

BRISPORT

THE NEWSLETTER OF THE BRISBANE
SPORTING CAR CLUB - REID STREET,
WOOLLOONGABBA - PHONE 33918881



October Newsletter 1997

EAGLE BOYS DELIVER @ WARIALDA

The Noosa based crew of Bruce Chapman and Gary Weatherley blitzed a class field in their Eagle Boys sponsored Class 2 buggy to win the '97 Warialda Offroad 200. Run on October 11&12, this was the 7th Round of the NSW Championship.

The Warialda Motor Sports Club hosted 67 crews plus supporters who made the trip from all over NSW and S.E. Qld. The event format has remained the same for a number years and is popular with competitors.

The prolog on Saturday morning set the scene for the competition to come. Doug McMillian in his Class 9 Raceco buggy set the fastest time - a full 10 seconds faster than the previous year. Howard Ford - Class 9 and local Terry Rose - Class 1 were hot on Doug's heels. History must have been made as all 67 started and completed the prolog.

The prolog determined the starting order for the two short heats to follow. The large crowd of spectators were treated to some very fast and close racing. At the end of the day Terry Rose had the fastest heat, just two seconds in front of John Towers/Darren Johnston - Class 1 and Doug McMillian - Class 9. Bill Buchanan/Trevor Shannon set the pace in Class 2 while Glen and Brett

Hancey led Class 3 with David and Damian Allport taking the honours in Class 4.

Les Marshall/John Graham in their Class 5 Karman Ghia held off a strong challenge from Jan Hedley in her F150. While they were not the fastest the strong local Class 5 contingent held the spectators on the edge of their seats as they flew across the bumps and jumps. Derek and Warwick Rose in their Holden ute were pushed all the way by the Reading crew's Corolla and the Halls' Escort.

Only two crews contested Class 6 with Robert Price/Garry Brooker leaving Tim and Kevin Trotter in their dust. Nissan was the vehicle to be in the 4 Wheel Drive Classes 7 and 8 with Craig McWilliam/Tim Sullivan and the Baxters in front in their classes. Doug McMillian led from Robert Simmonds in Class 9.

The pits at "Monomeath" was a hive of activity early Sunday with crews preparing to get down to the serious end of the event. Each crew was to face another short heat and two heats of the long course track (each of 75 kms). The long course track included part of a council road, this fast smooth section allowing crews some respite from the more demanding sections of the course.

The combined times of the best two short heats determined the starting order for the long course heats. The start of the first long heat was the battle of the Racecos with the Chev powered Rose's buggy up against the Porsche Turbo of Doug McMillian. The ground was still shaking as the dust cleared, with everyone trying to see who reached the top of the hill first. Rose led by a car length. Towers and Simmonds were next away. As the rest of the field started it became obvious that only the fittest would survive.

Doug McMillian became an early retirement with engine problems. This left the Rose car battling with Towers for the lead. The Rose's finished the heat 15 seconds in front of Towers, this was after 70 minutes of racing. Was this to finally be Terry's year to win? The bets were on.

The Baker crew (130) were the next in Class 1. The all girl crew of Sabine Brand and Doris Westwood were circulating well to be the fourth placed Class 1 car. Class 2 was being led by Bruce Chapman from the Bennetts - (242) and John Brand/Mark Kelly who had made the long trip from Bundaberg to compete. The Allports were the only crew left in Class 4 while the Karman Ghia

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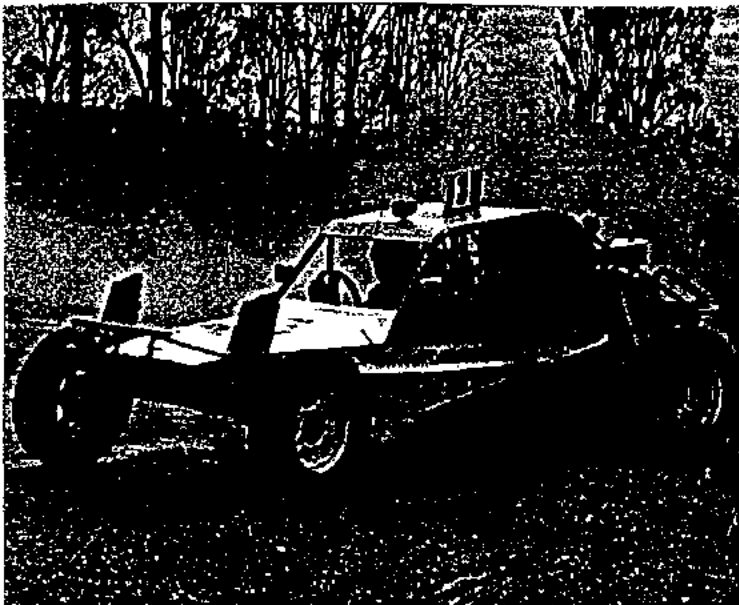
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Tony Fehlhaber kicks up dust on his way to first outright and first class 1 in the off-road event at Millmerran recently. Michael Fehlhaber was 2nd o/r and 2nd class 1 in the same car. R Sams pic.

Fehlhabers set the pace

Tony and Michael Fehlhaber beat all comers to finish first and second at the Millmerran Classic run over the weekend of the 9th and 10th of October.

This event has normally been ran at Echo Valley in the past, however, due to the unavailability of the track at Echo Valley this year the event was moved to the Reserve Raceway at Millmerran.

Unfortunately this event continued to suffer the malaise that has over taken shortcourse racing in this State this year. Only fourteen cars were entered for the event and with double entries saw 19 drivers competing.

Saturday's program began with scrutineering of all cars followed by time trials in the afternoon to establish the starting order for Sunday.

The track was quite tight and twisty with enough bumps and jumps to test the suspension. It utilised part of the Touring Car track, including a tricky right hander at the end to the straight. This corner was to prove a challenge to many of the drivers with many having a 360 degree look at the scenery.

The end of the Time Trials saw Tony Fehlhaber - Car 138 at Number 1 followed closely by the deceptively quick Glen Wranwright - Car 816 and Chris Hutton - Car 304. Tony McNicol driving the ex Laurence Svenson Class 9 buggy was next. The Porsche powered machine kept Tony on his toes all weekend. He must have tried every line coming into the right hander at the end of the straight.

Angie Van Haneghan having her first ever drive in a buggy finished a credible 9th in Car 304A. Trevor Davies in the big Jeep found 4 wheel drive was better than 3 wheel drive after loosing a wheel in the first trial. A quick rummage in the spares box soon saw him back in action.

After a leisurely breakfast prepared by the Millmerran Auto Club supporters it was time for action. The days racing was to be conducted over 5 heats each of 3 laps.

Continued P4

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Yarraman Rally Report

The Airstrip Auto Centre Forest Rally at Yarraman was the scene of a last round battle in the '97 Gemini Series, with Peter Menzies/Steven Kennedy finally victorious.

Menzies/Kennedy clinched the series when leaders Steven Shepherd/Jamie MacFarlane crashed less than a kilometre from the end of the sixth and final stage (Yarraman Blast).

It really was a case of bad luck for Shepherd/MacFarlane. The pair seemed to have the event in the bag after five special stages, but were delayed by a minute with a carburettor blockage at the final start control. Shepherd was driving hard in an attempt to make up the deficit when the accident happened.

The deserving outright winners in the event were Chris Corbee/Karen Soxsmith, who brought their Commodore home ahead of John Spencer/Steve Kelly (Dat. 1600), David

Continued P6

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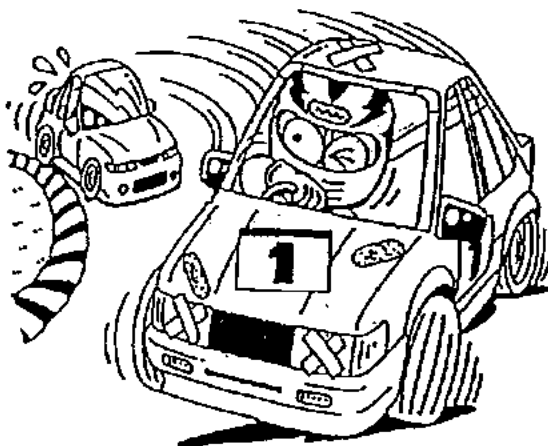
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MILLMERRAN OFF ROAD ACTION

Continued from P2

The hard luck award of the day went to the drivers of Car 696. The buggy was entered to be driven by three drivers - Terry Jamison, Daniel Hickson and Glen Coppock.

Unfortunately Terry who was the first driver had an argument with a tree in the first heat and damaged the rear suspension. This left himself, Daniel and Glen spectators for the day.

The keenest drivers of the day were in Class 5. While not winning a lot of points for style and grace there was a lot of determination in their driving styles.

Greg Green in his Galant - Car 522 was hard pressed all day by John Robinson's "only driven on Sundays V8 Holden Ute" - Car

566 and the big Ford of David Endres - Car 506. It was rumoured that a certain ute was seen on the front row of a car yard in Toowoomba on Monday.

Class 2 saw Bruce Chapman - Car 235 victorious, and 3rd outright, over Kevin Cowling in Tony McNicol's other race car - Car 234.

Chris Burns in Car 310 finally had a good run in his new buggy to finish the class in front of Chris Hutton and Angie Van Haneghan in Car 304.

With the demise of Car 696 Andrew Manning and Randall Kilner raced against each other in Car 617. Andrew was the victor.

Wayne Schultz in his Suzuki Serria had Class

7 to himself, it was no surprise when he won the class.

Class 8 was the battle of the Jeeps with Glen Wranwright leaving Trevor Davies' work truck in the dust.

Tony McNicol was the only entry in Class 9. Tony kept the spectators awake with his display of sideways and aerobatic driving.

In all a great weekend. The event ran well reflecting the work Fred Berge and Pat Murray put into organising it and with the support of the Millmerran Club and the All Australian Rally Group provided a hassle free weekend for competitors.

I guess the only thing missing were more competitors.

PS Full results elsewhere in the Magazine.



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Editorial

I thought I had it tough fitting everything into last month's edition - hardly.

Thanks to big contributions from Rod Sams, Henry Ryman, Pat Hetherman and Barrie Burr, the battle for space is even tighter in October.

In this edition, I'm making amends to our off-road members, who have had to put up with my editorial bias toward rally stories for too long.

Rod's off road stories on Warialda and Millmerran are good stuff. He might like to moonlight as a journo. My apologies to Barrie that because of the lack of space, I've had to condense his kart stories just a bit.

PS: congrats to John Rogers on his scrounging service. It's doing a roaring trade.



Our congratulations to the Warialda winners, Class two competitors, Bruce Chapman and Gary Weatherley of Noosa. (Rod Sams pic.)

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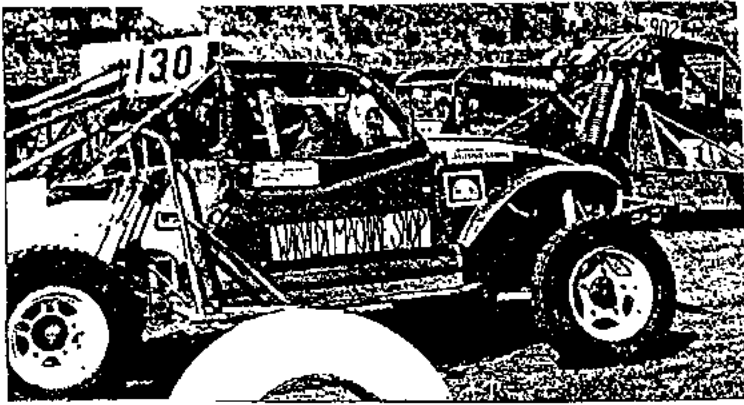
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Beyond Thunderdome, there is Warialda. Showing off their exotic machines for our camera man, Rod Sams were Class one winners, the Bakers (130) and Doug McMillan (902)

Chris/Karen win Yarraman

continued from P3

Bates/Paul Newman (Bluebird Turbo) Chris Waters/Gerard McConkey (1600) and Dave Feron/Anthony McLoughlin (1600)

Sixth outright was a tie between the Pulsar GTiR of Andrew Theo/Robert Tindal and Richard and Steven Galley (Holden Camira). Only three of 37 starters failed to complete the event, including the Graham Brown Gemini, which followed the Shepherd example and ran off the road near the end of SS6.

Conditions were very dusty, especially for the poor soul conducting the passage control on SS3 and SS6. His complexion darkened noticeably throughout the day. (It really darkened when his warning signs disappeared in the grill of a competitor's car). All crews were required to stop at the control in order to guarantee access for logging contractors and ensure that logging would not be disrupted.

Event Secretary, Graham Offer, said that despite a minor delay before the first stage, the rally was completed in daylight, with positive feedback from all competing crews. Control officials were especially happy, receiving free burgers from sponsors CabAir/Morayfield Auto Electrics, KCF Rallysport, Competition fabrications, Carb-Tech and SR Automotive.

The event layout featured three stages, each run twice. They were Peach (13km); Yarraman (9km) and Yarraman Blast (13km).

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BSCC COMING EVENTS

To submit articles, please contact Esme on 33918881

NAVIGATION RUN NOVEMBER 1

The Ford Performance Club of Queensland has invited BSCC members to a navigation run on Saturday 1st November. Details unavailable at time of printing, however please contact Claire on 3869 0619 a/hrs for details

**M.G. CLUB
MOTORKHANA NOV 2**
See Holden Sporting Car Club event - 09/11/97.

**TIVOLI SHORT
COURSE OFF ROAD
EVENT NOV 2**
SEQORRA have a Short Course Off-Road event

scheduled for this date to be held at Tivoli Raceway near Ipswich. Contact John Hammond.

HOLDEN SPORTING CAR CLUB MOTORKHANA SUNDAY 9TH NOVEMBER

This is a Qld Motorkhana Series Round. It will be held at Caltex Coomera starting at 10am. with entries and scrutineering from 8:30am onwards.

BSCC members are welcome to attend. For further information please contact Scott Doyle on 32975105 a/hrs.

VIDEO NIGHT AT THE CLUBROOMS WEDNESDAY 12TH NOVEMBER

Chris Lane will be bringing more motor sport videos for showing at the Clubrooms commencing at 8pm.

PARTS & SERVICE CO. TOURING ROAD CLASSIC SUNDAY

16TH NOVEMBER 1997
The final round of the 1997 BP Classic Rally Series will be the "Parts and Services Touring Road Classic" to be held on Sunday 16th November, starting at 8:30am from BP Blacksoil Warrego Highway westbound, with a distance of

300km over sealed roads only.

It will be a proper Touring Road Event with a number of Special Tests on closed roads (including the Mt Cotton Driver Training Centre Skid Pan). Navigation will be relatively easy.

Entry fee is \$60 and entries will be limited to the first 30 received.

The event should suit rally cars built before 1975 that normally do not compete in Historic events.

For further information call Tony Slattery on 3391 3022



AKSES

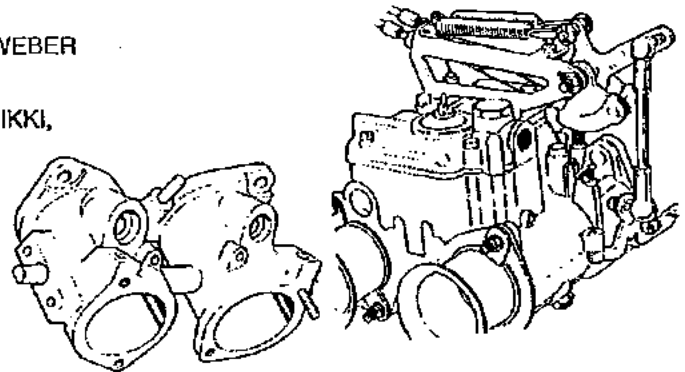
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HOLDEN SPORTING CAR CLUB NIGHT RUN FRIDAY 21ST NOVEMBER

Starts at Armstrong Holden
Woolloongabba.

BSCC members are invited.

GOLD COAST IRON MAN WEEKEND 21 NOV - 23 NOV

BSCC members are invited.
This event will now be most
likely a night run on Friday
Night, Khanacross on
Saturday night and
Motorkhana on Sunday.

For more details contact Pete
Vayro on 0755 313 163 a/hrs.

SHORT COURSE OFFROAD EVENT SUNDAY 30TH NOVEMBER

BSCC will be running a Short
Course Off Road Event.

The above date may still
change.

For further information
please contact Rod Sams on
3345 9075 a/hrs.

KEEMA RALLY WEEKEND 06 & 07 DECEMBER

The final round of the 1997 -
Queensland Rally
Championship and GP Cars
Queensland Clubman Rally

Series will be held on
Saturday 6th December.

Once again this event will be
sponsored by long time Club
supporter (and life member)
Henk Kabel and his team
from Keema.

The event will be held in the
Gallangowan Forestry area as
has been done for a number
of years.

Starting time will be 3pm
with 160km of Special
Stages for QRC competitors
and 88 km for Clubman
competitors.

This weekend has

traditionally been a great way
to finish the motor sport
season.

Bring your tent and your esky
(if you are that way inclined).

Officials are needed as well
as competitors.

There will also be a club rally
on the Sunday, this is a great
event to have a go, put the
service crew behind the
driver's wheel maybe?

Stranger things have
happened.

For further information
please contact Craig Porter
on 3376 6563 a/hrs.



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CLIVE SLATER REMEMBERED

The first news bulletins, announcing an Airliner had gone down in Indonesia, did not at first attract too much attention in our household. Shortly afterwards the news changed to announce an Australian Rally driver was on board that brought attention and then, the household was shattered when it was announced that Clive Slater was that man.

Clive was well known to us. Back in the heady days of the works Datsun and Ford teams, added to by GMH now and again there was this little two door Corolla from Western Australia that took it right up to them. It was of course Clive Slater. Now Clive did it the hard way no big time factory support.

Clive used to drive the little Corolla all the way from Perth

with a trailer behind containing spares and the good bits, Bilstiens etc. On top of the bits there was a board and foam mattress. When he got tired he pulled over and slept in the trailer, navigator as well.

The first time he came over to the Queensland round of the ARC Henk Kabel asked if I knew anyone that would run the service vehicle. Henk would lend a VW combie. So we obliged, me and the kids. Clive and his crew stayed with us and we were service. At the time the kids ranged from 12 to 16 three girls and a boy. We had a great time running up front with the works teams, it was great experience.

The next time Clive again stayed with us and our Garage was converted into a Corolla

preparation shop. When he arrived after the long drive with the trusty trailer, he had a sleep, we unloaded the trailer. It was soon action stations as all the road suspension was replaced with the special Bilstiens, control arms, Webbers and all sorts of goodies. In truth the car was completely rebuilt in our driveway. And then into the ARC. The youngest family member Sheridan was just twelve, her job was to clean the windscreen, headlights and remove grass seeds from the radiator. A task she carried out with enormous enthusiasm.

The last time he came over was the infamous ARC where it rained enough to terrify Noah. Unfortunately the Corolla speared off the top of U traverse at Imbil and we spent the balance of Saturday night and Sunday

trying to find him and then recovering him. The rain was horrendous. But with our trusty HT Holden, the kids and one of their mates we returned home very wet and with a sad looking Corolla. We were then asked by phone "did we know where Ed Mulligan was?"

In our family we still talk about those times with Clive and how much we all enjoyed it and his company, and how well he went on such a shoe-string. He achieved a lot and we did too but in a different way. Those times will never come back, and now unfortunately nor will Clive. Rallying has lost a real talent and we have lost a friend and a chapter in our book of Motor Sport experiences is really closed.

PATRICK HETHERMAN

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For Sale

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Contact Peter 014-458688 or 33513958.

I was a little concerned by a letter the Club received this month from a helper at a number of events run by the Club who expressed some criticism at the 'official' recognition given to people who help at events.

Many helpers are not even members of the Club who give up their time to assist with running events. As many Event Directors have found the best organised events can soon come to a grinding halt on the day if insufficient officials are available to man road blocks and controls etc.

While it is easy for the hype surrounding the competition at an event to overshadow everything else, we as members of this Club, and in particular event organisers must ensure that the helpers are not

forgotten. The words "Thank You" cost little but can buy a lot in the future.

There has been some comment on the sentiments expressed in the "headline" story in last month's Magazine. As everyone is aware articles are written by many people who have differing writing styles.

This certainly adds interest for the readers. While some people may disagree with some of the statements in articles there is certainly no intention to ridicule or persecute anybody. This Club exists because its members have a common interest in motorsport.

This interest is fostered by the comradery and goodwill amongst the members and supporters of the Club.

President's Corner

(by Rod Sams)

I must thank Peter Whalley for the fast look at the back roads around South East Queensland in the Nissan Z Car Historic event held on September 27th. Unfortunately an outright win eluded us due to a delay because of a faulty fuel pump in the Datsun. After effecting roadside repairs we managed to complete the whole course.

Although the entries could have been better those who competed had a good day topped off with a BBQ at the Z Car workshop. Thanks to Glen Battershill and crew for a well run event.

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Off Road News

AORC CHAMPIONSHIP - 1988

Advice has been received as to the dates of the AORC Rounds for next year.

Port Pirie - 25/26th April

Sea Lake - 6/7th June

Kempsey - 18/19th July

Mt Gambier - 19/20th September

Goondiwindi - 30th Oct/1st Nov

WILLOWBANK S/COURSE

Supplementary Regulations are now available for Round 3 of the 1997 Drivers Series. This event is being run by SEQORRA on the 9th of November at the Willowbank Motorsport Complex. Enquiries - John Hammond 05005 - 42666.

FUEL SURVEY

Off road members of the Club will have received a fuel survey form with this Magazine. The purpose of this survey, being run by the Offroad Advisory Panel, is to get a feel for how much money Off roaders spend on fuels and oils getting to and competing at events. The information gathered will be used in sponsorship proposals to try and assist with attracting more money and competitors to the sport. Please assist by spending a small amount of time to complete and return the form.

ADVISORY PANEL

Nominations are now open for membership to the 1998 Offroad Advisory Panel. If you are interested in having a say how your sport is being run think about nominating.

VALE - GLEN PRYDE

It is with great sadness that I write to inform the members of the BSCC and all those who have had anything to do with the off road event held at Buaraba (Gatton) for the past 10 years of the passing of Glen Pryde, taken from his family and friends by illness.

I first met Glen some 11 years ago through then member and racer, Mark Dolan. We were discussing the possibility of using part of Glen and Bev Pryde's farm so as to connect other properties and create a track. Mark was not sure if Glen would agree, because he took great pride in his land and had the best graded roads in the valley. As it turned out, the Pryde family were only too

'97 BSCC calendar UPDATE

DATE	EVENT	CONTACT
02/02/97	Off Road Short Course (Not Held)	
08/02/97	Motor Show Classic Rally	P Hetherman
21/02/97	Night Run Series 1	Marque
01/03/97	Cooloola Rally (QRC)	B Everitt
01/03/97	Cooloola Rally (Clubman)	B Everitt
14/03/97	Night Run Series 2	MGCCQ
22/03/97	Norm Singleton Rally	T Best
13/04/97	BP Mountain Challenge Classic	J McKeon
18/04/97	Night Run Series 3	R Sams
10/05/97	Falken Tyres Rally Qld	E Bailey
16/05/97	Night Run Series 4	MGCCQ
18/06/97	Table Top Rally	
20/06/97	Night Run Series 5	Marque
22/06/97	GP Cars Classic	A Owen
16/07/97	Table Top Rally	
18/07/97	Night Run Series 6	K Ferguson
27/07/97	Rally Sprint	Peter Baker
15/08/97	Night Run Series 7	MGCCQ
23&24/08/97	Leyburn Touring Assembly	J Jones
31/08/97	Off Road Gatton	R Sams
12/09/97	Night Run Series 8	K Stecher
13/09/97	Bailey Powerlines Rally	P Whalley
14/09/97	Holden Motorkhana	C Swallow
17/09/97	Table Top Rally	
21/09/97	Gold Coast Khanacross	N Stanton 55337134
28/09/97	Spring Classic Rally	A Stean 33418688
15/10/97	Table Top Rally	
17/10/97	Night Run Series 9	BSCC
16/11/97	Parts & Service Classic	?
30/11/97	Off Road/Autoecross	R Sams
06/12/97	Keema Rally (QRC)	C Porter
06/12/97	Keema Rally (Clubman)	C Porter
07/12/97	Keema Rally (Clubman)	C Porter

happy to let us use the land and as is the case with off-roading, the roads were damaged. After the event, I spoke to Glen about paying him for grading his roads. He refused and said that because the event was on, members of his family had come from near and far for that day as a reunion. His disabled nephew had sat all day in his wheelchair with a smile from ear to ear. To him, that was priceless. On the second year, it rained on race day and we had to postpone.

Glen built a new bridge across his creek so we would have an all-weather track. He did this for us and refused to take anything for his time or fuel. During these past 11 years,

I have made good friends in the Buaraba district. Looking at the many faces at Glen's funeral, it became obvious that I am far from the only person who will miss this quietly-spoken and generous man whom we were all proud to count as our friend.

When Janelle and I moved to give our condolences to Bev Pryde, she was also thinking of others when she told us that the family would be staying on the farm and that the racers would be welcome back next year. Glen is survived by wife Bev, daughters Robyn, Loreena, Kym and son Warren. Our thoughts are with them in their time of grief. Laurence Svenson

**Airstrip Auto Centre Yarraman Forest Rally
Provisional Results - Outright / Clubman / Class**

Car No	Driver	Vehicle	SS1	SS2	SS3	PEN	TOT	SS4	SS5	SS8	PEN	TOT	Class	Clubman	Gemini	Posn	Outright	Class	Gemini
3	Chris Corbee/Karen Sosmith	Holden Commodore	10.45	8.07	8.26	0.05	25.83	10.08	6.06	8.13		51.16	P4	C		1	1		
1	John Spence/Sharon Kelly	Datsun 1800	10.34	8.09	9.02		25.45	11.93	5.44	8.38		51.40	P3	C		2			
12	David Bates/Paul Newman	Datsun Bluebird	11.08	8.08	9.08		26.19	10.36	6.11	9.06		52.16	P4	C		3	2		
6	Chris Walters/Geord McConey	Datsun	10.58	6.19	9.30		26.26	10.81	6.14	9.24		52.05	P3	C		4	3		
4	Dave Felton/Anthony McLoughlin	Datsun 1800	10.45	6.12	9.19		26.15	10.25	6.20	9.59		52.09	P3	C		5			
7	Richard Gately/Sieven Galby	Holden Dartma	11.21	6.19	9.48		27.28	10.21	6.12	9.20		53.19	P3	C		6	4		
18	Andrew Thoe/Robert Tindal	Nissan Pulsar GTT	11.44	6.26	9.23		27.33	10.10	6.11	9.25		53.19	P5	C		5	4		
21	Andrew Pearce/Tim Kay	Dalhousie Charade	11.25	6.26	9.32		27.23	10.28	6.34	9.34		53.40	P1	C		6	4		
16	Michael Guesard/Bread Fowler	Datsun Sunza	11.29	6.19	9.25		27.13	10.34	6.19	9.40		53.16	P3	C		6	7		
13	Henry Flynn/Rod Blygger	Suzuki Baleno	11.82	6.29	9.28		27.27	10.27	6.24	9.32		53.50	P2	C		10	8		
10	Peter Menzies/Stiphen Kennedy	Holden Gemini	11.22	6.20	9.29		27.11	10.27	6.27	9.48		53.53	P2	C	G	11	9		
23	Adrian Ross/Brian Smith	Korula Civic	11.31	6.22	9.28		27.21	10.34	6.15	9.49		53.59	P1	C		12	10		2
6	Steve Ross/Brian Smith	Holden Gemini	11.21	6.34	9.40		27.35	10.38	6.33	9.41		54.27	P2	C	G	13			2
11	Glen Duthie/Lynn Peters	Holden Gemini	11.49	6.30	10.07		28.22	10.20	6.19	9.39		54.30	P0			14			
17	Peter Lockhart/Trouer King	Holden Commodore	11.33	6.27	9.25		27.35	10.48	6.28	9.42		54.33	P4	C		15	11		3
8	Rex Ford/David Walsh	Datsun 1800	11.35	6.31	9.31		27.37	10.43	6.31	9.52		54.48	P2	C		16	12		2
25	Randall Bryson/Russell Bryson	Datsun 1800	11.34	6.27	9.42		27.43	10.46	6.32	9.50		54.51	P3	C		17	13		4
24	Gordon Bishop/Paul Bishop	Holden Commodore	11.33	6.34	9.53		28.00	10.42	6.29	9.52		55.09	P4	C		18	14		4
16	Leslie Neumann/Tony Best	Datsun 1800	11.28	6.30	9.37		27.35	10.49	6.45	10.04		55.13	P3			19			
22	Gavin Mosher/Scott Rhodes	Holden Gemini	11.34	6.36	9.55	0.05	28.10	10.40	6.36	9.57		55.23	P2		G	20			3
29	Arden Dillon/David Galne	Holden Gemini	11.31	6.44	9.58		28.14	10.49	6.46	10.06		55.57	P2	C	G	21	15		3
34	Les Thompson/Bruce Mills	Datsun 1600	12.02	6.54	9.29		29.55	12.02	6.53	9.59		57.49	P2	C		22	16		4
19	Peter Kuhnler/Tevor Szal	Holden Gemini	12.28	6.48	10.32	0.15	29.59	11.06	6.44	10.07		57.50	P2			23			
30	Craig Anderson/Neville Smith	Holden Gemini	13.15	6.35	10.02		29.59	11.03	6.36	10.29		58.11	P3	C		24	17		5
28	Steve Waldman/Hartig	Datsun P5-10	12.00	6.49	9.58		28.47	11.40	7.20	10.26		58.16	P8	C		25	18		8
33	Daryl Friedrich/Scott Friedrich	Holden Gemini	12.49	7.07	10.29		30.35	11.21	6.54	10.07		58.57	P2	C	G	26	19		5
31	Michael Garrou/Cathie Swales	Datsun 1200	12.16	6.56	10.17		29.31	11.44	7.14	10.41		59.10	P1	C		27	20		3
35	Stephen Orfanos/Peter Knäber	Holden Gemini	12.17	7.01	11.15		30.33	11.25	7.04	10.48		59.53	P2	C	G	28	21		6
36	Mark Spickell/Wynbil	Dalhousie Charade	12.51	7.22	10.38		30.49	11.50	7.15	10.29		1.00.33	P1	C		29			
26	Laura Gray/Jamien Trounbeck	Mercedes R17	11.58	6.41	10.24		29.03	10.45	10.06	13.01		1.02.55	P4	C		30	23		5
37	Ian Fichtelshohn/Sieman Grosvenor	Renault	14.25	7.23	10.53		32.41	12.44	8.60	11.56		1.05.2	P2	C		31	24		7
32	Vivie Deppert/aler Baker	Mercury 323 4wd	11.28	6.25	26.59		44.55	10.43	6.31	10.25	0.25	1.12.50	P5	C		32	25		1
39	Ian Walker/Doug Walker	Datsun 180B	13.28	7.39	20.05		41.12	13.05	7.58	11.52		1.14.08	P3	C		33	26		7
20	Brian Everitt/Peter Millear	Holden Gemini	11.38	6.92	40.48		58.58	10.43	6.32	9.50		1.26.03	P2	C	G	34	27		7
2	Yv Genevieve/Wendieck	Ford Tutor	11.05										P4	C					
9	Sigwen Rhaghaard/Lante McFarlane	Holden Gemini	10.50	6.15	9.22		26.27	10.22	6.31	DNF	CLASHED		P2	C	G				
27	Graham Brown/Lesson Kelly	Holden Gemini	11.48	6.41	10.19		28.48	10.49	7.08	DNF			P2	C	G				
14	Brandon Meier	Datsun 180C	DNS										P3		G				
38	Karen Greenishiv	Holden Gemini	DNS										P2		G				
40	Dean Blackwell	Holden Gemini	DNS										P2		G				

TABLE #5

Round 5 of the 1997 Nash Glass and Aluminium Table Top Rally Series was held at the Clubrooms on Wednesday 17 September.

The official map used was the Kapunda (South Australia) 1 to 100 000 Topographic map. This map includes part of the Barossa Valley, and appropriately the event started from the Kalimna Winery.

Many competitors were not aware of a couple of obscure Clauses in the rally code that are rarely used (but are still a requirement) consequently there were a few wrong directions and missed questions.

(at least on a Table Top Rally the competitors do not get bogged when they go down an impassable wrong road.

Results were:

Michelle Gatton	95 points
Peter Stringfellow	105 points
Rod Sams	113 points
Dick Owen	140 points

New Karts Join in Round 3 Chaos

Lee Evans made it 2 victories from 2 starts. He came into round three on equal points with David Miller and went away with a healthy lead over the rest of the field.

But the main feature of this third round was the Kingston Kart centre, or fast Karts as they are known, had 12 new karts for us to use. They arrived from the Toowoomba manufacturers at 7.30 that morning - the old two stroke karts being well past their use-by date.

The new Honda four strokes were brilliant. The owners of this circuit are pouring mega-bucks into this complex, with many more improvements to come.

Having done some test-work on these new karts several weeks ago, I knew what to expect from them, so I thought I had a slight advantage - wrong. These new karts are so easy and nice to drive that everyone was on the pace - and that made for great racing.

The heat one grid positions (ballot) were: Pole: B Archer, E Freudenberg, B Burr, L Evans, P Baker, T Farthing, R Evans, N Hamey, K Taylor.

Burr led every lap, followed closely by Lee Evans

and Troy Farthing. Lee passed Troy on lap 8. The rest of the field moved up and down like yo-yos. Ben Archer had to pit on lap 4. His rear bumper trailing on the ground gave a sparkling performance. Heat 1 positions were: Burr, L Evans, T Farthing, E Freudenberg, N Hamey, Ray Evans, K Taylor, P Baker, B Archer.

The heat 2 line up was reverse order. This time, Ben Archer made good fortune out of his starting position. He led until lap 9, when Troy Farthing used his weight advantage to sneak past at 'Sunshine'. Lee Evans was stalking them both. The three crossed the line just centimetres apart. The order was Farthing-Archer-Evans, then followed Burr, Ray Evans, Freudenberg, Baker, Taylor, Hamey.

The start order for the final was Farthing, Burr, L Evans, Freudenberg, R Evans, Archer, Hamey, Taylor and Baker. However, to make things more interesting, the officials refused to reverse the grid and Peter Baker became the pole sitter.

With the Karts equal on power, the result came down to driver ability and weight. Troy Farthing and Lee Evans were looking good until the flag fall. At the off, there was an explosion of activity. *Continued P16*

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Ipswich Club wins Autocross #2

A full field of 60 cars fronted for the second round of the interclub Autocross Series at Willowbank on September 28.

In the past, the computer timing system has had a few problems and this time it was much the same, so the decision was made to go to manual timing. This proved very successful and enabled us to have six runs and still be finished by 3.30 Sunday afternoon.

Our club missed the likes of Rob Bekker and Shaun Gill, who helped us win the first round.

This time out there were only six BSCC members having a run, so they made up the team for the BSCC.

Tony Kabel fronted in his 1.8 Keema Suzuki Baleno. Tony Arbon in his Celica, Stewart Hamey in a Mazda RX3 sedan, his brother Neil being given first drive in the same car, Mark Spits having a run in his dad's Diahatsu Charade and myself in my 1.6 Keema Suzuki Baleno.

Russ Worthington was there from SPARCS in his EVOII Lancer and took out the day. Then came Steve Emson in his 2lt Escort and I ended up third outright only one second behind Steve in my Keema Suzuki.

Tony Kabel in the other Baleno was going well until the final round when trying too hard, he hit a couple of flags and ended up seventh in class B.

Mark Spits was starting to come to terms with his Charade and ended up 7th in the very hotly contested class A. Stewart Hamey was enjoying the Mazda rotary and finished seventh in class C. His brother Neil, in the same car, was making the most of his entry

For Sale

Peter Mapstone's VH SS V8 Commodore. Fresh 308; Full Steel Cage; Aluminium fuel tank; T10; Ford 9" diff. Comes with comprehensive spares package, 12 rims and tyres \$15000.

Contact Peter: 014-458688 or 3513958

fee by seeing how many hats he could hit whilst on and off the track. Tony Arbon has only just started competing in dirt events and still finished well at 9th in class B.

The final round for the year is on November 16. This is a great series and it's worth having a go. See you there.

Henry Ryman.

BSCC Xmas Party 13 Dec.
Ho ho ho let's go to the Broncos!

The BSCC annual Christmas dinner will be held Saturday 13th December at 7pm (the week after Gallangowan) at Broncos Leagues Club, Fulcher Rd, Red Hill. \$20.00 buys an all-you-can-eat delicious buffet.

Come along and farewell the year. Limited seats. Book early, ring Esme 3391 8881 or Berenice a/h 3209 2073 or 0414733614.

John's Rag and Bone Column

If you have rally gear to sell, but you're too lazy to do all the leg work, call the BSCC's rag and bone man, John Rogers. John will list all the gear and act as a contact point for buyers. His phone number is (07) 33494420

Large Roof Vent
Small Roof Vent
Large Tacho
2kg fire extinguisher (Red) & Bracket
St Johns First Aid Kit - Rally approved.
2 map lights
Bonnet Pins - metal
Rubber hold Down Bonnet Clips
Celica Boot lid
Celica doors left hand only (right door now sold)
Full exhaust System Celica Twin Cam
Celica rear arms Uraphane bush
Celica Tacho Dash
Celica minor spares
Adjustable Koni shockers to suit Celica
Assorted mags to suit Laser
1 Terra Trip (202)
Assorted Halda "T" pieces and cables.

MOTOR PARTS
1 x Electronic Distributor for Twin Cam Camry 5 SFE
1 x 4K ported and hot head
1 x "Tighe" 30-70 Corolla Cam
4K Corolla engine parts

CARS
1 x KE70 Rally Car and Parts
1 x Nissan Skyline Rally Car
1 x Lancer Rally Car and spares
1 x Humber vogue (poss historic) Good condition

INTERCOMS
1 Sonic Open Face
1 Sonic Full Face
1 "Ray Evans" Full face & open face

DRIVING LIGHTS
2 x Hella 2000 (pencil) **SOLD**
2 x Cibie Super Oscars (1 Pencil, 1 Flood)
6 x Cibie Oscar Bodies, 1 lens & rims

RALLY CAR BODIES
1 x TA22 Celica with cage
1 x Lancer with Cage
1 x Toyota Sprinter Body (Aust Compliance Plate) & Front cut, 4AGE Motor, 5 Speed Gearbox

GEARBOXES
1 x Datsun option one
2 x 5 speed Celica all Steel
1 x RX7 Good Condition
1 x CB Lancer 5 speed
1 x Corolla 4 speed upto KE70
2 x 5 speed Gearboxes - Toyota FWD

MOTORS
1 x 5A Twin Cam Toyota
1 x 3/4 Laser Balanced Hi-Comp Fly wheel and clutch
1 x 18 RGU Twin Cam, twin carbies Yamaha head
1 x 2 litre 3 SGE FWD Twin Cam

DIFFS
1 x Toyota LSD (type unknown)
1 x Toyota Sprinter LSD with 5 Link rad bars, disk brakes. **SOLD**
1 X Toyota Sprinter LSD (dismantled) **SOLD**

CARBIES
Factory Twin Carbies Datsun. 1600 - 2000

Kart Kaos 3

Continued from P13

Taylor jumped into the lead. Baker moved backwards at a great rate of knots. By lap 6, he was fighting Neil Hamey for last place. Peter won the argument. By lap 3, Lee Evans claimed first and opened up a small lead.

On lap 5, Farthing and Burr managed to pass Taylor out of Dog's Breakfast. Kevin didn't give up and tried to regain his lost position going along the back side. Ben Archer was a big mover - in both directions. He was third on lap 1, 7th on lap 3 and fifth on lap 4. By lap 8 of 15, he was fourth and closing on the squabbling duo of Burr and Farthing. All three were gaining on Lee Evans the leader, who may have backed off a bit.

Evans senior was also in the fray, claiming fifth at the chequer, followed by Taylor, Freudenberg, Hamey and Baker.

The racing between the guys gets better at each meeting - no crashing or bumping - all fair stuff. But that may have to change if Lee Evans is to be stopped from marching on to the championship. Although the track managers have suggested water ballast to overcome the weight differential, the deficit between Lee Evans (45kg) and Gary Lieberman (115kg) would require the Pacific Ocean.

I say we just bump the little sod off the track at our earliest convenience (just kidding Lee)

Queenslanders shine at Warialda

Continued from P1

crewed by Phil Andrews and Angie Van Haneghem led Class 5 from Jan Hedley.

Robert Price/Garry Brooker led Class 6 over the Trotters. Craig McWilliam's Nissan SWB was running well to give him the lead in Class 7 from the Tritron of by Chris Browning/Dean Mavin. Graham Baxter in his Chevy powered Nissan CQ Patrol was setting a scorching pace in Class 8 ahead of Ian Hedley's Ford. Dale Chadburn had a 34 s lead over Paul Allport in Class 9. Peter Sowter was 3rd.

The crowd was silent as Terry Rose and John Towers lined up to start the final heat. This was to be a showdown bigger than the OK Corral. Instead, there was a collective groan from the scorers. Terry's car stopped a few hundred metres from the start line with a broken CV. Once again the local lad failed to finish.

The first car to come into sight on the heat was Bruce Chapman. What had happened to John Towers in 1477? He also suffered drive train problems further into the heat. The two front runners dropped out. The heat also took a heavy toll on the Class 5 cars with 6 failing to complete the heat.

At the end of the day 29 cars had completed the whole course. Class 1 was won by the Bakers in Car 130 (also 3rd outright), from Sabine Brand/Doris Westwood in Car 131 (7th outright) - Well done girls. Third in Class 1 was Nigel Burley/David Russell in Car 124. Bruce Chapman was followed in Class 2 by the Bennetts (Car 242) and Anthony Lia/Peter Goddard (220). Glenn and Brett Hancey took the honours in Class 3 from the Walkers in 352 and the Averys in 372. The Allports were the only Class 4 finishes while Jan Hedley was the sole finisher in Class 5. Class 6 saw

a reversal of places in the final heat after Robert Price ran out of fuel a couple of hundred metres from the finish. A quick dash to the pits for more fuel gave the Trotters enough time to cross the finish line first.

Craig McWilliam built on his early lead to win Class 7 from Browning/Mavin Triton. Graham Baxter had a great race in Class 8 to not only win the class but to finish fourth outright. Considering the terrain the course was set over this was a great achievement. Ian Hedley took out 2nd place. The finishing order in Class 9 remained unchanged from the previous heat with Dale Chadburn winning the Class and finishing 2nd outright.

Once again the people of Warialda have put together not only a great race but also a great weekend for all competitors and supporters. While there are winners and losers on the day Offroad racing in NSW has to be the big winner from this event.

Millmerran Results

CAR NO	DRIVER	HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	AMEND TIME	LAPS COMP	CLAS PLAC	OUT RGT
138	Tony Fehlhaber	4:39.95	4:35.50	4:36.94	4:32.72	4:33.23	22:58.34	5	1	1
138A	Michael Fehlhaber	4:42.59	4:37.78	4:39.18	4:51.00	4:39.01	23:29.56	6	2	2
235	Bruce Chapman	4:58.93	4:40.33	4:44.21	4:36.97	4:44.21	23:44.65	5	1	3
310	Chris Bums	5:01.41	4:55.13	4:51.47	4:49.95	4:55.86	24:33.82	5	1	4
816	Glen Wainwright	4:57.11	4:57.84	4:56.82	4:52.59	4:54.27	24:38.63	5	1	5
304	Chris Hutton	4:59.95	4:56.37	4:51.19	4:48.41	5:12.83	24:48.75	5	2	6
939	Tony McNicol	5:09.98	4:55.47	5:01.60	4:54.11	5:36.37	25:37.53	5	1	7
710	Wayne Schultz	5:20.38	5:24.25	5:21.92	5:17.53	5:19.06	26:43.14	5	1	8
811	Trevor Davies	5:33.49	5:23.55	5:24.51	5:34.06	5:28.89	27:24.60	5	2	9
234	Kevin Cowling	5:39.35	5:28.60	5:54.05	5:27.08	5:27.48	27:56.52	5	2	10
522	Greg Green	5:23.96	5:27.23	5:52.93	5:48.08	5:41.00	28:13.20	5	1	11
566	John Robertson	5:47.27	5:47.30	6:59.54	6:12.92	6:06.64	30:53.67	5	2	12
617	Andrew Manning	5:14.85	5:09.09	5:00.68	5:01.24	DNS	20:25.86	4	1	13
617A	Randall Kilner	5:10.35	5:04.46	5:08.22	5:05.67	DNF	20:28.70	4	2	14
304A	Angie Van Haneghem	5:47.06	5:24.47	5:19.17	DNF	DNS	DNS	3	3	15
508	David Endres	5:29.93	5:18.09	DNF	DNS	DNS	10:48.02	2	3	16
696B	Terry Jamieson	DNF	DNS	DNS	DNS	DNS	-	-	-	-
696	Daniel Hickson	DNS	DNS	DNS	DNS	DNS	-	-	-	-
696A	Glenn Coppock	DNS	DNS	DNS	DNS	DNS	-	-	-	-

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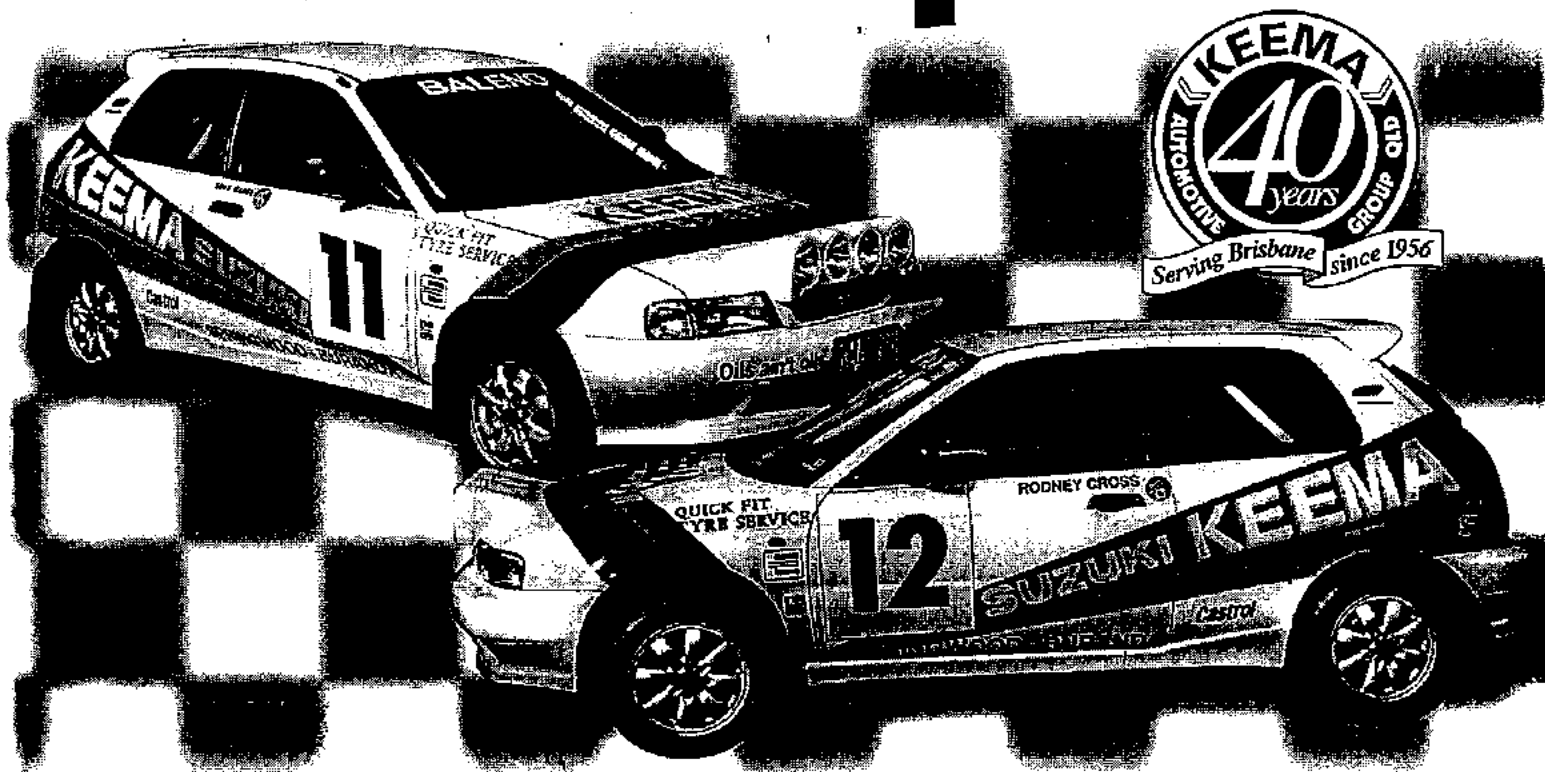
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