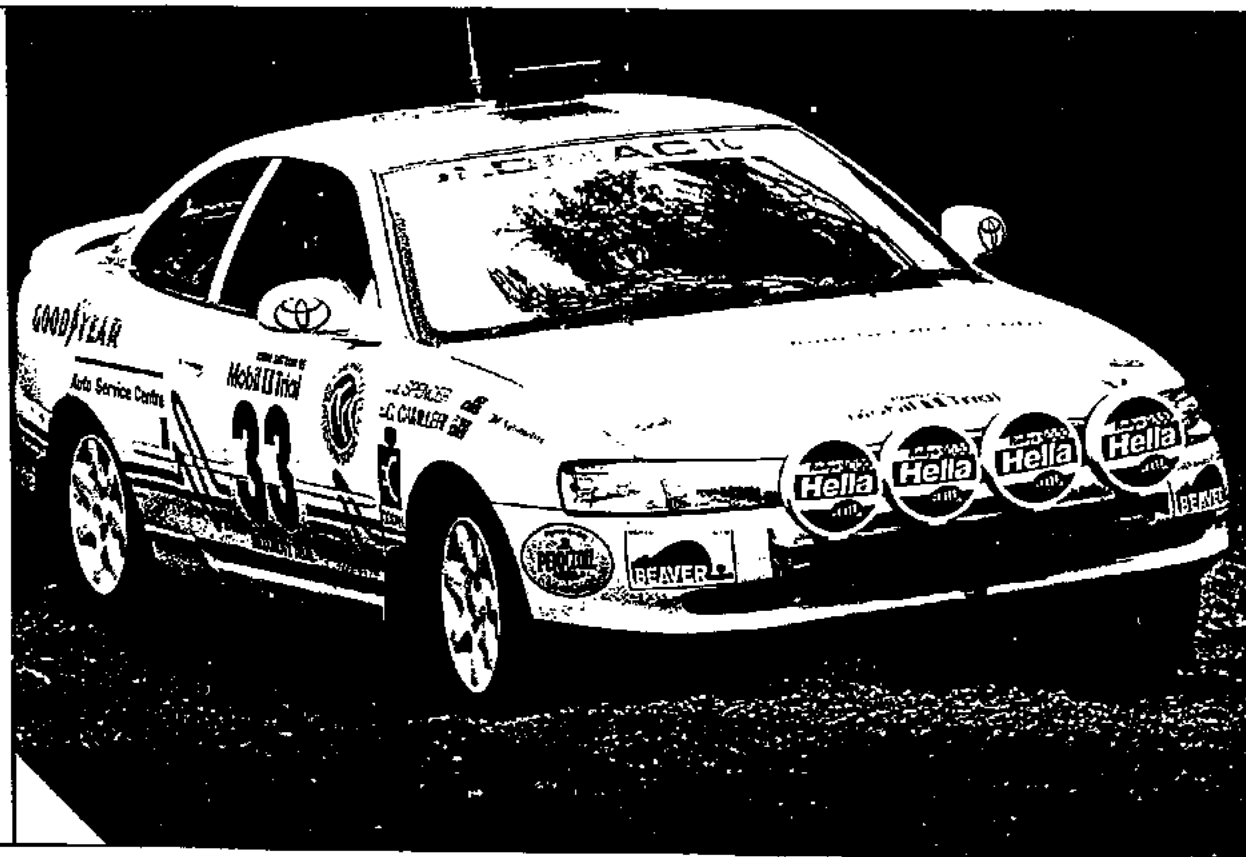


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AUGUST 1996

BRISPORT

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



CONTENTS:-

- * HISTORIC MOUNTAIN RALLY * CAMS ISSUES
- * OFF ROAD NEWS * CACA QRC RALLY (Q5)

Stop Press:- FOXTEL AND GALAXY Will show ARC events as follows:-

FALKEN TYRES RALLY QUEENSLAND 31ST August 6 pm.

SAXON HEATERS SOUTHERN SAFARI 28 September 5 pm.

EDITORIAL



When one is having fun then the time just flies by as we all know. It is mid August and would you believe that in three months time all the retail complexes will be festooned with Christmas decorations.

What does that mean to we of the Motor sport fraternity? It means that we are now in the thick end of the year. We have rallies galore plus the inevitable compression of other events including Off Road, Historics, Motorkhana championships and so on.

One cannot control the weather and it is inevitable that some events will be postponed when "hughie" calls in the rains. But when some events are postponed due to other possibilities such as not ready or approvals not in place then one must question the rescheduling of such events. By compressing the events towards the end of each season it puts strains on crews, car preparation and the allocation of funds, officials and the resources of clubs themselves.

Each club promoting an event does so for two reasons. Firstly to provide events for the members and others, secondly to hopefully generate some funds to the coffers. Probably to many clubs the second reason is of prime importance and why they try to reschedule events if the original time frame is a problem.

There is an opinion being mooted, that when the calendar for '97 is being put down then it should schedule some rain dates through the season. If an event is called off because of rain then it takes the next rain date. If an event is not ready due to any other reason such as the organisers are not ready, then that is too bad and the event will not run.

This will ensure that the programme of events for whatever class of Motorsport one is interested in will not be compressed into one third of the year. It will also mean that any competitor will be able to lay down a budget and cash flow for the season plus, adjust family time and duties with more accuracy and less friction.

Moving amongst the general public as some of us do, due to work commitments, there is a noticeable and distinct improvement in awareness of motor sport in general but Rallying in particular. In the course of conversation one soon finds out that this stems from the quite frequent coverage on Channel Ten. Very

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seldom do you come across an awareness of coverage on SBS. We are talking about the non enthusiast here. One can only speculate on the possible awareness had this years ARC coverage gone to Ten, however one must always be careful of over exposure when dealing with T.V. Rugby League could be moving into this position already.

Channel Tens coverage has been very interesting this year as it has highlighted various aspects of the sport, "Rally Legends", "Young Guns" etc. If it had been similar competitors in a series then to the great unwashed it might not have been quite so interesting. On T.V. nothing is more monotonous than the same one or two winning. Perhaps we will see something on Ten about how these events are put together and the safety aspects etc. it would do the image a power of good.

The President's Corner

Following the ARC things are getting back to "normal" with three events being run by the Club over the next couple of weeks.

Those looking for a touch of nostalgia are heading to Leyburn for the Historic Leyburn Sprints being run at the sight of first Australian Grand Prix meeting held in Queensland in 1949.

The Offroaders will be action at the German Auto's Enduro at Gatton on Sunday 1 September. The following weekend the rally fraternity will contest the next round of the Rallysprint Series at Coochin Creek.

On the rally scene the Club has been given the second round of the Super Series for 1997 to be run on the 10/11th of May. Tom Smith and Tony Best's trip to Rally Tasmania ended in success with Tom and Graham Vaughan finishing 3rd Outright and Tony and David West 5th outright.

It was disappointing to see only four entries for this month's Night Run. The low entries for Night Runs and Motorkanas has been a

concern over recent times. However entries have dropped to such an extent that the Club no longer meets the cost of putting on these events. This trend is not unique to this Club and there seems to be no easy solution to the problem.

While the Board recognises the need to provide Club members with a variety of motorsporting activities these activities need to reflect what competitors want to do. If you want the Club to continue running these types of events in the future come along and give them your support.

Our ever busy Administration Officer Esme Gibson had a bout of the flu that has been doing the rounds of Brisbane and had a rare few days off to recover. Having kept a eye on things over that time it certainly an experience to see the amount of work that come through the office. Motorsport runs on paperwork.

It's certainly good to have Esme back on deck again.

Red Sams

Safe Motorsport.

Media mis-use word "RALLY"

It was reported that on Monday 12th August the Channel 7 prepared news on Ansett Airlines flights for that day covered the tragic fatal accident that occurred during the running of the Variety Bash.

The presenter and graphics referred to the event as a "Rally", however the event organiser, when interviewed on camera, went to great lengths to advise that the event was "NOT A RALLY" he referred to it as a drive in the bush and immediately got onto the charity fund raising bit. the presenter returned to wrap the story, you guessed it, it was a Rally again. So we will have to bear the difficulties that will obviously emanate from the wash up of the accident, just like we did from the Cannonball.



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SEATS.

State Council is investigating a case where a rally car seat has shown considerable deterioration at the mounting points. The seat in Question is a specially designed safety seat. A report is being prepared at this time. In the meantime check all safety seats very carefully.

ROOF VENTS

For PRC cars Grp 3c the roof vents may now be fitted into the first HALF of the roof (previously first third). Originally the limitation was because in the halcion days of group B machines they cleverly put the roof vent at the back and used it as a ram air intake for the Turbo-chargers.

The vertiual opening has now been increased to 15 cm.

1997 CALENDAR

Applications are now open for event organisers to claim dates. The difficult bit is sorting out dates fairly. BSCC members need to place their request to the appropriate board member or sub committee member. The club will handle the actual application.

FIRE EXTINGUISHERS

It is old hat now but some cars are still turning up with HALON type appliances. These are now illegal in all states. This is not just a CAMS ruling it is law of the land. Any HALON extinguisher anywhere be it in a boat, at home, at work where ever, is quite illegal.

LOG BOOKS

All rally cars are to have log books by 1st September which is not far away. Really this is only going back to what used to be. It is only right that a car have a log book if only for the safety aspect. When a car is damaged the next scrutineer has some idea of what to look at and check.

OFFICIAL LICENCES

Just a reminder that all officials licences should have been returned for re-issue. Any that have not been returned by now should be returned immediately to your local CAMS office. There could be some delay in approval.

COMMITTEES, COMMITTEES COMMITTEES

CAMS State office 'El Supremo' Milton Brennan turns up some interesting items from time to time.

Milton has a unique knowledge of the workings in Sports and Sports Administration. He came up with an interesting article which was penned by Professor Trevor Arnold PhD of Central Queensland University. In the article the Professor used extracts from the Jack Gibson collection. The paper discussed effective committee meetings.

On reading the paper one could easily look at our sport and indeed make comparisons with what the paper was saying, particularly as our sport is so rife with committees of various statures. Even events are run by committees.

Jack Gibson wrote "...all clubs need a good administration before anything else" (in heads 1998) also "Rugby League must be a good game to survive, the people (...and committees...) who run it. The same could be said of Motorsport.

The paper went on to say that "enthusiasm for the sport is not the only qualification to sit on a committee" how true. It also said "...enthusiasm needed to be matched by appropriate skills.." that is an interesting point.

The paper then drew comparison with employment and committee functioning. Both need a 'job specification' to start with. Both require regular assessment of performance. Both need a regular and accepted communication system. As sport becomes more and more professional in its dealings then these lessons can be carried into each level of club activities. The important message is that any task should be carried out by one who has the recognised skill and knowledge to do it

If that can be achieved and the correct agendas, communications and reporting procedures put in place then everything should run really well and be a pleasure to all.

5

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COMMING EVENTS

NORTHERN DISTRICTS RALLY

Scheduled to be held on the 31st August 1996 and is a round of the clubman series. At the time of going to press we believe the event has been postponed.

SEPTEMBER NIGHT RUN

Friday 6th September starting at 8 pm. from the clubrooms. The course will be set by Patrick Hetherman and will be easy to complete within 2 hours. The event will not travel all that far from the car club and will be a lot of fun. Come and try it.

KCF RALLYSport SPRINT

The next Rallysprint will be on Sunday 8th September at Coochin Creek Forest. Sponsored by Kieth Fackerell's KCF Rallysport. The event commences 10-30 am. For further information contact Alan Clunes on 32845725 a/h.

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COMMING EVENTS

GERMAN AUTOS OFF ROAD LONG COURSE

This event will be round 6 of the Queensland Off Road Drivers series and will be held at Gatton over the weekend 31st August 1st September 1996. Clerk of course is Rod Sams with Laurie Svenson committee chairman and sponsor.

The course will be 6 laps of the 25 kms circuit which has plenty of challenges. The course this year will be more friendly to class 5 cars.

Scrutineering is on Saturday 31st 2-30 until 4-00 at the venue and again Sunday 6-30 until 7-30. Reconnaissance is on Saturday from 4-00 pm until 5-30

Prologue is Sunday from 8-15 to 9-30.

To get to the course just go pass the Gatton College, turn right at the Esk turn off, follow for approx 18 kms turn left at Buaraba District sign. Camping and catering is available on site. for further information phone Rod Sams A/h 33459075 or Esme 33918881.

QLD MOTORKHANA CHAMPIONSHIP

Sunday 15th September 1996 at the site alongside the Caltex Coomera. The event is organised by the Holden Car Club and points will go towards the BSCC series for club members. There will be a club event as part of the Championship day. Entries for the club event \$15 for the Qld. Championship \$25.

Further information phone Alan Wheeley on 33662000.

IPSWICH AUTOCROSS

At Willowbank on 15th September. Each run consists of a standing and flying lap. Each competitor gets six runs. Starting at 9-30 am a great day is promised. For further information contact John Slattery 32889787 a/h.

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COMING EVENTS

VIDEO NIGHT CLUBROOMS.

Mr Video Chris Lane will present another great video night featuring Australian and European rallies.

TABLE TOP RALLY

These fun nights are great. Wednesday 18th September at 8pm will see the commencement of the final round of the Nash Glass and Aluminium Table Top series. Ian Ferguson is setting the event and these are great fun and teach the skills of map reading, come and give it a go.

G.P. CARS CLASSIC RALLY

Fourth round of the BP Historic Rally series 1996 will be run on the 22nd September. Pete Marshall and Jim Reddix organisers. The event starts 9 am from BP Warrego Highway at Blacksoil. (near Esk turnoff) Lunch stop will be somewhere on the DARLING DOWNS. The finish will be at a Pub near Brisbane for a Barbie. For further information please call Pete Marshall on 074-268428.

BAILEY POWERLINES RALLY

Saturday 28th September is the day for David Nash to let the guns loose in the annual Rod Bailey sponsored rally. Centred around the great metropolis of Imbil and including the 4th round of the Clubman series, 4th and final round of the ARN Junior Challenge and 3rd round of the Gemini Challenge. For further information Contact David Nash 0755-411314 or Esme at the club.

TOOWOOMBA OFF ROAD SHORT COURSE.

The 7th round of the Qld Off road Drivers series will run at Echo Valley on Sunday 29th September. Further information available from Fred Berge 076-356997.

WARIALDA OFF ROAD 200

Round 6 of the NSW Off Road Champs. is being held at Warialda on the 12th and 13th October. Prime TV involvement. Always a good event many BSCC members have made the trip over the years. for information call 067-291622 or 067-291514.

HAPPINESS IS!! 2.00 am Feed.
Congratulations to Ian and June
Dunkley on the birth of Madison Kate
on Wednesday 7 August '96.

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HISTORIC MOUNTAIN RALLY

ALAN L OWEN

Four regular South East Queensland crews travelled to Sydney for the Jaguar Drivers Club seven day Mountain Rally.

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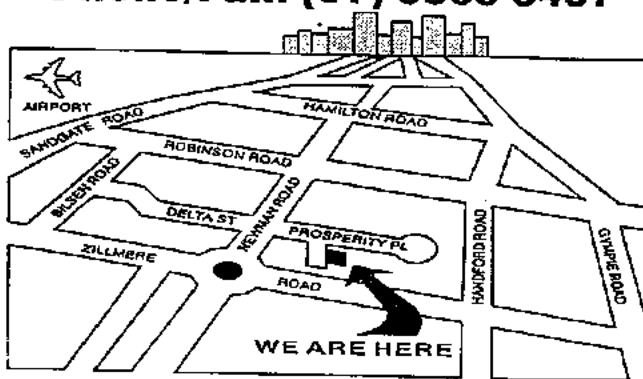
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Ken Philp & Tony Galletely in the Lancia Fulvia, SAAB 99ems mounted Ian Ferguson & Alan Bates, John & Roxanne McKeon and BMW plus The Mk 1 Sprite of Andrew & Glenda Owen made the journey.

Also in the event was Tony "Boy Wonder" Best who was co-driver in a Mk V Jaguar and new BSCC member Ken Houlahan drove a potent Peugeot 404. The Gold Coast end was held up by George Minassian (sometimes seen in an ex works Volvo) and also past director of the event and ex-mexican Doug Henderson and wife Marilyn in an E type Jaguar. Doug's claim to fame was to start his racing E type in the recreation area of the Park Royal at Parramatta. So what you may ask. Well the E type had straight through exhausts and it was 3 am at the time!! The Management was not that enthused. Hopefully Doug and Marilyn can be coaxed into some local events as the sport would only benefit. (do't stay in same motel Ed.)

The Mountain Rally started on Saturday Morning at Eastern Creek. The event travelled via Wisemans Ferry to the Hunter Valley Wineries. At the end of the first day, Ian "Thank you so bloody much" Ferguson and Alan "I do special stage Rallies and am a CAMS Steward" Bates were well placed in 2nd with Philp/Galletley also in the top five.

Day two saw Eight Looping stages through the Hunter. At days end Philp/Galletley were second outright over the two day Mini Mountain Rally, the rest of the Queenslanders were out of contention.

Day three and it was through the Mountain ranges to lunch at Foster and then on to over night at Port Macquarie. There is no truth to the rumour that the explosion at about 10-30 pm was John McKeon blowing up the fuel system of the BMW. Since the start, mechanical problems including fuel filter, carby, float and throttle cable had slowed down the McKeon's charge.

FIRST AID COURSE

SEE PAGE 13 FOR DETAILS, YOU OWE IT TO YOURSELF AND YOUR SPORT.

Several stages in the state forest area behind Port MacQuarie and along the coastal rivers East of Kempsey took the crews to the Go-Cart Track at Raleigh. Tony Best Had a close up view of the scenery on the last stage before lunch, when the Mk V of Don Robinson went straight on at a sweeping right. Feverish panel and mechanical work saw the vehicle rejoin the event at Raleigh International Raceway. Thence the field climbed the Dorrigo Range to Armidale.

Wednesday dawned overcast and cold for a morning of Motorsport at the Armidale Driver Training Centre. Doug Henderson captured his second, second fastest sprint time in two days. The Owen's Sprite recorded 1st and 4th fastest on the two Motorkhanas. After lunch, three stages took the cars through the back roads to Tamworth. The Director missed several ideal opportunities for passage controls on these sections as re-alignments of the New England Highway by passed mapped intersections. The "if looks could kill" award went to Roxanne Mckean after a certain Ex-President commented "Oh Roxanne is on the #*^*# bus, its going to break down"

Day six looped almost to Dubbo and then South East to Gulgong and Mudgee. At the dinner and auction on the second last night, the top ten starting order for the final day was announced. Philp/Galletley were first and were not headed on the final division through the Western foothills of the Blue Mountains and into Victoria Pass.

Ken and Tony deserved their second win in the event as they adopted a totally professional approach. This included Table Top Rallies on the Official Maps and two half days recce in and about the Hunter. Tony won the Navigators award and this crew also featured in the winning team. Most other BSCC participants also collected class awards.

In summary; the Mountain Rally was a most enjoyable event. The target times left no margin for error. Ken and Tony's "Maximum Attack" style was despite having the second smallest engine in the field. Next years event will feature this duo as Clerks of the Course and should allow a little more leeway for less experienced

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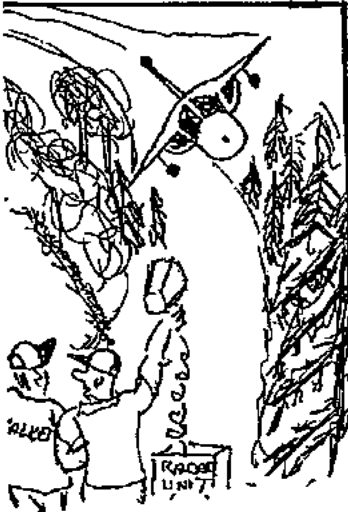
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There is nothing wrong with a good story, it just goes round and round. Take this one as an example. It was seen in the magazine "New Scientist" which had seen it in "Bike" magazine who in turn had seen it in "Pilot" magazine. As we were doing similar things during the ARC one can only wonder. Here goes.....

Two members of the Lothian and Borders traffic police were recently having a pleasant time out on the Scottish moors,



HERE'S A QUICKIE

trapping speeding motorists with a radar gun. Suddenly their equipment went crazy, registering a speed of over 300 miles per hour. It then locked up completely.

Seconds later the startled boys in blue understood why, as a low-flying Harrier jet screamed over their heads. Upset that their radar gun had been broken, the policemen put in a complaint to the Royal Air Force—only to discover that the damage could easily have been much worse.

The RAF informed them that the Harrier's target-seeker had locked on to what it had interpreted as enemy radar. This immediately triggered an automatic air-to-surface missile

attack. Fortunately for the two policemen, the Harrier was operating unarmed.

.....had we scored an F-111, I suppose Imbil would have claimed a UFO.

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CACA QRC

Christian Auto Sports Club of Australia held a Round of the ARC, QRC, ARN Junior Challenge, Clubman Series on August 3 in the fantastic forestry of Benarkin. We made the trek up there arriving at midday where we learnt that the event had started late due to radio and repeater problems and the cars were not due at the spectator point for another hour. We thought this was a good time for lunch and the Bubba to have a run around. We met our dinky (double income, no kids yet) friends and sat down to BBQ chicken sandwiches.

Off to the Spectator Point, with plenty of time, so we could park the car close to the bunting. (The Bubba can get quite heavy to carry). The double zero car arrived at the time the competing cars were scheduled. The girls sent the boys back for the drinks in the esky.

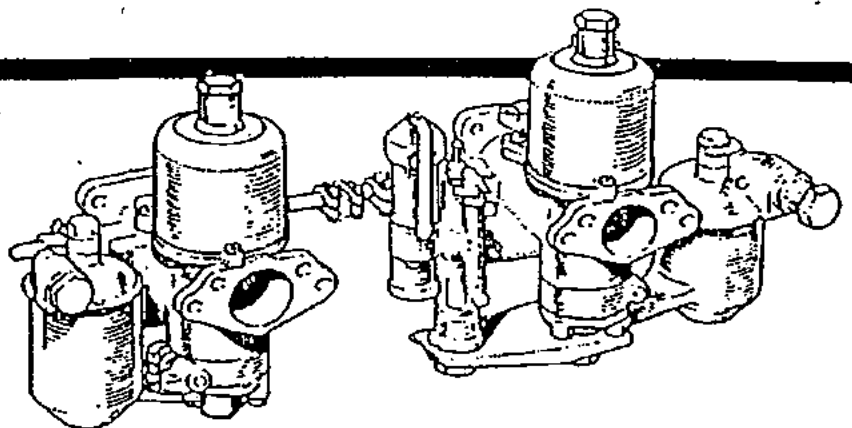
Waiting patiently??!!??!!, the boys started playing football with an empty coke bottle with the bubba. The girls, well we started playing hopscotch. The rest of the Spectators soon started standing on the road, (It was cooler and shadier) having a chat. Much to the surprise of the spectators, Car 1 came zooming to the Intersection, closely followed by the Zero Car driven by Craig Mole who appeared to be holding up John Goasdoue in Car 2 with his dust. (You can start the field prior to the Zero Car finishing the section as the previous Triple Zero and Double Zero have "Greened" the section. The Zero Car in this case got a flat tyre and stopped to fix it. I find it strange that organisers would let Car 1, driven by Stewie Reid in an EVO III Lancer out of the control behind a Zero Car with a considerably slower driver in a Stanza ahead of him. It would be interesting to know if the Zero Car had radio contact and informed either Base or the Control of his problems which could have prevented a situation occurring that was able to be protested and could have changed the final result of the event.)

It was with some concern that we observed the Marshall standing with approximately a dozen spectators on the outside of the corner. If competing vehicle failed to take the corner and went straight ahead these spectators would have been in the direct line of the vehicle. Earlier the Marshall asked people standing in the shade in a very safe spot to move as they may have had rocks thrown at them by the cars. This was very unlikely due to the nature of the road and the distance from the corner.

It was also observed the "Whistle Blower" was on the corner and no further up the road. If the situation occurred where two cars came fairly close together, the second car would not have been seen until it had reached the Spectator Point due to the dust.

We headed back to the Benarkin School Grounds for afternoon tea, toilets

Here we caught up with Bruce Dummett who had some minor challenges to overcome, a radiator leak was one, ironically he didn't have a spare one and also an exhaust leak.



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Somebody forgot to put the bolts in for the light pod so a scrounge around the service area provided some. Night-time was falling and the last of the Clubman cars were filing into Parc Ferme while the crews competing in the QRC continued on, repeating the stages held earlier in the day. A trip up the road, we found our own spectator point, a slightly uphill series of corners before reaching the timing marker. This spot was great, it was pitch black with only torch light to see by. The girls showed their knowledge of astronomy, while the boys introduced the Bubba to "Drop Bears". Our spot was soon to be invaded by "Aliens" when we were joined by Wayne Hoy and his service crew. Wayne had previously overheated his engine when he forgot to switch his cooling fans on. John Goasdoue was the first car past our point followed by Dummett. Reid coming through approximately mid field. A surprise package was the Datsun 1600 of Wayne Johnston from Lismore.

We wish our spot farewell, and proceeded to the second spectator point to find that due to the rally running so late, the organisers had cancelled the last couple of stages and therefore crews would not be going through the Spectator Point. Disappointed but not surprised, we returned to the School grounds where the smell of the Benarkin P & C BBQ got the better of us, and a steak sandwich was devoured. A quick chat to some friends, no decision had been made whether Goasdoue would protest regarding the Zero Car. At this point we had had enough and decided to make tracks, the Bubba was tired and the Coast was a long way away.

It was great to see CACA back running a QRC, and we all know rallies never run smoothly. However, as this was an ARC C5, I felt the level of professionalism required for a rally of this standard was lacking. Toowoomba last year, an ARC C5,

(also a Candidate C10), the standards that we were required to have were much higher than that seen at the CACA event.

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OFF ROAD NEWS

Comming up is the BSCC annual long course at Gatton. Taking place over the weekend of the 31st August and the 1st September (Fathers Day). Part of the Queensland Off Road Driver series for 1996 it will be as usual a great event.

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For this year the club has undertaken some grading work and this will make life a bit easier for the class 5 vehicles. Also the approach to the uphill pinch has been re-aligned so that the class 5's again are not at a dis-advantage.

The last round, round five was the long course at Jimna, was won by Hervy Bays John Brand in his class 2 buggy. The win moves him into the top 5 in the series and leading class 2.

The course has been likened to Kempsey by many competitors, rough and stoney. In fact some think that the first part of the circuit has sharp stones which make it tougher than Kempsey. With a total distance of 250 kms the stage was set for a fairly high rate of machinery failure.

The action started early when Tony Fehlhaber in his class 1 buggy was really hiking in the prologue, wanting an early starting position, when he came to grief by trying to take out a tree. Fortunately nobody was hurt but the Buggy looked worst for wear.

For BSCC member Micheal Collins the event started with great promise as he recorded the fastest prologue of the day to start first. Micheal was over the moon. The first time we think that Micheal has won a prologue. Unfortunately he had to retire from the event with a broken gearbox mount. Surely his potent class 1 buggy will score a win soon, it is getting closer all the time.

Kieth honour led the event for most of the day in his class 2 buggy but joined the ranks of the DNFs with a broken CV joint. Greg and Alan Nicholljoined Kieth and the many others with a broken output shaft.

Robbie Butler won class 7 and now is second in the series only 14 points behind BSCC's Laurie Svenson. Robbies ultra reliable Cruiser is really not being pushed by other class 7 vehicles and that means he can cruise a bit to finish and pick up max points in class seven. In round 2 at Chinchilla, it looked like Peter Issepi in the Patrol or Grant White might make a bit of a run at Ribbie Butler but nobody has seen them since.

All in all it looks like a tight finish is on the cards for the series any of the top 7 could win the series. With only a couple of rounds to go Gatton is all important. Tactics will play and important part amongst the class 1 & 9 buggies as the competition is fast up front yet they need to watch and ensure that they finish because Robbie Butler with little competition in class 7 is lurking in second place and the class 3 buggy of Chris Hutton is third. Gatton which has a track with tight sections, big hills up and down, fast open country and steep creek crossing plus hard and quite soft surfaces is a real around challenge.

With great spectating opportunities with easy access to most of the course, camping at the pit area, catering also available, it is made for a great weekend. Not far from Brisbane even the day trip on Sunday is well worthwhile.

CLASS 7		
Butler, Robbie	105	1
CLASS 8		
Davies, Trevor	40	1
Dann, Simon	21	=2
Buckley, Rod	21	=2
CLASS 9		
Svenson, Laurence	84	1
Marshall, Nev	41	2
Corbett, James	19	3

QUEENSLAND OFF ROAD DRIVER SERIES POINTS TO END ROUND 5.

TOP 10 AND TOP 3 IN CLASS,

Svenson, Laurence	138	1
Butler, Robbie	124	2
Hutton, Chris	113	3
Brand, John	102	4
Nicoll, Greg	92	5
Vieritz, Michael	87	6
Stewart, Andy	85	7
Cook, Brad	77	8
Brand, Rod	74	9
Wager, John	67	10

CLASS 1		
Brand, Rod	61	1
Hartnett, Russell	45	2
Edwards, Scott	23	3

CLASS 2		
Brand, John	77	1
Cook, Brad	58	2
Honour, Keith	39	3

CLASS 3		
Hutton Chris	100	1
Nichol Greg	81	2
Burns Chris	20	3

CLASS 5		
Stewart, Andy	85	1
Hinz, John	22	2
Bulmer, Joseph	19	3



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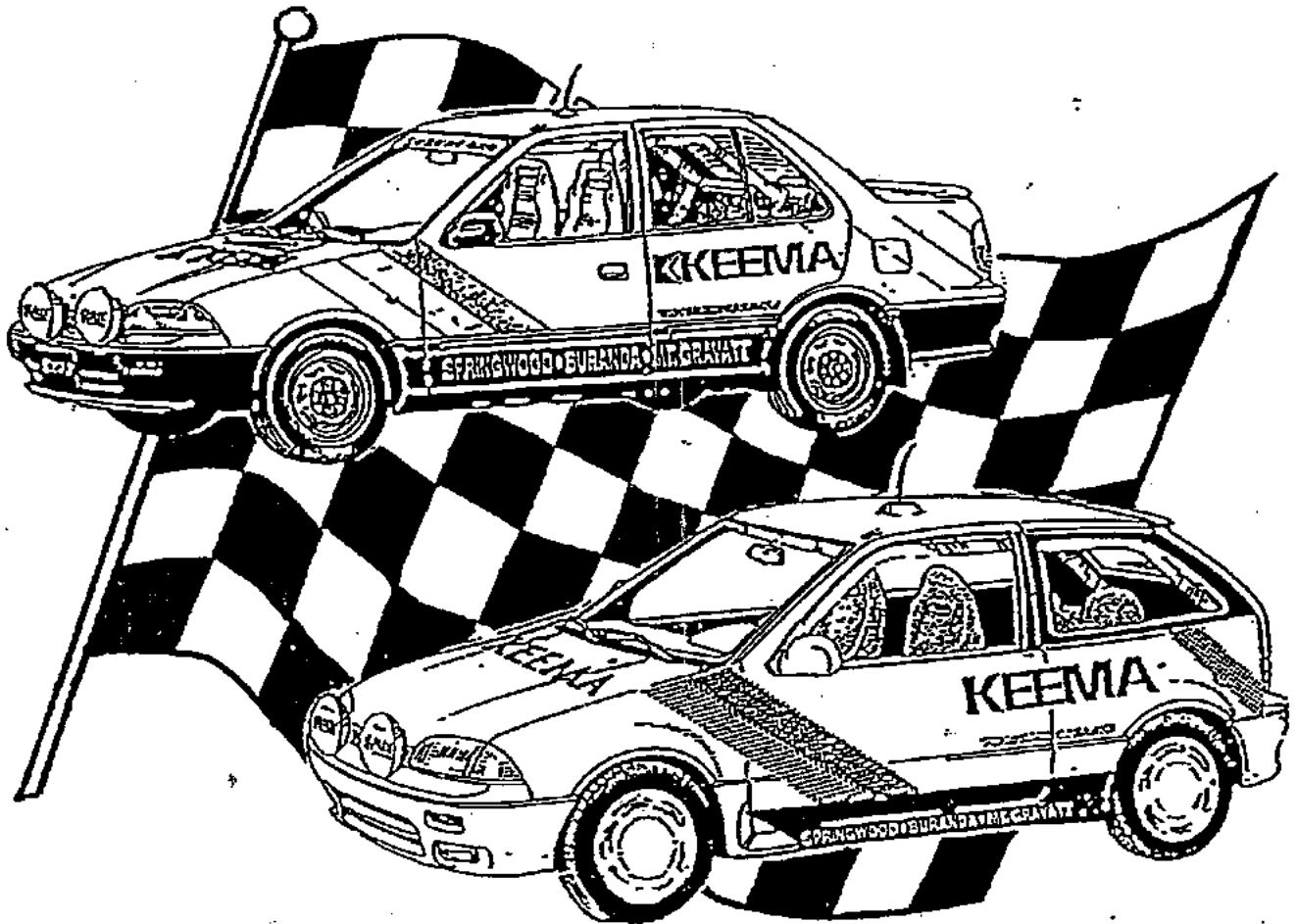
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