISSUES
- COMING EVENTS
- CLUB AWARDS
- CROSSWORD

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EDITORS' NOTE

Another month has zoomed past and with it many motorsport interruptions.

After the deluge that occurred delaying the V8 circus at Lakeside, stuffing up the RAAF 75th Anniversary blast, it is hard to recall that the CACA rally on April 20th. (updated to C5) was cancelled as it was TOO DRY!!! It was a pity as there are some great sections in Benarkin and out to Yarraman. On recollection over the last five years, there have been many events cancelled or altered in that area. It seems it is always either too wet or too dry in Benarkin, but not so at Yarraman, a mere 20 minute drive further on.

Elsewhere in this magazine is detail on an upcoming event, an economy run. Now we have not seen one of those for a while. It is probable that over the next year, we will see more "different" sort of events being organised. There is a reason for this. The B.S.C.C. creates income from different sources, membership fees, sponsorship, catering and most importantly from running events.

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We reported last month that the club had a trading loss last year of approximately \$8,000.00. The Board of the Club has the responsibility to turn that around and therefore they will try to create an increase in the level of entries etc. Also to expand activities, after all the club is the Brisbane Sporting Car Club and therefore could be involved in any motor vehicle sporting activity not just a platform for running a single national event.

At the recent Off-Road Advisory Panel meeting, a decision was made to be included in the A.O.R.C. round at Goondiwindi, the Queensland Championship. Thus in that one event the 1996 Queensland Off-Road Championship will be decided. Also running in Queensland is the 1996 QLD Off-Road Drivers Series with eight scheduled rounds promoted by a possible five clubs. The rounds include both short course and long course. One could be excused in asking the question, Why is this Drivers Series not the Queensland Championship?

It has to do with event permit fees and insurance's. They are much higher for state championship rounds. The fact that the competitors, vehicles are the same, as are the courses they race on, does not enter the equation. Perhaps some lateral thinking is required in the hallowed halls of CAMS, then a true recognition of a state championship series could return.

During the month, I noticed that virtually the only Targa Tasmania coverage in prime time was of the official start for prologue then nothing until you guessed it, the fatal accident. Then the howls are heard, "BAN THE EVENT" etc.. It was a different media approach to a recent surf carnival fatality when conditions were certainly marginal to down right risky.

Can you believe that the regular Motorkhana competitors are coming under the close observation of CAMS Scrutineers. It seems that the competitors are turning up with the vehicles in less than pristine condition. Shame! Not even a bucket of water thrown over some cars. Nothing gets up the nose of a Scrutineer like a dirty car. So guys and girls, a visit to Car Lovers on the way, might be a good idea.

There is now a mail box set up in the club rooms for collection of material for inclusion in the club magazine. It is labelled "MAGAZINE MAIL". Any articles, advertising material, letters to the Editor etc., can be left there. Please do not leave any money in the box. Payments for advertising need to be made at the office or direct to the Editor.

Ed.

The President's Corner

Hello everyone: It's magazine time again and our trusty editor is on my back. Pat is starting to stamp his style on the magazine and has a number of ideas for it's format for the future. One thing that is always welcome is more member input relating to event reports and experiences.

Event wise this month would be one of the quietest the Club's had, however after the hectic start to the year, it should give Esme a chance to catch up on the backlog of paper work.

Our next event is a Rally Sprint on June 2nd at Mt. Mee. The event will be directed by Tony Best who has carried the Rally Sprint Series on his shoulders over the past couple of years. If you can give a hand at the event give please give Esme a call.

The Offroad fraternity are looking forward to Round 2 of the AORC being run by SEQORA at Goondiwindi on the 25th & 27th of May. I have it's drier than the Short

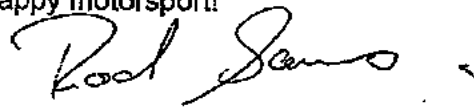
Course just held at Hervey Bay.

It has been all action on the organisation for the ARC. The big news is the confirmation of FALKEN TYRES as the major sponsor for the event. This is certainly good news and will hold the event in good stead. This is just one thing less Errol Bailey and his crew have to think about. Once again a lot of workers will be required, if you can help give Esme a call.

The Club has put in an application to be part of next year's proposed Super Rally Series. A decision will be made by CAMS later in the year on successful applicants.

Further discussion took place at the last Board Meeting relating to the promotion of the Club. This is an area we need to look at. If you have any ideas let us know.

Happy motorsport!



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RESULTS

Last month's round was held in the Brisbane Sporting Car Club rooms but the competitors "travelled" (in their imagination) in and around Lismore. The course set was very smooth and enjoyed by all and surprise, surprise, surprise, our red hot navigator Tony Best was the winner. Tony was closely followed by Esme Gibson/Brian Krieger and third was Richard Owen. Everyone is encouraged to take place in these events as they expand your map reading and interpretation skills, (even upside down map readers are welcome). For next round dates see Coming Events.

WINNERS ARE GRINNERS

Dean Tighe is obviously on a winning streak. First up!! Third place in the National Hillclimb Championship driving the booming Chevron Formula 5000. A Great effort and then one his class, despite major vehicle troubles in an open cockpit tourer in Targa Tasmania. It has been reported that it was so cold in Tasmania, the batteries in the Tag Huer's started failing, hardly the place to be in an open cockpit car. If all that is not enough!!!! Dean and Lyndel then won a trip to Hawaii in the competitor's raffle!!!!



CAMS TECHNICAL BULLETIN

REFERENCE:

1996 Cams Manual of Motor Sport; Section 8, Historic Cars; General Regulations - Article 2.1. Safety (Pg 8-3) and Gp Q - Historic Racing and Sport Cars (1970-77) - Article 2.12 Weight (Page 8-22)

RATIONALE:

Amendment of the regulations due to errors in compilation

AUTHORITY:

The amendment was authorised by the Historic Commission on 5th March 1996.

ACTION:

Article 2.1 Safety: (Page 8-3) 1st & 6th paragraphs (except Gps Na, Nb, Nc, O, P and Q)

Delete: O, P & Q

Article 2.12 Weight: (Page 8-22)

Delete: "The minimum Racing weight for an historic Formula Ford vehicle at any time etc (inclusive) to be readily checked".

WANTED!!!

Mark Pearce is driving to Townsville for the QRC on 4 June as back-up for Andrew. He's looking for company on the journey (share accommodation costs etc) back Wed 12 June. Interested?? then phone Mark 07 3849 7477 business hours.



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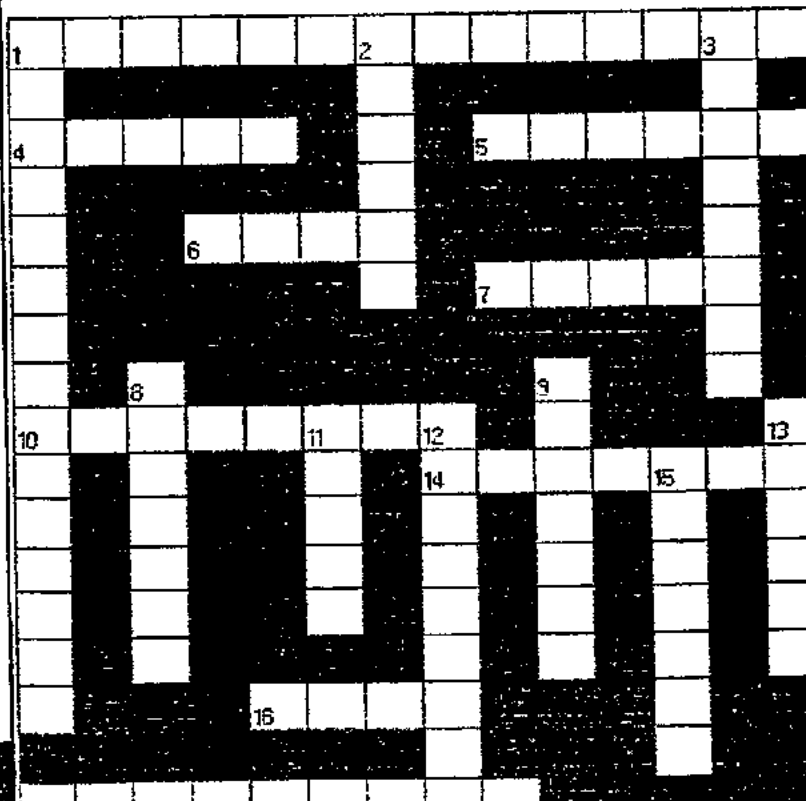
1. WRC Champion Driver 1979
4. Drove for Fiat in WRC Walter _____
5. Successful Grp 2 rally car for Opel in 78 & 79 _____ GT/E
6. Manufacturer who won the WRC in 1978
7. Surname of Nissan works driver in 1979 who won the Safari Rally.
10. Primary sponsor of 6 across in 1978
14. Brand of spot lights used by 6 across.
16. Manufacturer who came 6th in 1979 WRC with a car that looks like a Gemini.
17. Surname of driver who won the Swedish Rally in 1979 in a turbo car.

DOWN

1. French driver who won the Monte Carlo & Tour de Corse in 1979 driving a Lancia Stratos.
2. Tuning firm that prepared cars for 6 across
3. Sponsor of Ari Vatanen's Escort.
8. French company who sponsored the winning Porsche at Monte Carlo in 1978
9. Lancia's successful rally car of the 1970's
11. Finland's WRC round. The 1000 _____
12. You'll need the help of the Greek Gods to finish this tough event.
13. Famous Female driver who came fifth on the 1978 Tour de Corse for Fiat.
15. Name the UK finance company that sponsored a WRC round.

First correctly filled out crossword drawn from the magazine mailbox will receive a free drink from the bar at the B.S.C.C. clubrooms.

WINNER AND ANSWERS IN NEXT MONTH'S MAGAZINE.



OFF-ROAD DRIVER SERIES RD 3

Hervey Bay Motor Sports Association were the organisers of a short course on the 27/28 April 1996. It is magnificent to have a new club join the series and provide a different venue. Most of the visiting drivers and their crews like the track and could see obvious potential in it.

It is fair to say that this event was the first to be effected by the forth coming payout from Hughie. Rain had fallen over the five days prior to the event and eased on the Friday and stopping on Saturday. Normally in Queensland, you could say, "That's it, she'll be dry tomorrow". The Gods of rainfall had other ideas.

The teams started arriving and scrutiny got underway. An outsider would probably be correct in saying that many helpers assumed that the event might not continue. One should never assume anything, **ALWAYS CHECK WITH THE CLERK OF COURSE.**

The track way-out and marking was not completed until Sunday morning. This caused everything to be delayed, scrutiny, briefing, reconnaissance, prologue, etc..

Racing started at approximately 11.00am. The slower classes were first building to the faster classes, 1 and 9. Now this is a good idea from a spectators point of view. The times or speed increases as each heat runs, or should do. It builds interest and entertainment value.

So racing started and half way through, HUGHIE decided to recommence the rainfall that was to build into the deluge we are just recovering from. The track quickly turned to slop and speeds naturally slowed resulting in the last heat of round one, the quick class 9 % 1's being some 45 seconds slower than the 5's.

A briefing was held and the event was declared. It was most unfortunate that the weather played a major role. Some competitors wanted series points disallowed - usual complaint in any series. One cannot always expect to race in perfect conditions but in an eight round series these things event out and for sure the outright series points tally of the quicker cars will no doubt far exceed the slower classes. **SPORTSMANSHIP WILL PREVAIL.**

On the positive side, we have a new club with a new venue. Eventually they could progress to long course.

The Hervey Bay Club has the support of council - A **BIG PLUS**, and Hervey Bay is not so far from Brisbane.

Sure, some mistakes were made by the organisers but the quickest way to learn is by **EXPERIENCE** and learning from errors made.

The next event up there will be very good and hopefully with better weather. Hervey Bay is a great place to spend a weekend with the family and race at the same time.



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THE BP CLASSIC ECONOMY RUN

Towards the end of last year some of the Historic Rally competitors were looking at ideas for different events and Tony Best and Ian Ferguson came up with the idea of running an Economy Run.

This type of event has been run by a number of clubs, while the Mobil Economy Runs in the 1960's and 1970's attracted Australia wide interest.

BP willingly offered to sponsor an Economy Run to be organised by B.S.C.C. and it is to be held on Saturday 29th June. Any vehicle built up to 1975 is eligible to enter the event and model run-ons are also allowed.

The main objective during an Economy Run is to use as little fuel as possible. Navigation will be extremely easy so nobody should become lost and times allowed for each section will be reasonably generous.

For competitors who have been apprehensive to enter Historic Rallies because of the map reading, this is the ideal event to compete in.

To place all competitors on an equal footing and ensure that small cars will not have any advantage, a correction factor, (based on vehicle weight and engine size), will be applied to the results.

As this is a Historic event the results will be given in miles per gallon but route instructions will be in both miles and kilometres.

The event will start and finish at BP Service Stations close to Brisbane. The total distance will be approximately 320 kilometres with an optional refuel at the lunch break for competitors who can not do this distance on one tank.

Supplementary Regulations should be available in the next few days. Further information on this event can be obtained from Tony Best on (07) 3371 0367 a/h or Ian Ferguson on (07) 3851 1899 a/h.

Editor's note: In the heady days of the "Total Oil" Economy runs, three club members competed with the best. They were Jim Reddiex, Henk Kabel and yours truly, Patrick Hetherman.

The event ran over 5 days, were super competitive and a lot of fun.

Henk & I had a best result of 4th outright and 1st in 2l class. We were driving a Mazda 626 base model and beat George Fury who was Datsun mounted. This was the first time Datsun got knocked off in the Total Oil Economy Run.

The events consisted of timed runs each day, with refuel stops. Average speeds were set and I can say with authority that to maintain 83 kph over the Snowy Mts. economically was not easy. Each car had two crew, (the co-driver had to drive 40%) and each vehicle carried an observer to make sure the rules were kept e.g., no free wheeling, no jumping traffic lights or crossing centre lines!!! Economy Runs indeed make you a much better driver, certainly smoother.

They were great events competing against the likes of Colin Bond, George Fury, Bob Riley, the Geoghans, Bob Watson, it truly was an experience.

Henk Kabel & I competed in three economy runs. The first a disaster but a big learning curve, the second a class win, the third was successful but difficult in the big 929 with only a 2l donk. Best to have a little car with big engine room. Economy runs really are great fun.

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WELCOME TO OUR CLUB

Welcome to our new club members who joined the B.S.C.C. during the last month.

We wish them well in their motor sport endeavours. We look forward to seeing them at coming events and functions.

- | | |
|---------------------|-------------|
| Kristoffer ROWE | Springwood |
| Steve GIRDHAM | Glenview |
| Gary MANN | Hervey Bay |
| Lynnford STEPHENSON | West End |
| Tony BLACKSHAW | Mackay |
| Edward HAZELTON | Maryborough |
| Ray WALLIN | Noosa Heads |

TECHNICAL BITS OF INTEREST

PIGGY BACK EVENTS

ARCOM has decided that for rallies of C10 status or above Historic Rally Cars can run as a piggyback event with a suitable gap and as a unique seeded group either at the front or rear of the field at the discretion of the organisers.

For rallies of C10 status or below Historic Rally Cars can now run within the field in seeded order.







In addition ARCOM has declared that the word HISTORIC be placed on such vehicles at the base of the rear side windows so that spectators can easily discern cars entered in this category.



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ISSUES

Australian Rally Commission takes our sport into a new era

The Australian Rally Commission (ARCOM) has been formed and is now up and running ushering in a new era for our sport.

The primary task of ARCOM is to manage and guide rallying in a manner that is in the national interest.

Established on January 1st the new organisation replaces the National Rally Committee and promises to streamline the way rallying is run in Australia.

ARCOM will be responsible for everything associated with rallying and is responsible to AMSC.

There can be a total of nine members on the Commission including the chairman with members chosen on the basis of their personal discipline and knowledge of rallying in general and specific selected aspects.

ARCOM's powers are limited by AMSC and specifically to the management and development of rallying in Australia.

ARCOM will attend to matters relating to —

1. The philosophy of rallying the establishment of a philosophy document and a vision for the future
2. The setting or policy in relation to rally cars and rallying
3. The rules covering the tech-

nical requirements of cars in rallying

4. The expense of rallying in an effort to keep the sport attractive to both existing and prospective competitors
5. The needs of rally competitors
6. The needs of rally event promoters
7. Eligibility issues
8. Safety issues
9. Log book application and approval
10. The calendar in relation to the ARC and all other significant road events
11. Communications with particular emphasis on the circulation of proposals and the seeking of comments and the circulation of decisions made.

The overall principle is to achieve the Commission's Mission statement which is —

"To become a premier motor sport category in Australia providing an entertaining popular and exciting medium which aspiring competitors may participate, enjoy and achieve success at whatever level they desire whilst ensuring the economic and social viability of the sport."

In short ARCOM is here to make rallying a better and more enjoyable sport for everyone.

EXPRESSIONS OF INTEREST FOR SUPER SERIES CALLED

ARCOM has called for expressions of interest from event organisers or potential organisers for the running of the proposed Super Series in 1997.

ARCOM will consider proposals from either a group of promoters or organisers or an individual promoter or organiser to conduct the Super Series for the Australian Rally Championship.

Although details have yet to be finalised ARCOM has examined some criteria for the Super Series which include —

- Four or five events.
- Events located anywhere in Australia subject to a competitors cost equalisation arrangement by the organisers.
- Events conducted between February and August.
- Each event to consist of two heats.
- Failure to finish first heat doesn't prevent entry into second heat.
- All events to be pacenoted (preference for one day pacenoting).
- Events to maximise TV coverage opportunities.
- Events to be professionally and competently organised and promoted.
- Events to follow a standard format (based around East Coast media deadlines).
- Organisers will be required to sign a contract with CAMS.
- Contract will be for three years and subject to strict performance criteria by organisers (based on event observer's report).
- Potential organisers will need to address ARCOM objective of encouraging more competitors to enter every event in the series.
- Organisers will need to sign a

TV contract.

Applications will be available soon along with further details and information.

CRISIS MANAGEMENT PLAN

ARCOM is continuing to refine and formulate a simple to use crisis management plan.

Although it is hoped that we never to have to use such a plan the reality is we are involved in a potentially dangerous sport and a crisis management plan is an essential part of event organisation.

The plan being formulated combines elements of the crisis management plans employed by the organisers of Rally Australia in coping with the aftermath of the Rodger Freeth accident and those employed by CAMS

in the instance of the Gregg Hansford accident at Phillip Island.

Above all the crisis management plan has been formulated to be simple and user friendly.

It will employ a check list systemising tick boxes and will include a provision for counselling.

RECOMMENDED EMERGENCY PROCEDURES FOR COMPETITORS IN ARC EVENTS

BACKGROUND

Although it has been mandatory to have a green cross and an "OK" on the back cover of the road book in Australian Rally Championship events, there have been no guidelines as to their use.

The following is to be put

to ARCOM at its June meeting and may be included in the front of ARC road books and will appear in forthcoming editions of the CAMS Manual of Motor Sport in the ARC Regulations.

SPECIAL STAGE EMERGENCY PROCEDURES

1 If an accident happens to you - and

a) No medical or fire assistance is required, then you must clearly display the "OK" symbol to at least the next three cars as they pass.

b) You require medical assistance, display the green cross to following competitors until sufficient assistance is available. If you require help to fight a fire, display the green cross to stop competitors as required, and if the fire cannot be contained, advise the next SOS point promptly.

Ensure that a person is placed in advance of the accident site to warn approaching competitors if the road is blocked or the green cross is in use.

Remember to display a safety triangle before any location where a stationary car could be a hazard to following competitors and to remove the triangle if the hazard is cleared.

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RALLY DEVELOPMENT OFFICER NOW ONBOARD

Glenn Macneall is now on the job as Rally Development Officer working out of CAMS national office in Melbourne.

Glenn's first and major priority is to find a sponsor for the 1997 Australian Rally Championship and he has already established a hit list of companies which could be potential sponsors.

Glenn has a big task ahead and is relishing the prospect of developing the sport he knows well utilising his marketing and organisational skills.

Welcome aboard Glenn!

2 If you arrive at someone else's accident - and

a) No signs displayed, then slow down, check for fire and look for the crew - you may be first on the scene, and both crew members may be incapacitated. Use your green cross to stop further vehicles if medical or fire assistance is required. Dispatch a vehicle promptly to the next SOS point.

b) If the green cross is displayed, you must stop and provide assistance and ensure that the next SOS point is notified.

When reporting a green cross situation, the following should be provided:

- i location of accident,
- ii nature (briefly) of accident,
- iii how many vehicles and people involved,
- iv are any people trapped, and
- v is there fire.

Note: Competitors should not communicate with the media on the subject of injuries, such information will be issued by the organisers.

3 If you pass an accident site where

the "ok" symbol is displayed, this information should be passed to an official at the special stage stop control.

4 Any competitor reaching a displayed safety triangle must immediately slow down to speed that will allow a safe reaction to an unseen incident or stoppage.

5 It is strongly recommended to ARC event organisers that the emergency contact phone number(s) for the event be included on the back of all identity passes and in the road book and in the documents supplied to each official.

Feedback on this should be addressed to Trevor Fry-CAMS Rally Manager
PO Box 441

Camberwell Vic 3124

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Congratulations to David & Julie-Ann Owen on their recent marriage.

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1295 Logan Rd
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Phillip George
214 Kingston Rd
Phone: 290 3333

AUSTRALIAN RALLY CHAMPIONSHIP & SUPER SERIES

Elsewhere in this magazine, under "CAMS ISSUES", there is detail of the requirements for those interested in the mooted Super Series. It is worth reading carefully.

To all enthusiasts, the Australian Rally Championship has been viewed as the epitome of Rallying in Australia. With the advent of Rally Australia perhaps some of that emphasis has moved. Right or wrong, many competitors still view Rally Australia "out of reach" due to cost and distance, time off work etc. Ambition to aim for the top appears focused on the Australian Rally Championship. It starts usually in competing in the Queensland round and then a venture over the border to Coffs Harbour. Depending on results then possibly a programme of going to other events or even a full assault.

Cost is usually the limiting factor. Motor Sport period is not cheap. It never has been. Any sport costs money. How that is raised in any sport depends on the competitor and his team.

The B.S.C.C. has been involved in the A.R.C. for some years, from it's inception, every through to 1996. During that time the whole series has had its ups and downs, some events have come and gone from it, the Alpine, The Esanda all good events. Our own round grew to great heights. It was given a boost in the early 70's by Brookside Shopping Centre for a couple of years, then moved to Lutwyche and so on until 20 years later we had a 3 day event, with competitive stages, (for publicity), in and around Brisbane, (the Quarry, Roma Street Rail Yards, the Old Airport) not unlike the super special stages run in Perth. They were heady days, big fields with plenty of publicity.

Behind the scenes within various panels etc., in the CAMS regime, rumblings had begun. Arguments over sponsorship took place mainly division of monies etc.. A series sponsor came in place and CAMS was distributing the monies.

Since then what has happened? The event is down to two days but a competitive distance that could be covered in a single day. Pace notes have been introduced.

Over the last five or six years, the importance of television coverage has certainly become an important factor. When talking to sponsors, the question always is raised, "any TV coverage". With the public battle over T.V. rights and who should control rugby league, this T.V. issue has become of primary importance to sport. CAMS and its administrators quite rightly are saying, "We should try and obtain some of that action!" Now the V8's have plenty of coverage, so does Indy Car, Formula 1, British Touring Cars (2 L) etc.. To bring Rallying to that level is hard as the cars race one at a time which is not good television. Thus Rallying needs to develop a package that is of interest to T.V. and its viewers. To date in any A.R.C., coverage has usually been from the outside looking in. Pictures shot by sports news crews on the outside, cars sliding through corners etc. That is OK. But time has made that old hat, jumps are now required. Also with diverse film crews for example, the film crew in Qld will be different from Coffs or Adelaide. Perhaps the crew is filming it's first motor sport event.

The administrators of our sport are saying, "for us to get the high profile and sponsorship required, we need to create a package". ABSOLUTELY!! Hence the suggestion of the Super Series, (see Page 10)

CAMS has mailed letters canvassing expressions of interest to Promoters it thinks maybe interested. The B.S.C.C. is indeed one of them. The questions asked are quite detailed and far reaching. To answer them would take quite some time, as there would be a need to follow up various authorities, sponsors, etc.. The CAMS letter has allowed approximately one month. Without prior knowledge of the requirements, a difficult if not impossible task.

The mooted super series will have four or five rounds, all preferred on the east coast and scheduled for times that suit the media.

The events can be located anywhere, not necessarily one in each state. It is therefore possible for a single promoter to stage the

whole series and do it in a single venue or area, for example Victoria. There has been a similar attitude trying to develop in Off-Road at National level.

The Super Series will be pace noted, preferred for one day of noting. So that means a competitive of about 150 kms; a contract for 3 years with CAMS; events to be designed for maximum T.V. All these details are fine. The far reaching being who organises the events and where? If one promoter gets the whole series that cannot be good. If the rounds are all in one area or state that cannot be good either. Not for the sport in general.

The Super Series would most likely have a TV production company with it. This IS good as the crew get better at filming events as they build experience. Providing they have cameras on roofs of cars, on bumper level to show the crazy and exciting angles together with voice from inside the vehicle. IT SHOULD BE GOOD TV. Then rallying will need characters who are flamboyant or verging on crazy to promote a different image to the bitumen racers.

There is no doubt that Super Series will happen sometime. What effect it has on state level sport is debatable and only time will tell. The B.S.C.C. has advised an expression of interest to CAMS as an Organiser and Promoter for one round in Queensland.

The format of this years round of the Australian Rally Championship being based on the Sunshine Coast with business support as well as media support is a move in the right direction and in line for the Super Series.

Like the Group G Debate, this consideration will go for sometime. At the end of the day only results will count.



Errol Stewarts

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VALE

14

EVAN GREEN

Although I'd heard of him, I did not have the pleasure of meeting Evan until the 1974 World Cup Rally. Evan was one of those rare people who you respected from the first time you met. I competed against Evan in the Southern Cross Rallies, 1977 London to Sydney, Total Economy Runs etc., and met him often in motor industry circles.

His books make great reading and he obviously drew on his rally experience and long distance motoring events both in our outback and overseas.

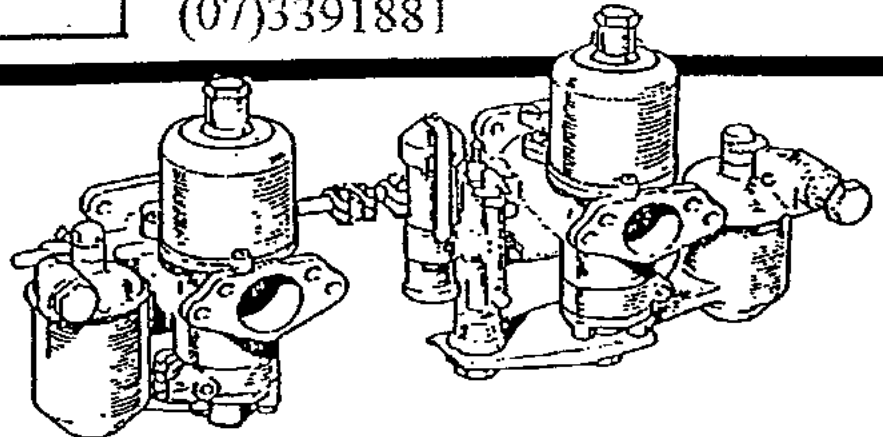
Evan Green will be sadly missed. He was one of nature's gentlemen and a great ambassador for motorsport in Australia.

Jim Reddix

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COMING EVENTS

AUSTRALIAN OFF ROAD CHAMPIONSHIP

Saturday 25th and Sunday 26th MAY

The Queensland Round of the Australian Off-Road Championship will be held at Goondiwindi. Also this event will include the only round of the Queensland Off-Road Championship. **NOTE:** The Qld Championship is only open to those holding competition licences prefixed by "Q".

The usual format is envisaged with scrutiny, reconnaissance and prologue on Saturday and racing on Sunday. For information contact:-

HISTORIC RALLY

Saturday 1st June 1996

The second round of the Historic Rally Series will be the T & R Mechanical Historic Tour organised by the Christian Autosports Club with Ross Colledge as Clerk of Course.

This event will be held on Sat 1st June starting at Strathpine at approximately 10.00am.

There will actually be three events run together:- a Historic Rally with map reading, a Classic Touring Assembly with very simple instructions, and a night run type event with no map reading and open to all vehicles, not only Historic vehicles.

For Further information contact:-
Ross Colledge (07) 3808 9000 a/h.

COMPETITION FABRICATIONS RALLYSPRINT SUNDAY 2ND JUNE 1996

This event will be held on Sunday 2nd June with Event Headquarters at the Mount Mee Forest Station. Start time will be 10.30am. To give more competitive distance this event will have three competitive runs over two different special stages of 6 km each. (previously only two runs were done).

Two reconnaissance runs will be allowed over each stage, as in previous events. The event should still be finished by mid-afternoon.

For further information contact:-
Tony Best (07) 3371 0367 a/h.

COMING EVENTS

JUNE NIGHT RUN

Friday 7th June

The next club Night Run will be held on Friday 7 June starting at 7.30pm from the clubrooms.

Night runs are the simplest form of motor sport to compete in. A standard road car is adequate. Instructions are simple and the only other requirement needed is a torch and a pen or pencil. **THIRD PARTY INSURANCE EXTENSIONS ARE NOW NO LONGER REQUIRED FOR NIGHT RUNS.**

Townsville Rally

Saturday 8th and Sunday 9th June 1996

Now the second round of the 1996 QRC, this event will be held on 8/9 June starting and finishing at Townsville with the overnight stop in Cardwell.

A lot of work has been put in to ensure a great event, and the Townsville people are hoping for lots of support from competitors in the Brisbane area.

For further information contact:-
Ken Long (077) 737 404 a/h.

VIDEO NIGHT AT THE CLUBROOMS

Tuesday 12 June 1996

Chris Lane has some more new European Rally Videos that he will be showing at the clubrooms on 12 June. (He may also have some footage available from Townsville by that date).

JUNE CLUB MOTORKHANA

Sunday 16th June

The first grass motorkhana to be held by the club for a long time will be held on Sunday 16th June. This should be a good change from the bitumen events that have been held at the B.E.C.

This motorkhana will be held at Mobil Coomera, which is on the highway between Brisbane and the Gold Coast just past Dreamworld.

The last time this venue was used was for the Classic Driving Trials held last year. Historic Rally Cars are welcome to compete in this event to see how they compare to modern cars. Starting time will be 10.00am.

COMING EVENTS COMING EVENTS

TABLE TOP RALLY

Wednesday 19th June 1996

The 5th round of the Nash Glass and Aluminium Table Top Rally Series will be held on 19th June 1996. The organiser for this round will be Andrew Owen. It will be held at the Clubrooms commencing at 8.00pm. Competitors will need to bring a Nambour 1:100,000 topographic map and a rally romer.

Table Top Rallies are tests of map reading and navigation, a good way to practice these skills without using any petrol or getting carsick. All club members are welcome to have a go but so far it has been mainly the Historic Rally competitors who have competed in this series, (as well as Esme who has entered with reasonable success). Surely there must be a few non-Historic navigators capable of reading maps.

GOLD COAST CLUB RALLY

Saturday 22 June 1996

The Gold Coast Tweed Motorsporting Club is organising a Club Rally on 22 June 1996. The rally, to be known as the Richmond River Rally, will be held in Whiam Whiam Forest using some of the roads that were used in the Treetops Rally last year. BSCC members are welcome to enter this event which will have 48 kms of competitive distance and hardly any transport.

For further information contact:-
Wendy Buchanan (066) 245 212 a/h.

BUCCA OFF-ROAD EVENT

Saturday 22nd June & 23 June 1996

The Central Coast Car Club based at Gladstone are organising a short course Off-Road event on the weekend of the 22/23 June. It will be held at Bucca which is just north of Bundaberg.

The event will be conducted in the paddock just behind the Bucca Hotel, commencing at 1.00pm on the Saturday with scrutiny, reconnaissance and prologue. The competitive timed runs will take place on Sunday. It is hoped that the course length will be approximately 7 km and the organisers are planning to make it a very social event.

For further information: John Brand (071) 578 217 a/h. Keith (079) 723 129 b/h.

BP CLASSIC ECONOMY RUN

Saturday 29th June 1996

This event will be held on 29th June 1996. See separate story on page 8 of this Magazine.

JULY NIGHT RUN

Friday 5th July 1996

The first Friday night in each month is our normal Night Run night so this event will be held on Friday 5th July, starting from the Clubrooms at 7.30pm.

FALKEN RALLY QUEENSLAND

Saturday 13th July & 14th July 1996

The Queensland C10 round of the Australian Rally Championship will be held on the weekend of the 13/14 July.

Please keep this weekend free. Competitors are needed and so are OFFICIALS.

This year the event will be based at Caloundra on the Sunshine Coast with most of the Special Stages in the Imbil area. Pace noting will be done on the Friday with the competitive stages being run on the Saturday and Sunday.

A total competitive distance of 155 kms is planned. This year sponsorship has been arranged with Falken Tyres following the withdrawal of previous sponsors, Yokohama.

For further information: Esme (07) 3391 8881 b/h.

1996 BATHURST LEGENDS RALLY

Running before Bathurst weekend

It is becoming more and more common that before major motorsport event that a historic and classic car rally be held immediately prior so the competitors can enjoy their way to a major event.

Entry fee includes two tickets for the superbox on pit straight at Bathurst, (A thunderbox????).

For further information contact:- Peter Mornement
☎ 019 138 772

CLUB AWARDS

CLUB CHAMPION	TONY BEST
MOTORKHANA	GEOFF STANAWAY
RALLY	ALAN STEAN
NIGHT RUN	DEBBIE DAVIES/ TONY SLATTERY
LADIES	DEBBIE DAVIES
JUNIOR	ANDREW PEARCE
HISTORIC	DEBBIE DAVIES/ TONY SLATTERY
OFF ROAD	TROY CRANE/ SCOTT GARDINER
SPEED	GREG POOLE

QLD RALLY IMPORT'S
ACHIEVEMENT AWARD A. JOHNSTONE

LIN MELTON MEMORIAL
NOVICE TROPHY ADRIAN BUKMANIS

These awards were presented at the Annual General Meeting held in last March.

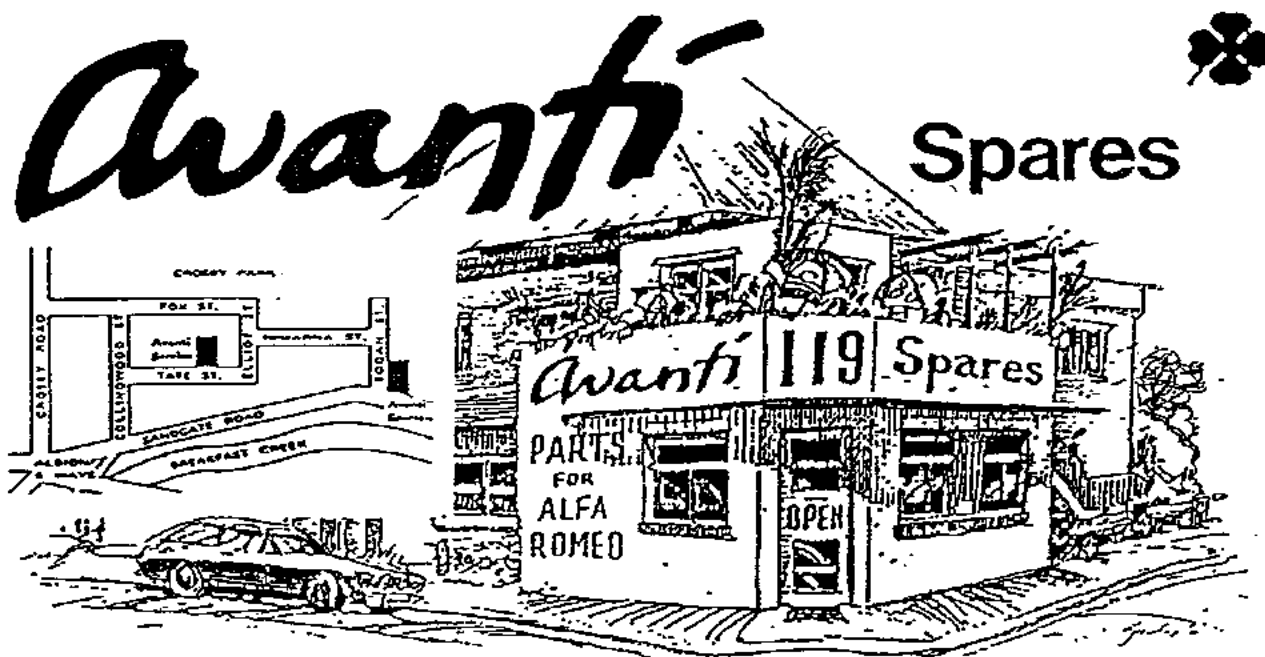
LIN MELTON MEMORIAL NOVICE TROPHY.

This award is presented to the best performing novice within the rally faction of the Brisbane Sporting Car Club. This award is in memory of a young man whose life was tragically cut short by chronic Asthma.

Lin Melton was an enthusiastic member of the BSCC who involved himself in all levels of the clubs activities from competing to helping out at events.

QLD RALLY IMPORT'S ACHIEVEMENT AWARD

This award is presented to the person who has achieved a higher lever or exceeded previous performances.



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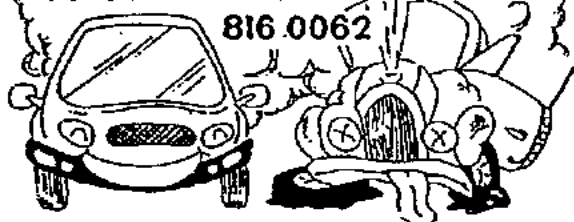
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MOTORKHANA 18 TESTS

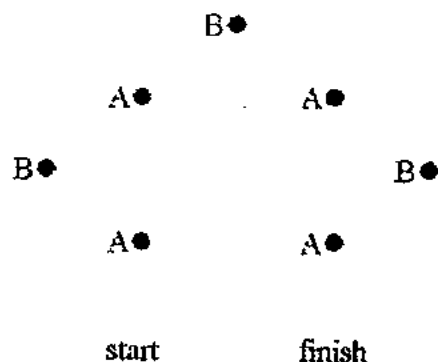
How did you go with last months test 4?

Sure there are several ways to do it and it depends on what vehicle you are in and how fast the driver can go backwards under control!

So far nobody has come up with any suggestions as to tests to match off-roaders against rally cars or motorkhana vehicles.

Talking of motorkhana with a difference I can remember a commercial truck expo at Garden City Shopping Centre. They laid out a **BIG** motorkhana circuit. To see the big rigs, *yes trailers included*, in action was something else. The event included an entrant in a Volvo rig complete with dog trailer with a trick coupling with cable steering control for the dog. Backwards the man was phenomenal.

Anyway, back to this months test. A real easy one. In real life, distance from start to Pylons A is only 12 metres. Pylons A are only 3 metres apart and distance from Pylons B to A is 12 metres. The instructions are simple:- pass Pylons A on your left; B on your right. GO TO IT.



BABY BOOMERS

CONGRATULATIONS

Tim & Jeni Collingwood on the birth of their son, Jack born 5th May 1996.

Angela & Neil Michel on the birth of their son, Hayden

STOP PRESS

National Off-Road Racing Committee, (NORC), have set up a working party to review permit fees for National, State and Club events. They will look at the rally system of fees paid on a per entrant basis.

New recommendations for gussetting and construction of roll over protection in buggies and other off-road vehicles to be mandatory in buggies after 1st January 1998.

NOTE: We have drawings available. B.S.C.C. members interested can obtain a copy by contacting the editor or Esme at the club rooms.

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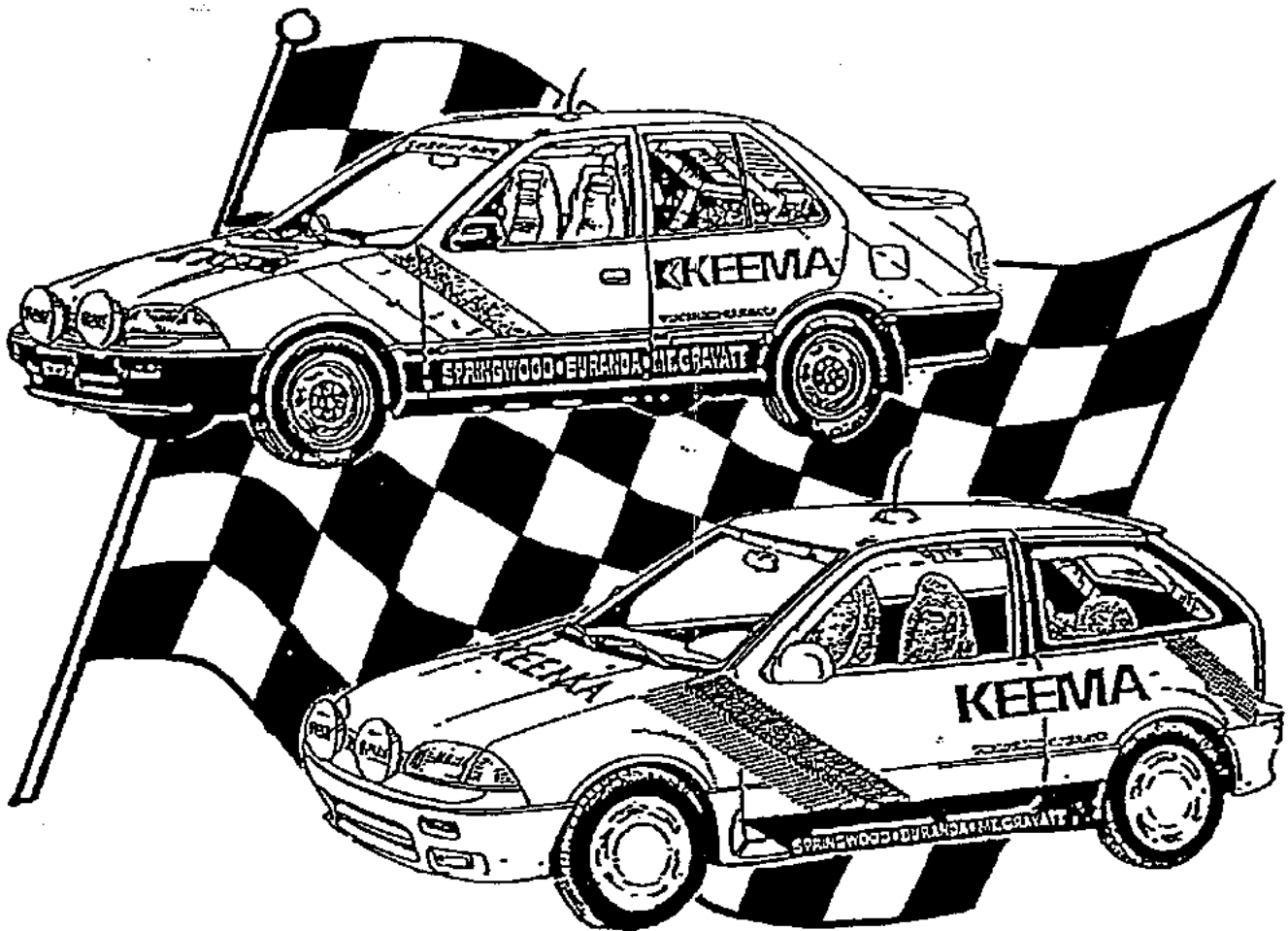
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