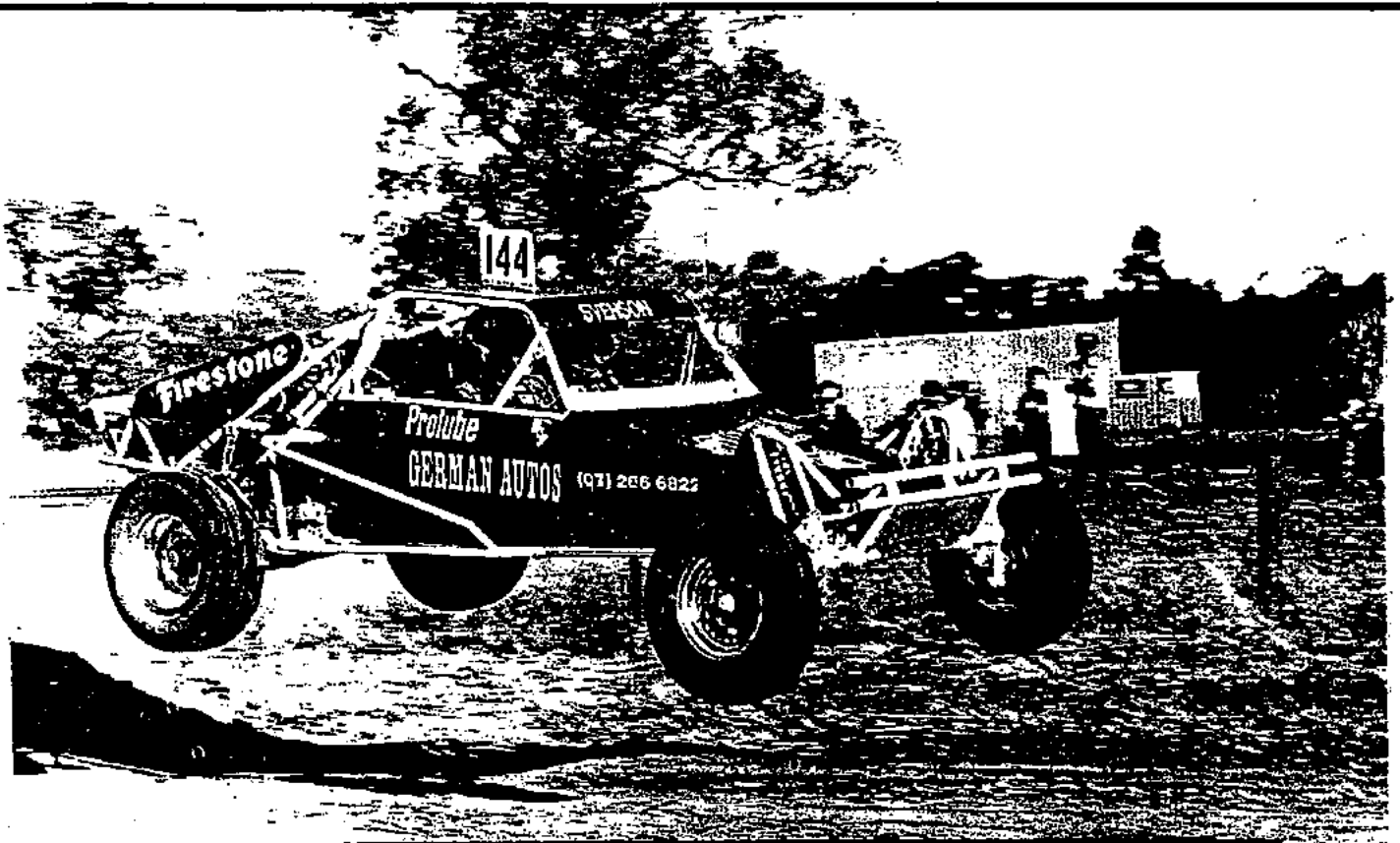


Print Post Publication No. PP454022/00076 SEPTEMBER 1996

# BRISPORT

*THE MONTHLY MAGAZINE OF  
THE BRISBANE SPORTING CAR CLUB*



Laurie Svenson drove a spectacular last three laps against the clock to keep his series hopes alive in the GERMAN AUTOS ENDURO. Finishing with only two minutes to spare and winning class one, Laurie maintains his lead in the QLD Drivers Off Road Series.

## **CONTENTS:-**

- \* GERMAN AUTOS ENDURO
- \* VIGIL WINTER CLASSIC
- \* COMMING EVENTS
- \* CAMS ISSUES
- \* NIGHT RUN
- \* BSCC TO RE-LOCATE

# EDITORIAL



The B.S.C.C. is most likely the largest, by membership, sporting car club in this great State, Queensland. It has been established for more than 40 years and is one of the few that owns its own premises. It is probably the most diverse club as far as activities go. It certainly runs more events than any other and at a higher level of competition than most. The club over its years has accumulated more hardware for running events than any other. So much so that many many other clubs and events hire the BSCC equipment, Rally Australia and Targa Tasmania just to name a couple. The BSCC also the only club with an employed Admin. Officer, which has resulted in the BSCC office becoming a defacto motor sport information office for Queensland.

The early club members were very astute in setting up what we now enjoy. A facility that is simple, very central and accessable. It is also unencombered which means no debt. It is also true to say that many other car clubs have branched off the tree, so to speak. This sounds like a success story, it is.

Because of it's success the BSCC has from time to time suffered from that, peculiar to Australia syndrome, Knock the tall poppy down. Some of this attitude probably stems from the fact the club has the ability, equipment and depth of expertise to put the big ones together. Also some people despise the fact the club always runs the events it sets out to ( force majeure exception) and more importantly runs them according to the rules as set down by the Confederation of Australian Motor Sport. It is strange the length that some people go in deriding the club because as officials the club members have upheld the rules, to the detriment of the whinger.

The club had a new business plan that was to see the Refurbishing of the existing clubrooms to streamline the office facilities, upgrade creature comforts, invest in some land wghere we could hold such things as Motorkhana, practise, maybe short course, rally cross and driver training, particularly for school students. The core to all this being the presently totally owned club rooms and the financial base that it provides.

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	Larry Littlewood	3261 7667	3351 143
			3360 112

### CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located Corner REID and HAWTHORNE STREETS, WOOLLOONGABBA and are open EVERY WEDNESDAY from 8.00 p.m. onwards.

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All correspondence, entries etc. for the Club should be addressed to:  
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Apart from all that has gone on the club is still in operation and is currently gaining in strength again with membership on the increase as is attendance on normal club nights and the clubs calender of events is very full. So what does this story all lead up to? Answer:- IT IS CRISIS TIME!

The clubs future is now at a big cross roads. This has been caused by a simple piece of paper advising that the State Transport Authority may well turn the club rooms into a Bus lane alongside of the extended width to the freeway. We now understand that that is indeed a fact. So the BSCC is going to have to move. Where should we move to? Who pays? When do we go? How long will it take ?



To answer some of these questions the board has formed a sub committee charged with the task of coming up with alternatives and to carry out negotiations with the various authorities. THIS WOULD BE THE MOST IMPORTANT EVENT THAT THIS CLUB HAS FACED SINCE ITS INCEPTION

This time it is absolutely crucial that every, and we mean EVERY, club member get up off the comfortable "derrier" and does their bit. Anyone that knows of or notices a likely building, piece of land, habitat or what ever which looks like we could be accomodated in, Then please give us a call. Usually in this magazine feed back from members is very very rare. This time it is really super urgent. The sub committee that is charged with the responsibility has been carefully selected from those members that have business experience at top managerial level or wide experience in the commercial real estate field. If these members ask for assistance then please please give it and quickly. We would prefer to come to an agreement with the authorities and move as soon as possible so that they are out of our hair, we out of theirs and we can get on with what we wish to do, enjoy our Motor Sport.

Sub Committee Niel Michel 33981810  
 Tony Slattery 33913022  
 Craig Porter 33766563  
 Patrick Hetherman 33511439

Assisting the committee, Alan Bates and Richard Collingwood.

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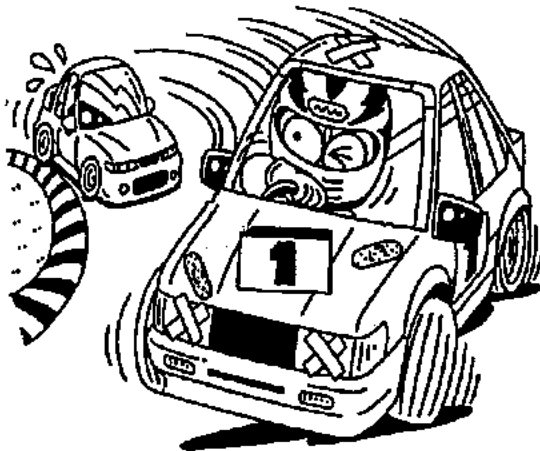
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## ---- German Autos Enduro ----

The annual pilgrimage for the Off Roaders to the beautiful site at Gatton for a Long Course was over the weekend of the 31st August & 1st September. Round 5 of the Queensland Drivers Off Road series it was The German Autos Enduro and proved to be very exciting as most of the top ten in the series struggled to finish the event.

The course was set similar to last year except that a new approach to the big hill was picked which made things more acceptable to the two wheel drive class 5 sedans and lower powered vehicles. After reconnaissance a further slight deviation was made, as what seemed O.K. in set up became quite different at speed. Anyone over shooting the left turn could have gone on and possibly into the newly constructed dam. As the temperature in the wind was around minus degrees and nobody had brought their swimmers caution seemed the best way.

21 vehicles had entered the event and during reconnaissance there were a couple of friendly try-outs between crews. Dummy short drags to measure the will and power of the opposition. Most of the officials took the opportunity to drive the course or hitch a lift in a 4 X 4. The Mackays never returned until well after dark! Whilst the weather was fine the temperature was really low with a driving wind across the pit area. For the Saturday night the race crews bedded down around the pit enclosure whilst we noticed the officials retreated over a slight crest to where trees and the topography provided some shelter. Obviously the Officials camp fire was the one to be at, out of the wind. Only snag was the third bottle of Ovaltine from Bundaberg.

Sunday morning was fine and cool but the wind had lessened a touch, dust was not going to be a problem today. Late scrutineering was started on time, the track was verified, the Stewards arrived all set to go, but where is the man with the white suit and sticking plaster? Much reading of the new Cams manual and interpretation discussion when hey presto the white suit came over the horizon.

21 vehicles started the prologue to record a time for starting order. BSCC's Laurie Svenson with wife Janelle in their class 1 buggy No 144, layed down the challenge with a 5.21 minute run. Bundaberg's John Brand and Peter Fry in a class 2 (287) were next 6 seconds down. 276, Keith Honour and Trevor Burgess from Gladstone had mechanical problems and were seeded, by the clerk of course, just outside the top ten.

So to the event. The first stage was a three lap charge over the 25 kms to make 75 before refuel and service. Laurie charged off and set the pace. Class 1 buggy 154 John and David Swinglehurst failed to start as gear box damage from prologue could not be repaired. 132 Gary Handcock and Peter Rideout were not to ride out the day as they spluttered to a halt with fuel problems on the first lap.

to page 5

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## German Auto's Enduro

..... James Duff and Dean Johnson class 2 (224) hit a tree whilst 696 Danel Hickson and Terry Jameson spat and banged to a halt here and there with a very temperamental VW donk. (Take it to German Autos)

Lap two saw the Svenson class 1 (144) still first on the road but the Travel limiting strap on the rear suspension had broken. John Brand 287 and Keith Honour 276 took 22 and 14 seconds off Laurie. Chris Kim Burns in class three, 311, broke a link pin only 300 metres into the second lap and spectated from then on. The huge 816, Jeep Cherokee (older V8 style) of Glen and Jason Wainwright had dropped time at the end of lap one but were out to catch up and must have looked monstrous in the rear mirrors of 855 the Suzuki Sierra with the 1600 power plant. Peter Isseppi and Scott Erickson in the Class 8 Nissan Patrol began to get serious and were running close times to the very consistent Class 7 Cruiser of Robbie Butler.

Lap3 saw no more retirements and Laurie laying down the fastest time at 22.19 for the 3rd lap.

So lunch break saw 15 crews still racing with plenty of series points up for grabs. During the break, Lauries pit crew changed the limiting strap and in doing so pinched the fuel line. This caused the fuel pressure to go through the roof on start up and took quite a while to find and fix. Robbie Butler had some major rear suspension problems which were causing all sorts of noises as the prop shaft and diff and other bits were hitting the tray of the Cruiser Ute. Now Robbie was only about 7 series points behind Laurie and with the class 1 buggy still in the pits Robbie decided to go for a finish and relatively gently drive to the finish and headed off on the last three laps.

Lap 4 was to see the hard charging class 2 buggy of Derek & Chris Kennedy break a gear box and take no further part. As Laurie was still in the pits the first car on the road became 276 Keith Honour & Trevor Burgess and they were to stay there until the end. Leading class 5 was 518 Les Marshall John Graham in a Karman Ghia which looked very much like a Buggy with a fibre glass top as did 403 the Baja of Kevin Hufschmid & Christopher Cave. .. to page 6

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Lap 5 was well under way when the steering of 518 expired and Laurie Svenson burst onto the scene with precious little time to complete the three laps, win class 1, and hold onto the series lead. Robbie Butler 770, was now really cruising to the finish and must have been a little disappointed to see Laurie blast past however the clock was against Laurie. The Svenson buggy 144 had to go absolutely flat out to make it. no chance to preserve the vehicle. It was indeed a very spectacular drive.

855 Suzuki Sierra came past the first check point minus navigator! A radio check around the course found out that the navigator felt crook so the driver just dropped him off. It took some twenty minutes to find the ailing navigator but exclusion was the only option for the officials.

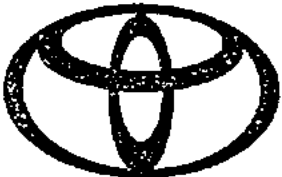
Lap 6 was uneventful as really the position were already decided apart from the hard charging Buggy 144. Keith Honour and Trevor Burgess in 276 had driven a very consistent day and deserved the win with another class 2 John Brand & Peter fry in second place. Yes Robbie Butler clunked to the finish to keep his outright series hopes and being 10th outright closed the gap a little as Laurie Svenson well navigated by Janelle made it home with 2 minutes spare. An ailing 538 of Andy Stewart & James Aitken limped home to Retain a top ten position in the series.

All in all a great weekend. A demanding course with everything in it as is usual at Gatton. Plenty of locals turned out to spectate. Those who did not enter missed a great event and the chance of a bagful of series points. One thing that is great about the Off Road scene is the camping weekends and the very social Saturday evenings before the Sunday racing.

CAR NO.	DRIVER/ NAVIGATOR	OR/ POS	CL/ POS
144	Laurence Svenson/Janelle Svenson	11	1
276	Keith Honour/Trevor Burgess	1	1
305	Greg Nicol/Alan Nicol	4	1
403	Kevin Hufschmid/Christopher Cave	3	1
538	Andy Stewart/James Aitken	12	1
770	Robert Butler/Trevor Davies	10	1
881	Peter Iseppi/Scott Erickson	6	1

Ed's Note:- The series is shaping for a tight finish. If Svenson runs Class 1 for last two rounds and wins them he could take out the series and classes 1 & 9. To do that Rod Brand needs to remain scoreless in the next two rounds. If Nev Marshall wins the next two rounds in class 9 he will finish 1 point behind Laurie. All the time the reliable class 7 Robbie Butler is lurking only 14 points behind Laurie. The chance to make history is there for Laurie and Janelle.

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## September Night Run

The September NIGHT RUN was held on the evening of the 4th, the night that the Brisbane Bears began the finals campaign at the Gabba. The first obstacle was simply to get to the Club and park! Perhaps if the Club building had a flat roof the football fans would have parked up there too.

A very dis-appointing number of competitors turned up for the Run, two (2) Stuart and Neil Hamey were first to go. Stuart is a very new Club member and was having his first event in a very tidy looking RX-2 Coupe. Also running were the stalwarts of night runs Tony Slattery and Debbie Davis.

The course had been set by the magazine editor and was run entirely in the Woolloongabba, Yeronga, Yeerongpilly area with many loops and pretty hard to see turns. The instructions were simple and easy to follow with a comments column which gave clues to where you should be. Some clues were cryptic but if you could not work it out it did not matter they were only there to assist.

The points were awarded for each correct answer and totalled a maximum of 32. No crew cleaned the event as far as scores were concerned. It is amazing how dark certain places are around the Brisbane Corso area, and how jumpy a man can be when walking his dog and the same car comes past four times slowly looking for clues all in different roads but close.

The run was cleverly designed so that those older expert navigators than can read maps and referdex type books and work it out ahead would come unstuck. On three occasions what actually was there was different to what the referdex showed. But then those navigators had gone to Perth. Never mind there is always another day.

The run took only about 1 hour and forty minutes to complete was never more than 15 mins from the club. The Stuart Hamey crew had a great time although getting lost and cutting and running. The winners being Tony and Debbie

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GARRY WORRELL AND WIFE TONI PROUDLY ANNOUNCE THE ARRIVAL OF A SON, LOUIS.

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### BAILEY POWER LINES RALLY

To be held in the Imbil area on the 28th September. Directed by David Nash who still need the assistance of Officials.

Starting at 11a.m in the Island Reach Caravan park (just alongside the river) at Imbil running through some of those beaut rally roads around Cutters and Forest drive the event will finish late afternoon / early evening.

With six special stages the event counts in the QLD Clubman Rally Series; The A.R.N.Junior Rally Series and the Bridgestone Gemini Challenge.

For further information contact David Nash 0755 411314 or Esme at the clubrooms.

### TOOWOOMBA OFF ROAD SHORT COURSE

This will be the 6th round of the Qld Drivers Off Road series and will be contested on Sunday 29th September at Echo Valley. There will be four heats of three laps each, (approx 1 km per lap). Racing starts at 8-30a.m

For further information contact Fred Berge, 076-356997.

### CLUB NIGHT SPECIAL

The club will be open as usual, however there will be a special visit to Ivan Tighe Engineering for a TECHNICAL TOUR. Dean will explain the techniques of Camshaft grinding etc. ( Club open for those with Rotaries)

### OCTOBER NIGHT RUN

Friday the 4th October starting from the clubrooms at 8p.m.

These events would have to be the cheapest and easiest form of Motor Sport. They are excellent for beginners to start learning the business of navigation and for drivers to learn to take instructions and not over run the navigator.

They are also excellent for experienced persons to try each other out and see if they can work together. All that is needed is an ordinary road car, no third party extension is required just the spirit of adventure and fun. Remember someone has to set it up and put in a lot of work to put it all together and the course check. So support this simple easy form of Motor sport.

ED Note A few years back I used to go with 10 year old daughter navigating.





## COMMING EVENTS

## COMMING EVENTS

### GOLD COAST KHANA CROSS.

Club members have been invited by the Gold Coast to compete in the next Khana Cross to be held Saturday 5th October starting at 3p.m. and will include some night stages. The event will take place at Pimpana and entries will be taken on the day. For further information on the event and how to get there contact Wade Edwards 0755 359261 a/h.

### VIDEO NIGHT AT CLUB ROOMS.

Wednesday 9th October Chris Lane will be presenting videos from European Rallies. Commencing at 8p.m.

### OFF ROAD LONG COURSE, WARIALDA

Over the weekend of the 12th & 13th October all Off Roaders will be going to Warialda. A round of the NSW Off Road Championship the event is usually supported by many Queenslanders. The local Prime TV Station is one of the sponsors and will support with coverage. It usually is a great event and in the past has had BSCC members as Clerks of course. Another example of the BSCC supporting our sport elsewhere. For information contact Bev Basham 067-291622.

### MOTORKHANA-HOLDEN CAR CLUB

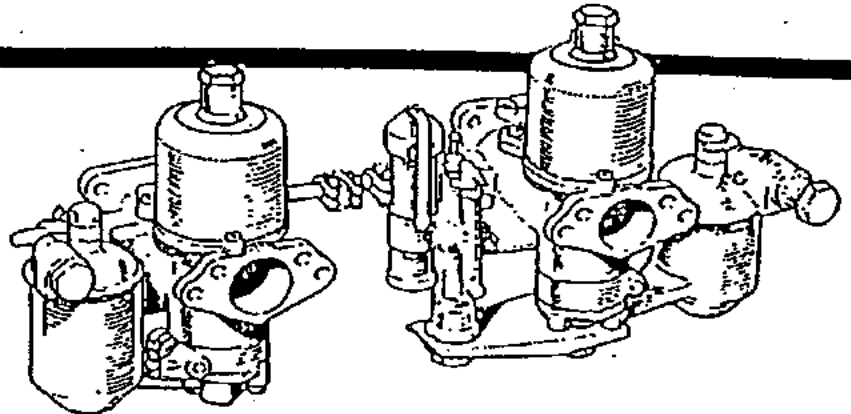
The Holden Sporting Car Club is running a Motorkhana on the bitumen at Caitex Coomera. BSCC members are invited. Entries will be taken on the day. Scrutineering will commence at 9a.m. with timed runs commencing at 10a.m. For further information contact Aaron Miller 38482070 a/h.

### COFFS HARBOUR A.R.C.

Almost a must is round 13 of the ARC to be held over the weekend of the 19th/20th October. The event is run in the forest which are right next to town meaning no long transports and spectator points are easy to get at and back from into town. Usually well supported by Queensland crews it is a great weekend. for information contact Bob Halpin 066 551800.

### GOLD COAST MOTORKHANA.

A Motorkhana is scheduled for the 20th October to be organised by the Gold Coast Club. at time of going to press we had not had any firm details apart from contact Wade Edwards 0755 359261 a/h. We will publish more detail in next months magazine due out the week before.



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Dean will explain technology of  
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Camshaft grinding and there  
will be a tour of the workshop  
facilities.

Normal refreshments will be  
available.

The Clubrooms will still be  
open this night for those who  
wish.

This is a new activity for  
Wednesday nights. Members  
are invited to contact either  
Esme or Peter Whalley (Tel  
3398 3723 a/hr) to arrange a  
presentation evening for their  
company or product.

Peter Whalley - Club Captain

## VIGIL WINTER CLASSIC, LEYBURN

A perfect winter day dawned on New Farm Park and the 30 "classic" crews who lined up on 25th August for the 8am start of the VIGIL Winter Classic to Leyburn. Of these crews 16 opted for the navigationally simple "touring" schedule while 14 crews bravely moved the stress and adrenalin levels up a notch and entered the "novice" schedule. Both schedules followed a similar but NOT THE SAME route over 180 kms of "off the beaten track" scenic sealed roads to the regrouping point at the historic Rudd's Pub at Nobby on the Darling Downs. The extra little twist of "similar but not the same" ensured that each crew was really on its own and didn't simply follow the crew in front. Only the crafty organisers were supposed to know who was following what schedule and they only passed that information on to those who made it worth their while!

Navigationally it wasn't tough. The organisers went to a lot of trouble (and worry) to make sure nobody got lost - well permanently lost! But to make sure we didn't have a flock of winners there were 41 questions in the "touring" schedule and 39 in the "novice". An extra twist was that many of these questions were actually photos that needed matching with points on the ground. And - while crews in the "touring" schedule could reach the destination at Nobby by following the instructions they were encouraged to look at the map and know where they were. In fact several of the questions required them to know where they were in order to give a correct answer. No such easy option for the novice crews! They had to know where they were!

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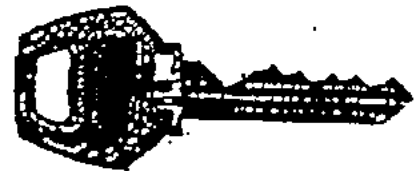
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The mapped route took the crews over the Story Bridge, through Amberley, Rosewood, Grandchester, nearly into Laidley, nearly into Blenheim, nearly into Woodlands (who has ever heard of these places?) and via several "off the beaten track" sealed roads leading to Ma Ma Creek for a quick breather before heading up the range to Nobby. The crews would continually surprise themselves and each other by seemingly appearing out of nowhere to join a common route and trek along in convoy for a while until another little twist in the instructions made them part company. And all the while the instructions kept up a steady patter of historical and trivial information on a bygone era.

The "novice" crews had an extra challenge - an average speed section of precisely 9 minutes duration at 67 kph (or its imperial equivalent) from Ma Ma Creek. No Haldas allowed here! One courageous crew with a strong will to win were spotted following the innovative technique detailed in the pre-event instructions ie closely monitoring vehicle speed by measuring the rate of evaporation from the navigators tongue when said tongue is placed in the windstream - or was this particular navigator throwing up after morning tea at Ma Ma Creek?

A few more twists, turns and wrinkles to sort out the "tourers" from the "novices" on the way up the range culminated in a "don't ever trust another signpost" instruction near Pilton. This novice navigator's nightmare was thrown in to teach the "novices" that they are supposed to



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read the map and use the signposts for confirmation not the other way round! The very vintage crews of course were onto this dirty trick as they remembered the POMS turning the signposts round in England to confuse potential JERRY invaders in World War 2. Nice one Dick and Tony but don't forget to have the signpost put back the right way - and have the bloody map fixed to boot!

And just when the crews thought they were safely into Nobby the memory cells were called into play - after all these crews had been through who could remember how to spell Sharon Phillips?

Crews were greeted at Nobby by control officials Tony and Helen Best who were comfortably ensconced outside the historic Rudd's Pub in the main drag. The gentle wafting of hops must have mellowed their strict sense of officialdom as they kept helpfully reminding crews that one of the questions could best be answered by a quick visit to the memorabilia room in the pub. Or were they on some kind of liquid commission? Thanks guys.

The locals, who had been forewarned of our coming, mixed some of their old cars together with ours in the main street. This made it tough for mine hospitable host Eugene (of Rudd's Pub fame) when it came to the Publican's Pick. Pick any car or crew of your choice - good, bad, old or ugly - were the organisers simple instructions. Eugene (with a little wifely help) decided black and BAD (as in number plate) was the order of the day. And so it came to pass that the owners of one very black Cobra will be returning to Nobby one day to claim their lunch or dinner for two.

A quick check that all had arrived, including the RACQ and the sweep car, and then departure on time at high noon from Nobby. Lights on for the cavalcade to Leyburn. This certainly had oncoming locals baffled as several pulled over and stopped while the cavalcade passed at a stately 80 kph. Probably baffled as to why such a large and diverse funeral procession was heading out of town!

Onto Leyburn where Andy and Glenda Owen had scooted ahead to grease the palm of the official keeper of the "city" gates at Leyburn. T'was effective as the convoy were directed into the "city" centre and regrouped before a couple of laps of honour around the sprint circuit. Unfortunately not a lot of rubber was laid here as the cavalcade was headed by Pete and Patricia Smith who used simple but effective roadblocking techniques in the 1954 "not built for speed" Singer hereinafter to be known as the Singer SS ie Singer Sedentary. (Thought he was still on the BP Economy Run and must keep it at 500 rpm and 15 kph).

Back to the parking bay in "city" central and crews quickly escaped to test their lunch vouchers. This bit was a real worry for the organisers as the previous big test of Leyburn's catering facilities was at the Australian Grand Prix in 1949 where all tucker was gobbled up by about 30,000 hungry people by 7.30am! Both Dick and Tony had packed 5 loaves and 5

**CHRISTIAN AUTOSPORTS MIDNIGHT TO DAWN**

This event starts at midnight on Friday 25th October at Shell Arana Hills and finishes about daylight. Approx 200 Kilometres of bitumen and good quality gravel roads, quickly getting out of town. The event will be like a long night run, with easy to follow instructions ideal for novice crews or historics or even those out for practise or just some fun. Contact either Ross Colledge on 38089000 a/h or Peter Stringfellow on 33968718 a/h.

**NORTHERN DISTRICTS CLUBMAN RALLY**

After two postponements the latest date set for this rally is 26th October. It should be a round of the Clubman Series and the Bridgestone Gemini Challenge. Due to start at 2p.m. from Yarraman Showgrounds. For further information contact Ken McWha on 018 156313.

**NOVEMBER EVENTS PREVIEW**

Night run BSCC Friday 1st November.

Twilight Rally, Historics, BSCC Saturday 2nd November

Goondiwindi, Australian Off Road Champ. Saturday 2nd Sunday 3rd November. Contact Nev Taylor 38810530 a/h or Darryl Smith 32985522.

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**ISSUES**

**WEIGHT OF PRC VEHICLES.**

Deep in the dungeons of the National Office the problems of "what is minimum weight for PRC"

It seems that Clyde Carstairs and Bruce Keys had put together a paper on the subject such that ARCom has made the decision that weight of PRC cars would include in the minimum weight some twelve items such as :- Spare wheels, Jack and Handle, Tools and equipment carried in the vehicle on competitives, Spare parts, sump guard, diff guard, additional lights and brackets, helmets suits gloves, maps boards route instructions.

Now all fluid levels in tanks filled to manufacturers specs, except the fuel system empty.

Obviously we await with interest the actual detail of this new edict. It is so possible that this will become a Steward and Scrutineers nightmare. One assumes if weighing in the car and the headlight pack is on the vehicle then it would have to stay there for the daylight stages or perhaps another may protest running under weight. Dont drink the coffee in the flask if it was there at weigh in.

At least there will be no arguing as to what should be in the car at such times now which is good.

**NEW LICENCES**

BSCC's Rod Browning has lodged a paper to ARCom on a new system of licences for road events. We will expand in later issues but suffice to say that many people are concerned about the lack a requirement for training of drivers. Years ago there used to be the system of Novice, clubman etc. The cars today have such enormous performance potential that really progressive training is a must. You do not put a pilot in an F111 that has only flown solo once!

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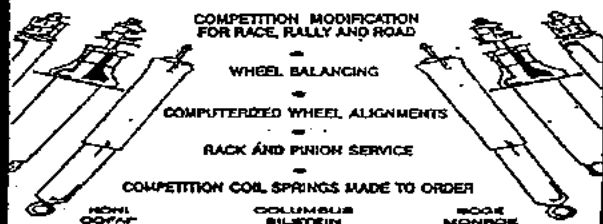
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fishes just in case their worst fears were founded. But no need today as the 6,000 visitors were within the catering range of the resourceful and well prepared locals. With vouchers honoured and appetites sated by excellent country hamburgers, crews ambled back to check the scoreboard. By this time Dick and Tony (with more than a little help from Gail and Debbie of course) had digested the offered bribes and cranked out the results.

As skill, luck and bribes would have it there were clear winners in both the "touring" and "novice" schedules. Hats off (with apologies) to the 1968 Volvo 122 crew of Linton Smith and his "substitute" navigator who clean sheeted the "touring" schedule with 41 correct answers. Nobody cleansheeted the "novice" schedule but we still had a clear winner with Jeff Sattler and David Spann in the 1967 MGB achieving 37 correct answers out of a possible 39.

Cliff Chambers on behalf of our generous event sponsor VIGIL "Insurance for Special Cars" presented the trophies to the winners and runners up. But all was not quite over. The Mystery Prize was unveiled to be a "Weekend escape package for two to the destination of the winner's choice on the Darling Downs". Hats off again to another Volvo team with Rick Forno holding the winning ticket.

And, on that note, congratulations and many thanks to all our entrants, winners, non-winners, first time navigators, tourers, helpers, the RACQ, even our CAMS steward, and of course a very special thanks to VIGIL as our principal event sponsor. And just in case you want to know - yes, the Winter Classic and the Leyburn Sprints will be on again next year. And lest we forget - Leyburn is pronounced Leaburn. Pass the margarine please!

KCF RALLYSPORT SPRINT  
8 SEPTEMBER 1996

RESULTS

No.	DRIVER	CO-DRIVER	VEHICLE	Cls	Time		Time	Best of 2 times	Time	Time	Time	Best of 2 times	TOTAL TIME	Class Place	Gemini Class	O/R Place
					SS1	SS3										
7	Jeff Kilbride	Chris Michel	Suzuki Swift	R1	4:53.5	4:44.8*	4:45.8*	9:30.6	4:10.9*	4:10.7*	4:33.2	8:21.6	17:52.2	1		7
23	Tony Paton	Lisa Jones	Daihatsu	R1	4:56.0*	4:51.4*	4:59.6	9:47.4	4:31.9	4:20.8*	4:16.3*	8:37.2	18:24.5	2		12
33	Chry Bodunoch	Gary Tunworth	Corolla	R1	5:38.4	dnf			4:56.8							
8	Michael Guest	Paul Ferguson	Datsun	R2	6:04.1	5:13.8*	4:58.1*	10:11.9	8:12.7	5:01.8*	4:27.3*	9:29.1	19:41.0	7		22
11	Murdo Macdonald	Maria Potts	Hyundai	R2	4:59.8	4:54.9*	4:55.1*	9:50.0	4:27.4	4:17.0*	4:16.2*	8:33.2	18:23.2	2		11
12	Peter Munzies	Stephen Kennedy	Gemini	R2	4:59.2	4:55.8*	4:57.5*	9:53.3	4:40.4*	4:33.0*	4:41.8	9:10.4	19:05.7	5		19
13	Ken McWha	Debbie Dillon	Gemini	R2	5:06.8	5:01.2*	5:04.3*	10:05.5	4:25.2*	4:29.8*	4:30.8	8:55.0	19:00.5	3		17
21	Brian Learoyd	Colin Palmer	Gemini	R2	5:03.5*	5:07.0	5:00.9*	10:04.4	4:35.3	4:32.0*	4:28.2*	9:00.2	19:04.6	4		18
24	Henry Ryan	Rodney Biggar	Honda	R2	4:46.4*	4:46.6*	4:48.0	9:33.0	4:50.9	4:17.2*	4:14.7*	8:31.9	18:04.9	1		9
27	Steve Wall	John Harding	Datsun	R2	5:04.7*	5:08.8	5:02.6*	10:07.3	4:34.0*	4:35.4*	4:36.5	9:09.4	19:16.7	6		20
29	Nathan Weiss	Tim Lawson	Colica	R2	5:22.9*	5:49.3	5:11.9*	10:34.8	6:41.9	4:37.9*	4:43.9*	9:21.8	19:56.6	8		24
30	Simon Richmond	David Wallis	Datsun	R2	5:40.1	5:36.7*	5:31.6*	11:08.3	5:20.7	5:10.2*	5:08.7*	10:18.9	21:27.2	11		27
32	Colin Alderton	Heath Lettwich	Gemini	R2	5:22.2*	5:28.9	5:17.3*	10:39.5	4:52.2*	4:55.6	4:50.0*	9:42.2	20:21.07	10		26
34	Paul Bradshaw	Damien Johnson	Holden	R2	5:09.4*	5:07.7*	5:13.2	10:11.1	4:47.3*	4:46.3*	4:47.4	9:33.6	19:44.7	9		24
14	Ian Mogg	Joe Ferrier	Escort	R3	4:40.9	4:39.3		9:20.2	4:21.0	4:17.8		8:38.8	17:59.0	1		8
16	Goeff Meacham	Mark Hamilton	Gemini	R3	5:29.1				dnf							
17	Richard Galley	Stephen Galley	Camira	R3	4:54.6*	4:56.4	4:49.8*	9:44.4	4:43.8	4:35.1*	4:21.2*	8:56.3	18:40.7	2		13
19	Tony Howard	David Lapworth	Datsun 1600	R3	5:04.8	4:59.2*	5:00.3*	9:59.5	4:25.9*	4:30.0	4:29.6*	8:55.5	18:55.0	3		15
22	Brendan Mole	Adrian Goodfield	Datsun	R3	dnf											
25	Randall Byson	Russell Bryson	Datsun	R3	5:11.6*	5:19.6	5:11.4*	10:23.0	4:42.7*	4:41.6*	4:54.1	9:24.3	19:47.3	5		23
31	Steve Shephard	Janic Macfarlane	Gemini	R3	5:01.5*	5:03.3*	5:09.8	10:04.8	4:42.2	4:27.6*	4:24.4*	8:52.0	18:56.8	4		16
1	Greg Poole	Barric Burr	Commodore	R4	4:53.9				DNF							
3	Bill Wilson	Peter Lettice	Datsun 1600	R4	4:31.8*	4:33.9*	4:42.5	9:05.7	3:52.6*	3:54.3	3:51.3*	7:43.9	16:49.6	2		3
5	Bruce Dawson	Mark Beccoy	Datsun Z	R4	4:39.2*	4:51.8	4:36.9*	9:16.1	4:14.2*	4:18.2	4:02.9*	8:16.1	17:32.2	3		5
6	Craig Mole	David Hood	Datsun	R4	4:37.7*	4:40.6	4:39.4*	9:17.1	4:06.7*	4:08.2*	4:28.1	8:14.9	17:32.0	4		4
9	Gordon Bishop	Kerrie Bell	Commodore	R4	dnf											
10	Robert Brochie	Paul Pyyvaara	Triumph	R4	4:57.0	4:53.7*	4:50.7*	9:44.4	4:20.2	4:17.7*	4:17.6*	8:35.3	18:19.7	5		10
15	Colin O'Brien	Stephen Tonna	Datsun	R4	4:37.4	4:24.3*	4:26.5*	8:50.8	3:41.6	3:51.6*	3:53.8*	7:33.2	16:24.0	1		2
18	Jim Pilgrim	Simon Newcombe	Torana	R4	4:54.9*	5:02.7*	5:04.2	9:57.6	4:22.5*	4:33.5	4:26.8*	8:49.3	18:46.9	6		14
26	Michael Hocking	Mark Joyce	Torana	R4	5:07.1	5:09.9		10:17.0	4:34.5	4:33.8		9:08.3	19:23.3	7		21
2	Lee Williams	Troy O'Brien	Mazda 323	R5	4:14.9*	4:14.2	4:15.1*	8:29.1	3:49.1	3:47.9*	3:45.4*	7:33.3	16:02.4	1		1
35	Rob Bekker	Paul Aiding	Mazda	R5	4:31.5	4:48.1		9:19.6	4:07.7	4:06.2		8:13.9	17:33.5	2		6





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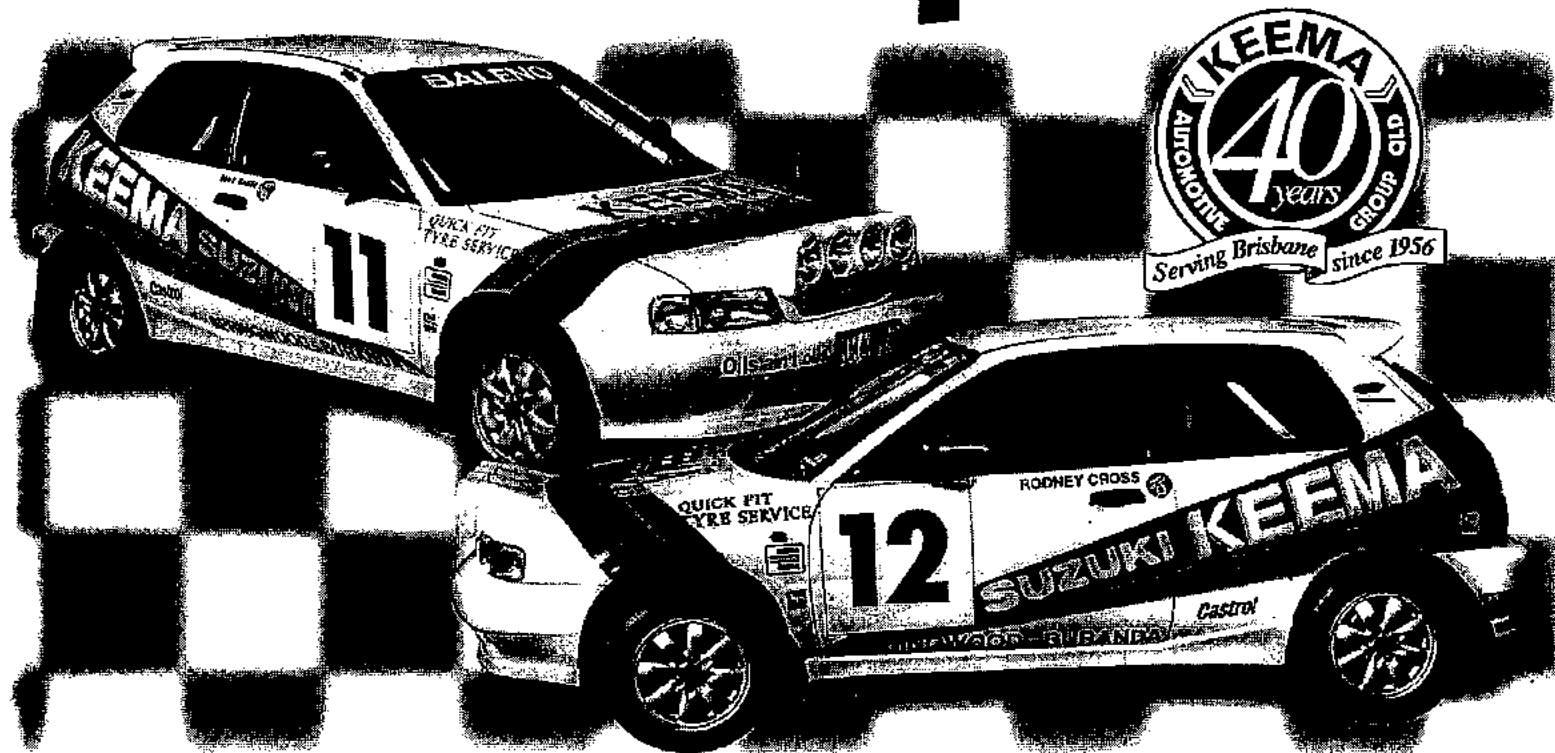
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