

BRISPORT

*THE MONTHLY MAGAZINE OF
THE BRISBANE SPORTING CAR CLUB*



FULLERTON WINS BAILEY'S IN GREAT STYLE.

- IN THIS ISSUE**
- Rnd. 7 Qld. Off Road Driver series
 - * Rally Oz. * Aust. Safari. * Coming events.
 - * Straightline motorsport. * Points standing

CHRISTMAS IS COMING
SEE PAGE 15 FOR DETAIL



EDITORIAL

Normally anyone contributing to the magazine or writing editorial feels sort of lonely. Many times you can ask for feed back from readers, but usually a deathly silence is all that results. One could easily believe that the only readers of the magazine is the Proof Reader. Even glaring purposeful mistakes do not attract any response.

Last month it was gratifying to learn that the subject material of this editorial column, the impending move of the B.S.C.C., did attract numerous phone calls back. So yes, some members do read the magazine.

Many leads on property or suggestions came forward, but the whole business is far from over yet. The first meeting with the relative Government Department was as cold as an open air BBQ in Siberia. The Special Committee and the board need as much Club Member input as possible, so please keep the eyes and ears open and phone in your ideas, observations etc..

When one reads the general motor sport press along with other sports news, there are some parallels that can seem quite concerning. The rugby league world is tearing itself apart basically over the top level of administration. Are we seeing the same in Motorsport? With IMG locking horns with the Bathurst Consortium and a rumoured Club Rally Series in N.S.W. outside of CAMS, are we seeing the thin edge of the wedge? It would seem that the most powerful tool that CAMS had was the ability to arrange lower or more economical insurance premium rates for CAMS approved events. It appears that other avenues for event insurance are opening up. It will be interesting to observe what happens over the next little while.

In the past all speedway and go-kart events were under CAMS control but not now.

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Believe it or not, Christmas is looming around the corner which means that the annual B.S.C.C. pilgrimage to Gallongowan is not very far off and of course the B.S.C.C. Christmas Party is also about to happen. Full details elsewhere in this magazine.

MOTORSPORT QUOTE

John Smailes, Channell Ten Rally Australia Broadcast

"On the Mundaring Stage today the drivers had to contend with "dust" and mud"

Who found any dust?

The President's Corner

As most people are aware the Clubrooms are to be resumed to make way for expansions to the South-east Freeway. The response to the Editorial in last month's magazine was encouraging. It was good to see suggestions and offers of support from so many members.

Neil Michel and his committee are hard at work having discussions with the Department of Main Roads and looking at the alternatives for the future of the Club. I am sure they would welcome any suggestions from members.

The move will be a major challenge to the Club. However, I believe it will give us an opportunity think about the future direction of the Club and to some extent club level motorsport in Queensland.

It is easy at a time like this for people to throw their hands in the air and say 'it's all to hard'. This attitude will only see the demise of the Club as we know it.

The Board is committed to achieving the best future for the Club we can. However it will require a lot of work and support from all members.

On the event front a very successful 'Bailey Power Lines Rally' was held on the 28 September. This event has very good

competitor support and David Nash and his team ran a great event. Thanks to everyone involved. Work is continuing on the Gallangowan event to be run on the first weekend in December.

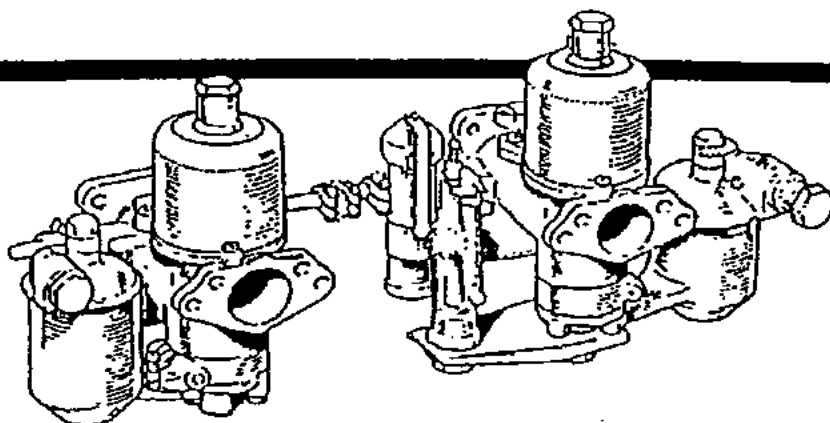
The Offroaders have been busy with Round Six of the Driver's Series being run at Echo Valley on 29 September. There was a good entry for the event which once again had to be shortened because of wet weather. Fortunately it was not quite as wet as it was at Bathurst.

A number of Queenslanders, including yours truly, ventured south to Warialda to compete against the best NSW had to offer. A class field of 64 battled for honours over the demanding course. The support this event get from the local community is amazing. The friendliness and support of the locals plays a big part in getting the competitors back each year. The AORC will to be run on the 2/3 November. From all reports everything is on track for a good event.

There is still plenty of motorsport left until the end of the year. Have a look at the coming events calendar later in the Magazine. Feel free to come along and watch, or, if you fell a bit more energetic volunteer to help out. Your involvement helps.

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COMING EVENTS

C.A.C.A. MIDNIGHT TO DAWN

Friday 25th October 1996

The start for this event will be from the K-Mart complex in Patricks Road, Arana Hills and will cover 200 kilometres of bitumen and good gravel roads. Instructions will be simple. Entries will be accepted at the start.

For further information contact Ross Colledge on (07) 3808 9000 a/h

N.D.S.C.C. CLUBMAN RALLY

Saturday 26th October 1996

At the time of printing, advice has been received the above event would DEFINITELY be run on Saturday 26th, following two previous postponements! The event will be held in the Yarraman area.

For further information contact Ken McWha on 018 156 313

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B.S.C.C. NOVEMBER NIGHTRUN

Friday 1st November 1996

This will be the club's last nightrun for the year and will be organised by Club President, Rod Sams. Starting time is 7.30pm from the Clubrooms. Competitors will need to bring a torch and pen or pencil. Drivers need to have at least a CAMS Basic Licence however Third Party Insurance is not necessary.

PARTS & SERVICES TWILIGHT CLASSIC

Saturday 2nd November 1996

This event will be the final round of the 1996 BP Australia Road Rally Series. The Clerk of Course is Alan Stean.

Scrutiny will be at 12 noon with the event starting at 1.00 pm. A tea break will be at approximately 4.00 pm. Total distance will be approximately 400 kilometres and will finish at 8.00pm with a barbecue at the sponsor's workshop in Woollongabba.

For further information contact Alan Stean on (07) 3341 8688 a/h or Tony Slattery on (07) 3391 3022 a/h.

GOONDIWINDI OFF ROAD EVENT

Sunday 3rd November 1996

This event, previously postponed, will have a total distance of approximately 350 km, commencing at 8.30 am and finishing mid-afternoon. This event is the one and only round of the 1996 Queensland Off Road Championships.

FAYE ADAMS - SHANNONS INSURANCE

GUEST SPEAKER

Wednesday 6th November 1996

Faye will be speaking about the services such as Insurance's available to competition and classic vehicles available to Club Members from Shannons Insurance. This evening will commence at 8.00pm

COMING EVENTS

TIM COLLINGWOOD AUTOMOTIVE RALLYSPRINT

Saturday 10th November 1996

This will be the final Rallysprint for the year and will be held in the Woodford Forest. The programme will be as per previous rounds. Briefing will be at 10.00am with the event getting under way at 10.30am. The event should be completed by mid-afternoon.

For further information contact Alan Clunes on (07) 3284 5725.

VIDEO NIGHT AT THE CLUBROOMS

Wednesday 13th November 1996

Chris Lane has got hold of rally video from recent British events and local events. These will be shown at the clubrooms commencing at 8.00pm.


MARQUE SPORTS CAR CLUB NIGHT RUN

Friday 15th November 1996

B.S.C.C. Members have been invited to the above night run. This event will start at 7.30pm from the Norman Park Bowls Club. Entries will be taken on the night. Previous night runs have been found to be good fun.

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HISTORIC RALLY PRESENTATION NIGHT

Wednesday 20th November 1996

Awards for the BP Australia Road Rally Series and the Nash Glass & Aluminium Table Top Series will be presented on this night at the clubrooms commencing at 8.00pm.

This will be a great opportunity for competitors and Officials to get together and remember a great year of motorsport



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OFF ROAD: ROUND 7 QLD. DRIVER SERIES

Well, it was time to trek to Echo Valley for the 7th Round of the Queensland Off Road Drivers Series and at this late stage of the eight round series the outright and a number of the class wins are still up for grabs so this event was important to many of the competitors as evidenced by the field of 34 entries.

We set off at 5.30 am and leave a clear warm morning behind and head West and the closer we get to the Range the more overcast and cold it became. After arriving in the Pit Area and passing scrutiny the heavens opened to soak the area and the call came over the PA system that more rain was on its way and we should exit the lower Pit Area (while we still could) and set up near the Club House. Well, we threw our gear into the trailer and took to a very slippery track to exit the lower gate.

I left Janelle and the pit crews and went back to get the trusty Funco single seater but by this time two wheel drive and four wheel drive vehicles were stuck everywhere. So I took cover at the Canteen and watched the antics for an hour or so then I drove out to rejoin the others and attend a Driver's briefing where they decided to wait an hour and see what happened.

So, the first heats were under way at 11.30 single file 15 second intervals and they flowed on very quickly and soon it was my turn, starting last again, I caught and passed Wayne Barlow and closed on James Corbett whilst Nev Marshall was out checking his fuel pump wiring.

In the other classes it went like this: Class 2 and Mark Twine in his second outing with his recently installed Honda V-Tec engine set the fastest time followed by Troy Crane and Tony Parker all under 4 minutes. Just over was Tony McNicol and then Robert Helronymus with John Brand breaking down and out for the day. Class 3 - Chris Hutton was into the lead early then Greg Nicoll, locals Chris and Kim Burns and Troy Whary. Class 4 had only Nev Taylor so he was placed with the fastest Class 5 cars and Tim Unstead in his XD Ford gave him a run for his money followed by Les Marshall in the Karman Ghia, then David Andres in an XE Ford. Steve Hilton did not make the start due to a flooding carb and Andy Stewart and James Aitken ran their Cortina in other heats, they were 4th and 5th.

Errol Stewarts

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Class 6 - Gary Wyatt set the pace followed by Rob Wager, Daniel Hickson (father Andy DNF) John Wager, Michael Vieritz and Terry Jamieson DNS.
 Class 7 - Robbie Butler who has been dominant for a couple of years in his Toyota Landcruiser from Grant White in the Niva.
 Class 8 - Peter Iseppi over David Jameson with Trevor Davies DNF.

Heat 2 saw the intervals between cars dropped to 5 seconds to provide closer action for the spectators. So off we went this time Nev Marshall was behind me and with the reduced intervals I managed to catch and pass Wayne and James to just beat out Nev. In Class 2 it was Tony Parker from Twine who hit a tractor tyre. Class 3 - still Chris Hutton by one second from Greg Nicoll. Class 4 - Nev Taylor. Class 5 - Les Marshall from Unstead and this heat saw the rolling over and withdrawal of Andy Stewart's Cortina. Class 6 - Daniel Hickson starts his move ahead of Wyatt. Class 7 - Robbie from Grant. Class 8 - Iseppi from Jameson then Davies into action with the Jeep.

Heat 3. This time I have only Wayne in front of me and I must say he really is a courteous driver, he is over to one side of the track as soon as you get close every time, so with clear track ahead I finally set the fastest heat time despite having broken one of the left rear shocks and losing the springs, with Nev about 2 seconds behind. Class 2 and Twine beats Parker. Class 3 - Hutton again from Nicoll, Class 4 you guessed Nev Taylor. Class 5 Tim Unstead over Les Marshall. Class 6 Daniel Hickson tightens his grip, John Wager 2nd. Class 7 Robbie again ahead of Grant. Class 8 Trevor Davies over Iseppi.

Heat 4 and the heat is on! There are at least 6 cars in a position to win outright at this time and with the track at it's peak, it was important to do well. This time I was out front so on three out of four rear shocks I flogged a very bouncy car around the Valley and set the fastest time of the day enough to win outright as well as Class 9. Second outright and 1st in Class 2 was Mark Twine, 3rd outright and 2nd in Class 2 was Tony Parker. Nev Marshall was 4th outright and 2nd in Class 9. Chris Hutton took Class 3 from Greg Nicoll. Nev Taylor Class 4. Tim Unstead won Class 5 despite Les Marshall's best efforts. Class 6 and Daniel Hickson showed that even though he is a newcomer to the sport he is very serious by winning from John Wager. Class 7, never in doubt, Robbie Butler over Grant White. Class 8 - Iseppi from Davies.

This event may be over but the Series is still wide open and most will still have to go to Tivoli to fight it out.

Laurence Svenson

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RALLY OZ

Wednesday 11 September dawned and hubby, bubba and I arrived at Brisbane Airport, (thank Dad) for our holiday to Perth and the Australian round of the Rallying World Championship. This was not our first WRC event, a trip to France and the Rallye de Monte Carlo back in the late eighties, (don't ask me which year) was our breaking of the duck. This event had snow, ice, red wine, cheese and bread, Lancia Delta Integrale's by the truck load, BMW M3's and a spectator guide in French. Rally Oz would be different, the natives speak English, we had an itinerary all set, passes to get around, and Langley Park.

We arrive in Perth in overcast conditions and was told that it would remain fine, (only for the next 24 hours). Perth is a very beautiful city, without the county hick feel and the over sophistication of Sydney. A very welcoming town. A drive past Langley Park and the track was still under construction.

Thursday, we saw blue sky, little did we appreciate it as it was the last time we would see that much blue for the next five days.

Thursday afternoon, we dropped to see if scrutiny was still under way, and to our delight, the three 555 Subaru's and the Mitsubishi Ralliart Lancers were in at the time. This was great, hanging over the fence to get a look at the hydraulics on the gearbox's, turbo's neatly boxed and a spare diff. Hubby spotted a gate and walked through, bubba followed so I did to. This was astonishing, because in actual fact, we walked into the scrutiny bay and was standing under McRae's vehicle taking photo's of the underneath. Not quite what we expected we would be allowed to do. Makenin's vehicle also was on a hoist, so we stood under that too. It was here, we poured over the vehicles. On Friday, scrutiny was a different story, with officials everywhere preventing entry, that's OK we were happy with the day before.

Friday night loomed and the start of the event. We got there early after a day of sightseeing, (yes we saw more than rally cars. Gumnut World is a must to see). The competitors were starting in reverse order with the Drive Dad Wild competition winner being the first car waved off, (So how many Big Macs have you eaten lately). The vehicles then raced around Langley Park. We had seats opposite the tunnel and jump area. Yes, we were looking for air and who would hit the wall of the tunnel. We were not disappointed.

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The top ten vehicles were amazing to watch. The bubba was a bit frightened of the POP, POP, BANG, BANG the WRC vehicles were making. This didn't last long and soon she was cheering and clapping and asking, 'MORE, MORE'. Yes, she's being educated.

Saturday arrived and the rain was there, but who cares! We were here to see POP, POP, BANG, BANG's and nothing was going to stop us. The spectator points were very busy, even though the first point was 7.00am in the morning with a 100 km trip to get there, still we managed to look beautiful, well the bubba did anyway. The helicopters flew over, and the cars zoomed by. A full day's spectating and then back to Langley Park.

Sunday arrived and the rain had well and truly set in. A look out the window and even to the die hard enthusiast, you knew that today you wouldn't be seeing much and you were going to get bloody wet! Still, we packed up the Bubba, packed the picnic lunch and off we went. We arrived at Bunnings just after the cars went through the water splash and Officials told us don't worry, there's no need to rush. The Helicopter flies over, (this usually indicates the cars are nearby). The field then drives by as they are moved to another point, meanwhile the heavens opened up and a rain came down that would have had Noah looking worried. The Helicopter took off and flew over, then the whistles blew and the cars were on their way. With the shortened course, blink and you miss them. After this, there wasn't much else to see according to the Officials and we trekked back for the last viewing of Langley Park. Hubby got to speak to Carlos. Langley Park was a quagmire, with the top drivers doing the stage in 2 minutes plus instead of the 1 minute 30 seconds they usually do.

At this stage we went into the service area and watched the crews service prior to going into Parc Ferme, it is a pity we only had one role of film. Bruno Thiry hit the wall of the tunnel and the service crews were changing the entire rear end. The attention to detail and the skill of the crews to work under immense pressure in a short period of time and still remain calm. They were professional to the max. When the work was done and the cars were in Parc Ferme, they played and play they did.

Monday was brighter, there was a break in the clouds and today we went to Muresk. This is the famous jumps uphill and the field goes through twice. This point is spectacular. If you want to see vehicles fly, then this is the place to be, they fly every 100 metres and you can see the cars for miles coming towards you. Back to Perth

Monday night, heading out for Pizza, we heard the throaty rumble of a POP, POP, BANG, BANG. The car in front changed lanes and there in front of us was McRae and Eriksson's Subaru. So we followed them out in the boon docks and found there huge warehouse were they had all the support vehicles, competing vehicles, and container full of spares. This was in a very nondescript industrial area next door to a boat sales yard. You would have driven past and never see them. Yes, we will be going again, not quite sure when. If you get the opportunity, GO!

Sheridan

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THE SAFARI FROM A DIFFERENT POINT OF VIEW.

I have competed in the Australian Sarafi(Wynns) seven times and been a service team manager once. I had hoped to compete again this year but nobody offered to pay the bill! In a huff I decided to go touring instead.

Two weeks before the Safari and only four days before Val and I were heading north with the caravan, I got a call from Bob Carpenter asking if I was available to drive the road director (his son Troy) during the rally. The result was that we took a week to drive to Townsville then we flew back to Brisbane and I went on to Adelaide for the start of the Safari. After the safari we continued our trip north and west through the Gulf.

Pseudo Queenslander Peter Glennie had,nt arrived due to a blown head gasket on the way down. Not a good start and it got worse!

He did make the start and although the field was not as big as we would like to see the quality was good in both cars and bikes.

The first day was traditionally short on competitive distance with a 9km section at the Wirrina Resort start and a soft sandy 22km run just outside Port Augusta, the first overnight stop.

BSCC member Peter Lockart (who is the only one to have done all twelve Safaris) outclassed the field with some clever navigation to win the honours for the day. Fastest each day is first away the next day. Fuel pump problems in the first section next day didn,t help his cause. The second day was in the true Safari tradition with over 800km total for the day and about 550km competitive spread over three sections. Thats what I like about the Safari, nice long sections for us old stagers to practice on! My job meant getting out into the course before first car which usually meant an an early start. On board I had the road director, a doctor and one of the stewards. Some sections we could cut and run or enter part the way through but mostly once we entered a section we had to do the lot. Often a fairly long day. The communications in the Safari are vital and very good. They have three fixed wing aircraft and a helicopter all fitted with repeaters which gives the UHF radios great coverage. The helicopter carries the chief, Bob Carpenter, a doctor and a cameraman, and is piloted by Peter Bird (aptly named don,t you think?) On the ground there are three ambulances crewed by Medi-Vacs and stationed along the course, moving every now and then to maintain their position and coverage of the field.

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Serious accident cases are transported by the helicopter to meet up with one of the fixed wing aircraft or less serious ones may be taken to an ambulance or wait for the ambulance depending on its position. The helicopter is kept free for quick response as much as possible. Two serious incidents involving bikes saw the doctor on the scene within 7 minutes for one and 13 minutes for the other. The real guardian angels of the event are the sweeps and recovery teams. Between the four of them they tow broken down vehicles, pick up bikes and riders and put them on the back of their utes, pull others out of sandy river crossings and help others mend broken machinery. They are obviously last into camp of a night and very tired if they have had a long tow, but next day they are there all smiles and ready to do it over again!

Another group of unsung heroes are the "fuelies". These boys keep meeting up with the helicopter in particular, and the fixed wing planes less often, to supply fuel. Making up the rest of this travelling circus was four media vehicles (one driven for a few days by Mark Taylor), three road trains carrying the "Starlight Restaurant", tyres and fitting equipment, generators and spare parts and welding gear. There is also a headquarters truck which sets up HQ each night with scoring, medical, media, stewards and directors tents. This year we had three coaches carrying officials, cooks and service crews.

All in all its quite a show and as with any event there are a lot of people working away quietly in the background making things happen and getting very little if any kudos or encouragement from a lot of the competitors. Talking of kudos I nearly forgot the control officials who leap frog through the event and often have to camp out or

travel overnight to be in position for the first car. Back to Peter Glennie for a moment, though he should write and tell his own story. Peter had done a lot of work on his car since last year and it was going and sounding great until the gremlins started acting up causing the front diff to fail, the clutch plate to fly apart and bits of it finding its way out of the bell housing and through the floor knocking Pete's foot off the footrest and then losing oil pressure in the motor. He and co-driver Peter Clark continued their run of wrong footing by handing rally winner Bruce Garland a piece of garden hose after they had retired from the event which was deemed to be "outside assistance" by another competitor who then protested. Bruce won the protest but the verdict was appealed which has left the results up in the air and a feeling of disgust among most of the competitors. The Safari is a great adventure, If you ever get a chance to be a part of it ,don,t miss it!

Jim Reddiex.

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CULTURE DRAG



Saturday 11th August saw the running of the Fast Fours & Rotaries and Vee Dub Club Jamboree at Willowbank. There was Show & Shine, Sound Off's?? and of course, drag racing. Hubby dragged the Bubba and myself for a nice afternoon drive out to see some friends put the peddle to the metal and go no where fast. Our friends, (one of them had purchased our old 200B SSS), were hoping to change our minds on drag racing.

Looking for the definition of Drag in the dictionary it states as follows, (A little poetic licence has been added): *draw along with force or difficulty or friction; trail or go heavily or tediously; be slow or reluctant to act; retarded motion; iron shoe to retard wheel & vehicle; women's clothes worn by man; race between motor cars over short distance; dull or boring person.* Determining from what the dictionary states, drag racing is for those slow or reluctant to act, wear women's clothing and are dull or boring, now is that the competitors or the spectators?

Keeping an open mind, we thought we would check out a "street meet". This is where street "legal"?? vehicles can go the quarter mile. Walking along the assembly lanes, we observed rotary's by the dozen, some old group G 1600's, a Subaru Impreza WRX, (Yes, Paul drooled). We found our friend, at the top of the line, in a panic, he had to where long sleeves and did we have a jacket or jumper he could borrow. I was not going to give up my baseball jacket for anyone, so Paul being the generous man he is, (my knight in shining armour) handed his over. We said good luck and headed for the stands. We found a seat and watched. A vehicle came to the burnout pad and started spinning the wheels, the crowd roared, smoke poured from the wheels, the crowd stamped their feet and shouted with glee. The previous race was nearing the finish line, but that didn't matter, the burnout's were the thing to watch. The Bubba had worked out the white, orange, green lights, were ready, steady go, (not bad for a 2 year old) and cheered and clapped her hands every time a car would start. The Bubba was absolutely enthralled by it all. Hubby and I are still wondering if this is a good thing. A mental note is made, Bubba must watch more rally videos. The time trials are running late, someone had an "oil down". This is when the engine spits the dummy over the burnout's and chucks it's fluid out. Officials then have to mop the oil with rags, place some sort of powder over it, work the powder to pick up the oil and then sweep it. If someone spills out water they get the flame thrower out to dry the track. This can take some considerable amount of time,

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depending on the length of the "oil down". (I have since been told, on wet days they get a jet engine on the back of a truck and fire it up, this I would like to see).

Elimination and grudge matches get under way upon night fall. The powder puffs, (women for the half-witted) are first. Well, they do say, "Ladies first". Lyndal Tighe in the PRB Clubman gave a really great showing and her 360 and the end of the track was pretty spectacular.

The elimination rounds began and the 16 sec and slower cars were first to line up on the grid. We were told who ever wins the drag, moves on, until there are two vehicles left. However, we soon found out they have three rounds of races, they nominate times there vehicle will do, have handicap starts and then the eliminate runs. (What ever happened to fastest down the track wins).

Next on the line was the 13 to 15.99 sec cars, similar again. The 16 sec and slower have their grudge matches and the elimination races. It took a while to figure all this out.

Meanwhile, the raffle prize, a ride in the 10 sec from down south has been won, however no one collects the prize. A redraw is carried out and again no-one claims the prize. Finally on the fourth re-draw, someone is a winner! He gets suited up, thanks to Reg and Jan from Road and Race. To see this 10 sec car light up at the burnout pad erupts the crowd into a frenzy that only a Beatles concert could match.

After the raffle ride is completed the 10/11 sec cars come out. It was quite a surprise to see Vee Dubs in this category, somehow it didn't quite make sense. I must admit this, I asked Paul a Blonde question, "What is that thing hanging off the back of the car?" Paul looks at me, shakes his head, and tells me, "Watch and Ye shall learn". Yes, It was my first time. I had never experienced *that* before. Herbie does handstands, sorry wheel stands.

The Bubba grabbed her pillow, and promptly fell asleep on my lap. She slept through burnouts, starts, stamping, clapping and cheering. Mum's legs were feeling numb, hubby was getting cold, he still hadn't got his jacket back so at 9.30pm with still much "racing" to go, we headed for home. I confess, I would like to see the "Top Fuelers" before I condemn drag racing all together. I can see why it is such a big draw card. Drag racing is more social than any other sport I have seen. The competitors line up, they chat, they compare each others, sorry engines and go "mine is bigger than yours". I think they eat too much quiche.

Sheridan

CLUB NIGHT - WEDNESDAY 6 NOVEMBER

SHANNONS CLASSIC CAR INSURANCE PRESENTATION.

Faye Adams from Shannons Classic Car Insurance will give a presentation on the different types of car insurance on offer for our special vehicles. A video will be shown and any questions or enquiries answered.

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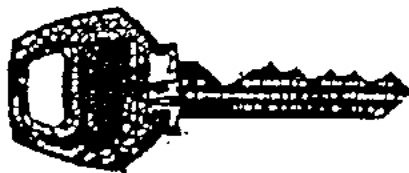
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COMING EVENTS

**KEEMA CLASSIC MOTORSPORT
WEEKEND**

Saturday 30th November/1st December 1996

This weekend will commence with the final round of the 1996 Queensland Rally Championship. This will start from Gallangowan Oval at 11.00am. This is also a round of the Clubman Series. The Clubman Series will finish at Division Break at approximately 5.00pm. The QRC will continue on into the evening finishing at approximately 9.00pm.

Sunday 1st December will see the Keema Club Rally start at 9.00am and finishing at approximately 1.00pm. There are almost no restrictions on the types of vehicles that are allowed to run.

Camping is available at Gallangowan Oval, however the local school has closed and catering will be provided by the Nanango Junior Football Club instead of the P & C. Please remember pump fuel is not available.

Control Officials and Roadblocks are required so please if you are going up for the Sunday event, please volunteer for a roadblock on the Saturday and vice versa.

For further information contact Craig Porter on (07) 3376 6563 a/h.

I.W.M.A.C. AUTOCROSS

Sunday 3rd November 1996

This event will be run at Willowbank and B.S.C.C. members are invited. Starting time is 9.30am and competitors get approximately six timed runs of the course, consisting one standing start lap and one flying lap. Rally tyres may not be permitted

For further information contact John Slattery on (07) 3288 9787 a/h.


ON THE SOCIAL SCENE

Peter and Lynn Marshall invite members to the opening of Lynn's Art Gallery on the weekend of the 9th & 10th November.

Located only 1 hour from Brisbane at Mountain Scrub Rd. Tallegalla (on the Minden Range).

It is a wine and cheese opening between 9am and 5pm.

ED. Who said "There is no culture amongst petrol heads"?



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Technical Tour of TIGHE

Engineering. - Wed 2 October

This Club night was an astounding success with 30 Club members being shown the machining and treatment of Camshafts. As well we viewed the Bryant Engineering Workshop and were shown all the different stages of engine rebuilding, crack testing, balancing, engine dyno testing.

I would like in particular to thank Dean and Lyndall Tighe, Joan Tighe, John and Mandy from Tighe Engineering and Joshua Inglis from Bryants Engineering for the fascinating presentation.

Peter Whalley.

GP CARS CLASSIC RALLY
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for car and driver

The event started at Blacksoil and wound its way out towards Esk and up to Hampton and across to Oakey for lunch and some special tests at the Army Air Base.

After lunch the event went north east and working back through Toowoomba and down the range turning right at the bottom. (a tricky turn to find on mapsthat are not up to latest road works) The event finished at the Lowood Pub where there was a very pleasant atmosphere and evening meal. All in all a really fun day for all. Results next page.....

O/R	Car	Driver	Navigator	Vehicle	Year	Clas	Total
1st	1	Murray Cox	Tony Best	MG	1964	3	45
2nd	17	Lorraine Best	Ian Ferguson	Saab	1975	4	110
3rd	4	Andrew Owen	Glenda Owen	Austin Healey	1960	1	125
4th	20	Debbie Davies	Tony Slattery	Austin	1969	4	129
5th	18	Peter Whalley	Errol Bailey	Datsun	1970	4	141
6th	12	Peter Stringfellow	Ross Colledge	Eureka	1972	2	144
7th	19	John McKeon	Roxanne McKeon	BMW	1982	4	173
8th	7	Anthony Perrett	Barry Goodwin	Morris Cooper	1970	4	180
9th	15	Dave Burnett	David Gilbert	BMW	1974	4	184
10th	11	Graham Brown	Ray Wallin	Austin Healey	1954	1	186
11th	6	Peter Medhurst	Claire Swallow	Mini	1971	4	214
12th	16	Doug Henderson	Marilyn Henderson	Jaguar	1963	1	215
13th	9	Jeff Sattler	Matt Loundon	MGB	1967	2	254
14th	3	Peter Ganderton	Laraine Ganderton	MGB	1973	2	258
15th	2	Roslyn Collins	Liam Collins	BMW 2002	1973	4	334
16th	14	Dick Owen	Bertram Salhani	Peugeot	1972	4	369
17th	10	Franco Crazzi	William Tardrew	Porche	1976	2	409
18th	8	Peter Smith	Larry Stinson	Singer	1954	3	427

1st	Team BSCC	Team Shaken not Stirr	Team Bavaria	Team Golden Oldies	Team BMP
	Car 18 - 141	Car 1 - 45	Car 15 - 184	Car 8 - 427	Car 14 - 369
	Car 17 - 110	Car 6 - 214	Car 19 - 173	Car 4 - 125	Car 7 - 180
	Car 20 - 129	Car 12 - 144	Car 2 - 334	Car 11 - 186	Car 3 - 258
	Total: 380	Total 403	Total: 691	Total: 738	Total: 807

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ROUND UP OF CLUB POINTS ROUND UP OF CLUB POINTS

1996 JUNIOR CHAMPIONSHIP

<u>Name</u>	<u>Feb.</u>	<u>March</u>	<u>June</u>	<u>August</u>	<u>TOTAL</u>
Cameron Gorski	11	11	11	11	44
Lee Evans	11				11

1996 LADIES CHAMPIONSHIP

<u>Name</u>	<u>Feb.</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>August</u>	<u>Sept.</u>	<u>TOTAL</u>
Debbie Davies	11	11			10		11	43
Claire Swallow	11	8, 8			11			38
June Dunkley	9	10	10					29
Lisa Jones				11		11	3	25
Del Garbett	11				11			22
Glenda Owen	11	10						21
Denise Shuttlewood	10	9						19
Lisa Jones				11				11
Trish Evans	11							11
Michelle Gatton	11							11
Lisa Galletly		11						11
Donna Heitmann	10							10
Laraine Ganderton		9						9
Kerrie Ferguson	8							8
Lorraine Best		7						7

1996 Motorkhana Championship

<u>Name</u>	<u>Feb.</u>	<u>March</u>	<u>May</u>	<u>June</u>	<u>TOTAL</u>
Andrew Larson	10	11	11	5	37
Michael Hocking	8	9		9	24
Tony Best		11		11	22
Ray Evans	8		11		19
Lisa Jones	11				11
Tony Paton	11				11
Graham Ferguson				11	11
Mark Neary		10			10
Ed Freudenberg				10	10
Bruce Dawson	9				9
Tim Kay			9		9
Graham Broad				8	8
Lee Evans	7				7
Graham Poulsen				7	7
Trish Evans	5				5
Ron van Opstal				5	5

1996 Night Run Championships

<u>Name</u>	<u>Feb.</u>	<u>March</u>	<u>April</u>	<u>June</u>	<u>Aug.</u>	<u>Sept.</u>	<u>TOTAL</u>
Tony Slattery	11		11	11	9	11	53
Debbie Davies	11		11	11	9	11	53
Ian Gorski	11	9		11	8		39
Cameron Gorski	11	9		11	8		39
Tony Best	7	10	11		11		39
Alan Clunes	7	10	11				28
Claire Swallow		6	11	11			28
Ian Dunkley	8	8	9				25
June Dunkley	8	8	9				25
Roger White	11	7					18
Denise Shuttlewood	11	7					18
Steve Kippen				8	9		17
Ken Warren	11						11
Andrew Owen		11					11
Glenda Owen		11					11
Lea Medhurst				11			11
Rod Sans					11		11
Tony Paton					10		10
Lisa Jones					10		10
Stuart Harvey						10	10
Robert Carter			9				9
Justin Gaudry			9				9
Renee Row				8			8
Glen Davis				7			7
Phil C. (?)				7			7
Stuart Ferguson	6						6
Kerrie Ferguson	6						6

1996 Historic Championship

<u>Name</u>	<u>March</u>	<u>August</u>	<u>TOTAL</u>
Pete Smith	7	11	18
Dick Groves	3	9	12
Lisa Galletly	11		11
Tony Galletly	11		11
Roger White		11	11
Andrew Owen	10		10

ROUND UP OF CLUB POINTS ROUND UP OF CLUB POINTS

Glenda Owen	10	10
Ian Ferguson	9	9
Alan Stean	9	9
Tony Slattery	9	9
Debbie Davies	9	9
Peter Stringfellow	8	8
Peter Whalley	7	7
Murray Cox	6	6
Tony Best	6	6
Grant Harvey	5	5
Tony Perret	4	4
Barry Goodwin	4	4
Peter Ganderton	2	2
Laraine Ganderton	2	2
Dave Burnett	1	1
Dave Gilbert	1	1
Tyson Fielder	1	1
Lea Medhurst	1	1
Claire Swallow	1	1
Dick Owen	1	1
Lorraine Best	1	1
Tim Wright	1	1
Russel Wright	1	1

1996 Rally Championship

Name	Feb.	June	TOTAL
John Goasdoue	11	9	20
Brian Everitt	9	9	18
David Nash	9	9	18
Tony Best	7	11	18
Steve Galley	5,11	1	17
Bruce Fullerton	9	8	17
Rob Reddiex	9	8	17
Greg Poole	5,11		16
Craig Lee	11		11
Rob Bekker	1,10		11
Tony Wilson	1,10		11
Wayne Hoy	10		10
Alan Stean	10		10
Tom Smith		10	10
Steven Scott	6	4	10
Terry Scott	6	4	10
John Spencer	4	6	10
Del Garbett	4	6	10
Antony King	9		9
Barrie Burr	9		9
Alan Bates	8	1	9
Errol Bailey		9	9
Richard Anderson	8		8
Ian Mogg	8		8
Destry Rule	8		8
Rex Ford	7		7
David Walsh	7		7
Peter Mapstone		7	7
Cameron Thompson		7	7
Brian Learoyd	6		6
Greg Waters	6		6
Henry Ryman	5	1	6
Steve Kelly	1	5	6
Steve Jordan	1	5	6
Andrew Pearce	1,3	1	5
Tim Kay	1,3	1	5
Craig Landsberg	4		4
Aaron Grant	4		4
Jeff Kilbride	3		3
Donna Heitmann	3		3
John Rogers	1,1	1	3
Tony Kabel	1	2	3
Greg Tebble	1	2	3
Kelvin O'Shea		3	3
Adrian Bukmanis	1,1		2
Ryan Parker	1,1		2
Mark Carbine	1,1		2
Viv Gees	2		2
Shaun Ryan	2		2
Bill Wilson	2		2
Peter Lettice	2		2
Alan Clunes	1	1	2
Dominic Corkeron	1	1	2
Neil Michel	1	1	2
Chris Michel	1		1
Garry Lieberam	1		1
Jeff Winston	1		1
Nathan Weiss	1		1
Tim Lawson	1		1
Michelle Gatton	1		1
Claire Swallow	1		1
Hugh Reardon-Smith		1	1
Richard Galley		1	1
Kevin Taylor		1	1

1996 Speed Event Championship

Name	May	Sept.	Total
Lee Williams	11	11	22
Bill Wilson	7	10	17
Peter Lettice	7	10	17
Troy O'Brien		11	11
Greg Poole	10		10
Barrie Burr	10		10
Alan Clunes		9	9
Peter Baker		9	9
David Hood		9	9
Peter Mapstone	9		9
Cameron Thompson	9		9
Bruce Dawson		8	8
David Ovenden	8		8
Henry Ryman	3	4	7
Rob Bekker	7		7
Geoff Stanaway	6		6
Jeff Killbride		6	6
Chris Michel		6	6
Antony King	5		5
Kevin Carmont	5		5
Ian Mogg		5	5
Joe Ferrier		5	5
Ron Peters	4		4
Tony Paton		3	3
Lisa Jones		3	3
Rex Ford	2		2
David Walsh	2		2
Richard Galley		2	2
Steve Galley		2	2

Off Road C/ship	Feb	Sept	Total
1 Laurence Svenson	11	10	21
2 Greg Nicoll	9	11	20
3 Alan Nicoll	.	11	11
= 4 Janelle Svenson	.	10	10
= 4 Tony McNicoll	10	.	10
= 4 Patrick Hetherman	10	.	10
= 4 Rod Sams	.	10	10
8 Michael Vieritz	8	.	8
9 Paul Close	7	.	7
10 Gary Wyatt	6	.	6
11 Daryl Cole	5	.	5
12 John Dare	4	.	4

Full list of Club Champion Points next month.

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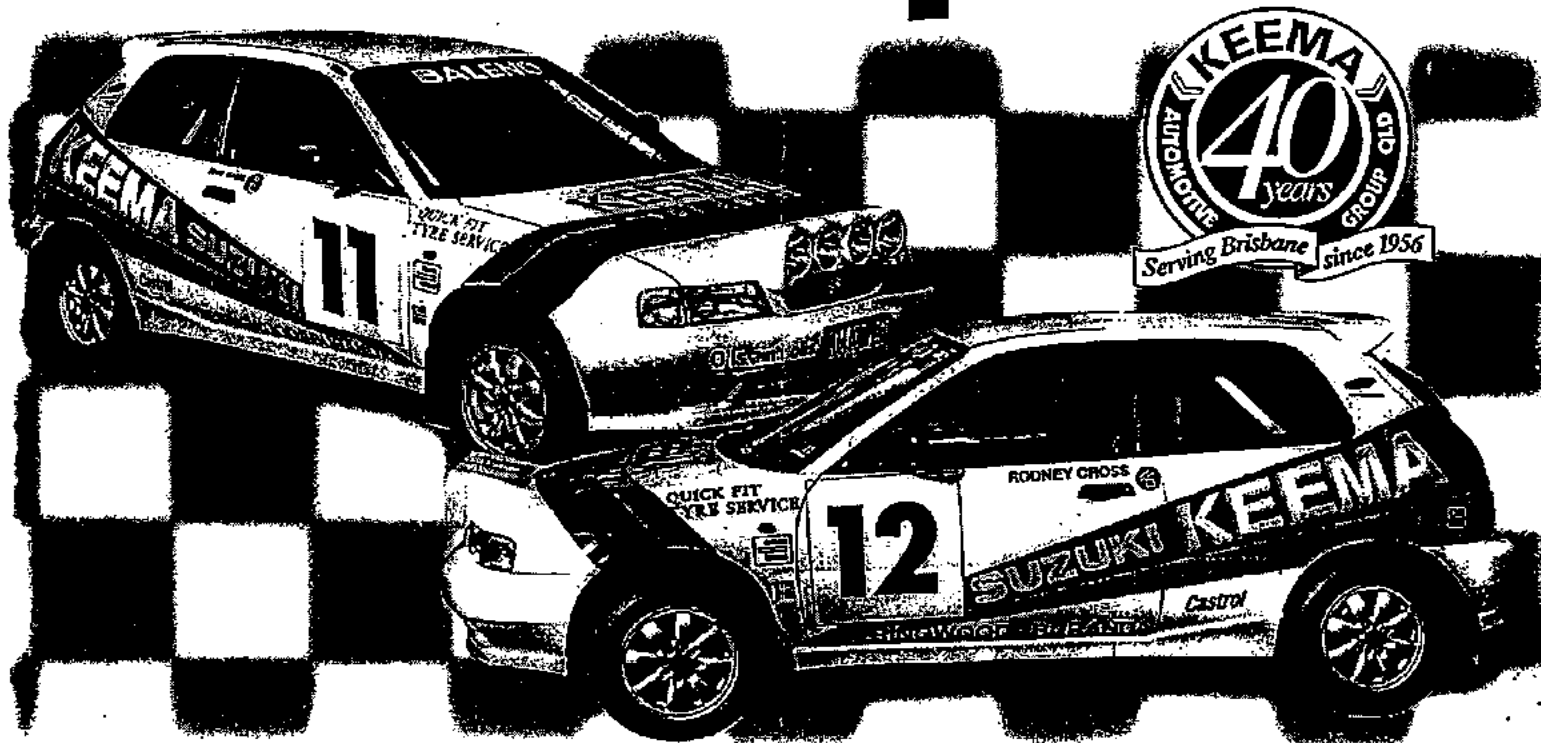
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