



LIGHT CAR CLUB OF AUSTRALIA

EST 1923

SHAMATEUR II, 1987

PROVISIONAL RESULTS

Thank you for competing in the Shamateur II Rally. I trust that all crews found the event enjoyable and challenging.

Provisional results for the event are attached. These results will become final at 5.00 p.m. on Tuesday September 15, 1987, subject to no protests being received at the office of the Light Car Club of Australia by that time.

The following competitors will receive awards to be presented at the Clubrooms of the Light Car Club of Australia on Wednesday October 11, 1987, commencing at about 8.00 p.m.

| | | |
|------------------------|--------|---------------------------------|
| 1st O/R | Car 21 | Scott Prior/John Rawson |
| 2nd O/R | Car 24 | Paul Flintof/Michael Crooymans |
| 3rd O/R | Car 13 | David Pritchard/Julie Pritchard |
| 1st Graded Crew | Car 8 | Craig McKenzie/Karen McKenzie |
| 1st PRC | Car 31 | Joel Wald/Ronn Jay |
| 2nd PRC | Car 6 | Peter Pfeiffer/Jane Pfeiffer |
| 1st Unplaced LCCA Crew | Car 10 | Bill Johnston/Shane Johnston |

DIRECTORS AWARD

Autopia (Car 20) Service Crew

For sportsmanship in extracting Car 29 from a ditch after they broke a tie-rod and before the end of Section 1, and subsequent trailering back to Melbourne.

Finally, thanks to the following people, without whose assistance the event would not have been:

John Ellis and Tayell Automotive for providing zero and sweep cars on short notice.

Dave Withall and Shell Dendy for the use of his facilities for Scrutiny.

All the control officials who braved the elements.

Wal Harris and Frank Kilfoyle for taking charge on the night and ensuring a smooth event.

GREG BROWN
DIRECTOR.

SHAMATEUR II.
PROVISIONAL RESULTS

| Car No | Crew | Vehicle | Grade | 1 | 2I | 2 | 3 | 4I | 4 | 5 | 6P | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14P | 14 | 15 | 16I | 16 | 17 | 18 | 19 | 20P | 20 | Total | Overall | Grade | |
|--------|----------------------|-------------|-------|-----|----|--------|----------------|----|------------|--------------------|-------------------|--------|---|-------|----------------|-------|----------------|--------|----|-----------------|--------|----|-----|--------|----------------|-------|-----|-----|-------|-----------------------------|---------|-------|---|
| 1 | Ellis/Thompson | Datsun 240K | G | - | - | 4 | - | - | 2 1/2 | - | - | 2 3/4 | - | 2 | - | 1 3/4 | - | 3 | - | - | 1 1/4 | - | - | 3 1/2 | 1 | 3 1/4 | - | - | 1 1/4 | 26 1/4 | 9 | 6 | |
| 2 | Carret/Clowesley | Datsun PS10 | G | - | - | 1/2 | - | - | 1 | - | - | 1 | - | 1/2 | - | - | - | 1/2 | - | 30 ^W | - | - | - | 3 1/4 | - | 3 1/4 | - | - | - | 35 5/8 | 12 | 8 | |
| 3 | Lister/Lister | Lancer | G | - | - | 3/4 | - | - | 3/4 | - | 30 ⁽¹⁾ | 1 | - | 1/2 | - | - | - | - | - | - | - | - | - | 1 | - | 1 | - | - | - | 35 5/8 | 12 | 8 | |
| 4 | Cruickshank/Day | Corolla | G | - | - | 1/2 | - | - | 1 | - | - | 1 1/2 | - | 1 | - | 1/2 | - | - | - | - | 1/2 | - | - | 1 3/4 | - | 2 | - | - | 1/4 | 11 | 3 | 3 = 8 | |
| 5 | Hexter/O'Brien | Escort | G | - | - | 2 1/2 | - | - | 1 | - | - | 1 1/4 | - | 1 1/4 | - | 1/2 | - | 4 1/2 | - | 30 ^W | - | - | - | 2 1/4 | - | 1 3/4 | - | - | 1/4 | 45 1/8 | 19 | 12 12 | |
| 6 | Pfeiffer/Pfeiffer | Torana | G | - | - | 1 | - | - | 1 | - | - | 2 1/4 | - | 3/4 | - | - | - | 1/2 | - | - | 1/2 | - | - | 3 | - | 2 | - | - | - | 11 | 3 | 3 = 8 | |
| 7 | Howard/Fluck | Datsun PS10 | G | - | - | 1 3/4 | - | - | 1 | - | - | 2 1/4 | - | 1 1/4 | - | 1/4 | - | 1 | - | 30 ^W | - | - | - | 2 | - | 1 3/4 | - | - | 1/4 | 41 1/2 | 18 | 11 10 | |
| 8 | McKenzie/Mckenzie | Mazda RX3 | G | - | - | 1 | - | - | 1 | - | - | 2 3/4 | - | 3/4 | - | - | - | 1/2 | - | - | - | - | - | 1 1/2 | - | 1 1/4 | - | - | - | 8 3/4 | 1 | 1 8 | |
| 9 | Hein/Hein | Datsun 120Y | G | - | - | 2 1/4 | - | - | 2 3/4 | - | - | 2 1/2 | - | 1 1/2 | - | 1 1/2 | - | 2 1/2 | - | 30 ^W | - | - | - | 2 3/4 | - | 3 | - | - | 1/4 | 50 2/10 | 22 | 13 10 | |
| 10 | Johnston/Johnston | Contina | G | - | - | 7 3/4 | - | - | 1 1/4 | - | - | 4 | - | 1 | - | 3/4 | - | 1 | - | - | 3/4 | - | - | 8 1/2 | - | 2 | - | - | 1/2 | 27 1/2 | 10 | 7 | |
| 11 | Walsh/Taylor | Mazda RX2 | N | 2 | - | 12 3/4 | - | - | 2 | - | - | 4 3/4 | - | 2 1/4 | - | 2 3/4 | - | 1 1/2 | - | 30 ^W | 1/4 | 4 | - | 9 | - | 3 1/2 | - | - | 1 | 75 3/4 | 27 | 13 | |
| 12 | Boyle/McFarlane | Gemini | N | - | - | 2 1/2 | - | - | 3 | - | - | 4 1/2 | - | 1 1/2 | - | 1 1/4 | - | 4 1/2 | - | 30 ^W | - | - | - | 2 3/4 | - | 3 3/4 | - | - | 3/4 | 53 1/4 | 24 | 10 | |
| 13 | Pritchard/Pritchard | Mazda RX4 | N | - | - | 3 | - | - | 1/4 | - | - | 3 1/4 | - | 1 3/4 | - | 1 1/4 | - | 2 3/4 | - | - | - | - | - | 4 1/2 | - | 3 1/2 | 1 | - | 1 1/2 | 24 1/4 | 7 | 3 | |
| 14 | Fraser/Fraser | Torana | N | - | - | 13 | - | - | 3 3/4 | - | - | 4 | - | 2 1/4 | - | 1 3/4 | - | 2 1/4 | - | 30 ^W | - | - | - | 3 3/4 | - | 3 3/4 | - | - | 1 1/2 | 76 | 28 | 14 | |
| 15 | Strambe/Allan | Datsun PS10 | N | - | - | 22 3/4 | - | - | 2 3/4 | - | - | 8 3/4 | - | 2 | - | 2 1/2 | - | 2 1/2 | - | 30 ^W | 1/4 | - | - | 7 3/4 | 3 ^E | 3 1/2 | - | - | 1/4 | 87 1/2 | 29 | 15 | |
| 16 | Watson/Jupp | Datsun PS10 | N | - | - | 5 | - | - | 2 1/2 | - | - | 3 1/4 | - | 1 1/4 | 3 | 1/2 | - | 4 3/4 | - | - | 1 1/2 | - | - | 7 3/4 | - | 2 | - | - | 1/2 | 32 | 11 | 4 | |
| 17 | Bennett/Martin | Mazda RX2 | N | - | - | 1 1/2 | 4 | - | 6 | - | - | 8 | 4 | 3/4 | - | 1 | - | 1 1/4 | - | - | 3/4 | - | - | 4 1/2 | - | 1 1/2 | - | - | - | 35 3/4 | 15 | 5 | |
| 18 | Baulch/Snooks | Lancer | N | - | - | 6 1/2 | - | - | 6 | - | - | 3 1/4 | - | 2 1/4 | - | 1 3/4 | - | 4 | - | - | 1 | - | - | 9 | 5 | 4 1/2 | - | - | 1 3/4 | 45 | 19 | 7 | |
| 19 | Kendrick/Kendrick | Datsun PS10 | N | - | - | 3/4 | - | - | 3/4 | - | - | 1 | - | 1/2 | - | - | - | 1/4 | - | 30 ^W | - | - | - | 1 | - | 1 | - | - | - | 35 1/4 | 14 | 5 3 | |
| 20 | Prior/Rawson | Datsun 1200 | N | - | - | 2 | - | - | 1 1/2 | - | - | 2 1/4 | - | 1 | - | 1/2 | - | 1 1/4 | - | - | 1/4 | - | - | 2 | - | 2 | - | - | 1/4 | 13 | 5 | 1 11 | |
| 21 | Napoleone/Matthews | Datsun PS10 | N | - | - | 2 3/4 | - | - | 2 | - | - | 3 1/4 | - | 1 1/2 | - | 1 | - | 1 1/2 | - | 30 ^W | - | - | - | 3 1/4 | - | 3 1/2 | - | - | 1 1/2 | 50 1/4 | 23 | 10 | |
| 22 | Flinhof/Croogmans | Celica TA22 | N | - | - | 2 3/4 | - | - | 2 | - | - | 3 | - | 1 1/2 | - | 2 | - | 9 1/2 | - | 30 ^W | - | - | - | 3 1/4 | - | 3 1/4 | - | - | 1 1/4 | 58 1/2 | 25 | 12 | |
| 23 | Hartmann/Bald | Corolla | N | - | - | 2 3/4 | - | - | 1 1/2 | - | - | 2 1/4 | - | 1 1/4 | - | 1 1/4 | - | 1 1/2 | - | - | 3/4 | 1 | - | 2 1/2 | - | 2 1/2 | - | - | 1/2 | 17 3/4 | 6 | 2 13 | |
| 24 | Cocks/Harli | Datsun PS10 | N | 6 | - | 9 1/4 | 3 ^E | - | 27 1/2 | - | - | 14 1/2 | - | 2 1/2 | - | 3 3/4 | - | 5 3/4 | - | 30 ^W | 3/4 | 4 | - | DNF | - | DNF | - | - | - | Submerged | - | - | - |
| 25 | Burns/Burchell | Mazda RX2 | N | 4 | - | 4 1/4 | - | - | 3 3/4 | - | - | 7 1/2 | - | 1 1/4 | - | 2 3/4 | - | 10 | - | - | 1 3/4 | - | - | 17 1/2 | 13 | 4 | - | - | 1/4 | 71 | 26 | 13 | |
| 26 | Condon/Emerson | Bluebird | N | 4 | - | 3 1/2 | 3 | - | 3 1/2 | - | - | 3 1/2 | - | 1 1/2 | 2 ^E | 7 1/2 | 2 ^E | 2 | - | 30 ^W | 1/4 | - | 30 | - | 10 | 2 3/4 | - | - | 1/2 | 106 | 30 | 17 | |
| 27 | Edgerton/Holding | Lancer | N | - | - | 1 3/4 | - | - | 1 | - | - | 1 3/4 | - | 3/4 | - | 1/2 | - | 1 | - | 30 ^W | - | - | - | 1 1/2 | - | 1 1/4 | - | - | - | 39 1/2 | 17 | 7 = 6 | |
| 28 | Hurford/Tzu-Pai Chen | Falcon | N | DNF | - | - | Steering | - | DNF | (Did not function) | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | Bennett/Whittaker | Datsun PS10 | N | 6 | - | 17 1/4 | - | - | 4 1/4 | - | - | 9 1/4 | - | 2 | 2 ^E | 1 1/2 | 1 ^E | 3 | - | 30 ^W | 10 1/2 | - | 30 | 42 3/4 | - | DNF | DNF | DNF | DNF | 3158 1/2 | 32 | 18 | |
| 30 | Wald/Jay | Galant | G | - | - | 1 | - | - | 3/4 | - | - | 2 3/4 | - | 1/2 | - | - | - | 2 1/2 | - | - | - | - | - | 1 | - | 1 | - | - | - | 9 1/2 | 2 | 2 = 6 | |
| 31 | Hunter/Stewart | Datsun PS10 | N | - | - | 2 | - | - | 1 1/4 | - | - | 2 3/4 | - | 1 1/2 | - | 3/4 | - | 1 1/4 | - | 30 ^W | - | - | - | 4 1/4 | - | 4 | 1/4 | - | 1/4 | 48 | 21 | 9 14 | |
| 32 | Cuthbert/Cuthbert | Datsun PS10 | N | - | - | DNF | - | - | Water Leak | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | Bergin/Middleborough | Toyota | N | - | - | 4 | 4 | - | 4 3/4 | - | 30 | 18 1/4 | - | - | DNF | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 34 | Smedley/Robertson | Bluebird | G | - | - | 1/2 | - | - | 1/4 | - | - | 1 1/4 | - | 1/2 | - | - | - | 3 1/4 | - | 30 ^W | - | - | - | 2 | - | 1 1/4 | - | - | - | 39 | 16 | 10 6 | |
| 35 | Boykett/Keep | Datsun PS10 | G | - | - | 9 3/4 | - | - | 3 1/4 | - | - | 1 1/2 | - | 3/4 | - | - | - | 3 1/4 | - | - | - | - | - | 6 3/4 | - | DNF | - | - | - | Out of Control, out of luck | - | - | - |
| 36 | Broughan/Broughan | Gemini | G | - | - | 5 1/2 | - | - | 1 1/2 | - | - | 40 3/4 | - | 2 1/2 | - | 3 1/2 | - | 16 3/4 | - | 30 ^W | 1 | - | - | 7 1/2 | - | 4 1/2 | - | - | 4 | 117 1/2 | 31 | 14 | |
| 37 | Snooks/Jay | Cordia T. | G | - | - | 1 1/2 | - | - | 1 1/2 | - | - | 4 3/4 | - | 1 | - | 1/4 | - | 10 1/2 | - | - | - | - | - | 3 1/2 | - | 2 | - | - | - | 25 | 8 | 5 | |

(1) Failed to stop at a manned Age Control, as required
* Car 18 Did Not Start

by Supplement 4 Regulation 16.