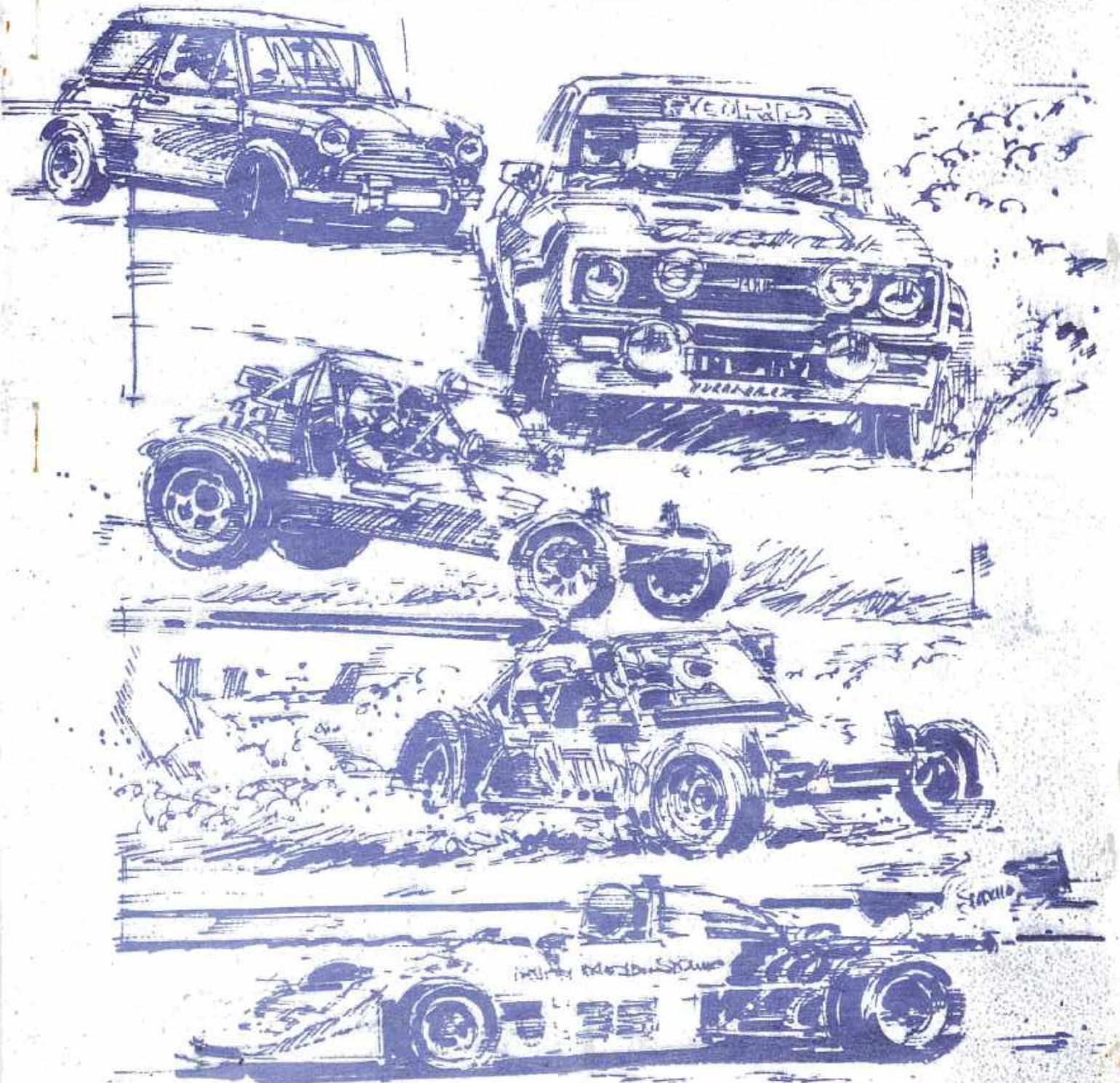




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STRAIGHT ON

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There has been a pretty good response to my pleading for people to write articles and next month we'll have a story on the Stock Exchange rally from Rod McGurk who is studying journalism at the Q.I.T. and will be doing reports to gain experience. So if a chap comes up to at the next event and starts asking questions you'll know who it will probably be.

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Congratulations to Murray Coote and Iain Stewart for winning the Keema Classic, the first Queenslanders to do so in a while. Of course the conditions were particularly suited to the 323 but to bring it home in first position outright is a real achievement. Murray and Iain now lead the Q.R.C. by a comfortable margin from Peter Phillips and Peter Young. A good effort too in the Keema was Gregg Hansford and Dale Payne in 2nd spot for a Mazda 1-2. Well done fellas.

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VALE

Mrs Faye Ball

Late in July one of our clubs happiest and most helpful members passed away. Mrs. Faye Ball, wife of Alan and mother of Annette and Gary was the victim of a heart attack. Faye was only 30 years of age and this fact made the news of her death very hard to comprehend. Faye had been a regular competitor in motor-khana's and night runs for quite a few years. She had competed in a night run only two days before her death.

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The day of the event started off with fine weather but unknown to us, the competitors, the forests were wet. Of course the traditional Mt. Cootha stage was on again and it was dry. A big crowd gathered on the mountain to witness the start of the rally and this year the field was running in reverse order so they had to hang around if they wanted to see the superstars in action. With the voices of Jim Pilgrim and Pat Hetherman booming over the PA the event got underway right on time.

MT. COOT-THA 2.61km SS 1

1	Bell/Ellis	M	2.13	15	Coote/Stewart	M	2.27	Johnson	A	2.34
2	Lowe/Pedder	C	2.16		Roach/Price	C	2.27	Reddiex	B	2.34
3	Brown/Hall	C	2.18	17	D Briscoe	C	2.28	Feron/Gu	N	2.34
4	Clark/Kenny	M	2.19		Palmer/Gray	N	2.28	32Habel/Ka	A	2.35
	Hansford/Payne	C	2.19	19	Neumann/Best	R	2.29	Ball/Cad	N	2.35
	Glennie/Taylor	C	2.19		Cook/Blake	N	2.29	34Bailey/B	A	2.37
7	Phillips/Young	C	2.21	21	Fritter/	A	2.30	Martin/K	N	2.37
8	Crement/Temple	C	2.23		McLoughlin/Off	A	2.30	36Taylor/A	C	2.38
	Taylor/Drummon	A	2.23		Potts/Sherwood	N	2.30	Gees/Gse	A	2.38
10	Briscoe/Morly	R	2.25	24	Middleton/Thom	A	2.32	38Bailey/	N	2.39
	Alexander/Stew	R	2.25		Mann/Young	R	2.32	39Bell/Bei	R	2.40
	Gray/Hamwood	A	2.25		Zaver/Zaver	N	2.32	Streithe	B	2.40
13	Harvey>Weale	A	2.26	27	Sudiro/Julien	R	2.33	41Cross/St	B	2.41
	Keeley/Funke	R	2.26	28	Kahler/Batston	R	2.34	Herlihen	N	2.41

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	Hansford/Payne	C	2.19	19	Neumann/Best	R	2.29	Ball/Cad	N	2.35
	Glennie/Taylor	C	2.19		Cook/Blake	N	2.29	34Bailey/B	A	2.37
7	Phillips/Young	C	2.21	21	Fritter/	A	2.30	Martin/K	N	2.37
8	Cremen/Temple	C	2.23		McLoughlin/Off	A	2.30	36Taylor/A	C	2.38
	Taylor/Drummon	A	2.23		Potts/Sherwood	N	2.30	Gees/Gse	A	2.38
10	Briscoe/Morly	R	2.25	24	Middleton/Thom	A	2.32	38Bailey/	N	2.39
	Alexander/Stew	R	2.25		Mann/Young	R	2.32	39Bell/Bei	R	2.40
	Gray/Hamwood	A	2.25		Zaver/Zaver	N	2.32	Streitbe	B	2.40
13	Harvey>Weale	A	2.26	27	Sudiro/Julien	R	2.33	41Cross/St	B	2.41
	Keeley/Funke	R	2.26	28	Kahler/Batston	R	2.34	Herlihen	N	2.41

43 Johanson/Wright	N 2.42	Madsen/Krause	N 2.44	53 Currie	A 2.47
WirthMogg	N 2.42	Krebs/Reddiex	N 2.44	Rea/McK	B 2.47
45 Burns/Smith	N 2.43	Zagami/Zoch	N 2.44	55 Lockhar	A 2.49
Griffith/Renwic	N 2.43	51 Marshall/Gol	A 2.45	O'Shea	N 2.49
47 Adams/Randell	C 2.44	52 Reid/Garbett	R 2.46	Tipper	N 2.49
				58 Mlls/Mi	N 2.50
				59 Clay/Sp	N 2.52
				60 Verity	N 2.53
				61 Lewis/W	N 3.02
				62 Rogers/	N 3.11
				63 Hetheri	N 3.27

Terry Lewis made a TV star out of himself when he put his Escort up on its side at the final hairpin, luckily with no injury to the car or crew. Rob Bell's event ended here when he broke both of his Escort's axles on the same corner.

HELAWONDI 13.25km SS 2

1 Clark	M 8.47	16 Marsh.	A 9.55	31Kabel	A 10.39	46 Cook	N13.34
2 Glennie	C 9.14	17 Baile	A 9.58	32 Stre	B 10.42	47 Pott	N14.59
3 Coote	M 9.20	18 Fritt	A 10.00	33 Midd	A 10.43	48 Veri	N15.43
4 Hansford	C 9.21	Feron	N 10.00	34 Gees	A 10.54	49 Zaga	N15.56
5 Creman	C 9.26	20 Bell	M 10.02	35 Lewi	N 10.85	50 Rea	B16.15
6 Adams	C 9.28	21 Reddi	B 10.08	36 Zave	N 10.58	51 Mads	N17.21
7 D.Brisco	C 9.30	22 McLou	A 10.10	37 Lowe	C 10.59	52 Palm	N18.10
Gray	A 9.30	23 Ball	N 10.13	38 John	A 11.04	53 Roge	N21.27
9 Alexande	R 9.31	24 Curri	A 10.18	39 Lock	A 11.11	54 Clay	N23.11
10 G.Brisco	R 9.34	25 A.Tay	C 10.22	40 Cros	B 11.37	55 O'Sh	N24.00
11 M.Taylor	A 9.43	26 Kahle	R 10.27	41 Brow	C 12.05	Mills	N24.00
12 Phillips	C 9.44	Reid	R 10.27	42 Bail	N 12.11	Tippe	N24.00
13 Roach	C 9.48	28 Burns	N 10.30	43 Kreb	N 12.25		
14 Harvey	A 9.54	Sudir	R 10.30	44 Neum	R 13.14		
Martin	N 9.54	30 Mann	R 10.31	45 Wirt	N 13.17		

After we got to Imbil we had a break for a couple of hours so we went and rescued our service crew who had broken down on the way and we used the oppurtunity to get our Halda 100% accurate. Bill Keeley went off the road in this section and Peter Herlihen succeeded, where we just failed, to collect Bill's Datsun. The track was very slippery and we went off a bit again further on.

HORSESHOE ROAD 13.04km SS 3

1 Glennée	C 10.46	23 McLoughlin	A 11.57	45 Cook	N 15.29
2 Phillips	C 10.50	24 A.Taylor	C 12.08	46 Currie	A 16.07
3 Coote	M 11.19	25 Burns	N 12.11	47 Fritter	A 16.09
4 Mann	R 11.20	26 R.Bailey	A 12.16	48 Verity	N 16.21
5 Sudiro	R 11.21	27 Zaver	N 12.17	49 Tipper	N 16.38
6 M.Taylor	A 11.25	28 Potts	N 12.36	50 Reddiex	B 17.07
7 D.Briscoe	C 11.27	29 Reid	R 12.41	51 Lockhart	A 21.01
8 G.Briscoe	R 11.28	30 Feron	N 12.43	52 Martin	N 23.46
9 Cremen	C 11.35	31 Gees	A 12.44	53 Rogers	N 24.00
10 Adams	C 11.36	32 M.Bailey	N 12.54	Mills	N 24.00
11 Clark	M 11.37	33 O'Shea	N 13.05	Zagami	N 24.00
12 Harvey	A 11.38	34 Lowe	C 13.06	Wirth	N 24.00
13 Brown	C 11.39	35 Kabel	A 13.43		
Bell	M 11.39	36 Cross	B 13.45		
15 Roach	C 11.40	37 Rea	B 13.47		
16 Middleton	A 11.41	38 Johnson	A 13.49		
17 Hansford	C 11.46	39 Madsen	N 13.51		
Alexander	R 11.46	40 Ball	N 13.57		
Neumann	R 11.46	41 Lewis	N 14.09		
20 Gray	A 11.48	42 Clay	N 14.26		
21 Kahler	R 11.52	43 Krebs	N 14.49		
22 Marshall	A 11.55	44 Streitberg	B 14.52		

A good run so far for Glennie sees him in the lead from Peter Clark in the Subaru and Coote in the 323. John Palmer retired after SS 2.

CUTTERS CAMP 9.33km SS 4

1	Bell	M	7.27	19	Mann	R	8.49	37	Reid	R	9.37
2	Phillips	C	7.33	20	R.Bailey	A	8.50	38	Martin	N	9.40
3	Clark	M	7.41	21	Middleton	R	8.51	39	Cross	B	9.41
	Glennie	C	7.41	22	Harvey	A	8.52	40	Lewis	N	9.45
5	Hansford	C	7.50	23	D.Briscoe	C	9.00	41	Cook	N	9.49
6	Lowe	C	7.51		Burns	N	9.00	42	Currie	A	10.00
7	Brown	C	8.07	25	Zaver	N	9.04	43	Ball	N	10.02
8	Roach	C	8.12		Feron	N	9.04	44	Madsen	N	10.07
9	Coote	M	8.16	27	M.Bailey	N	9.08	45	Verity	N	10.17
10	Cremen	C	8.17	28	Neumann	R	9.09	46	Streitberg	B	10.18
11	M.Taylor	A	8.23	29	Fritter	A	9.15	47	Krebs	N	10.49
12	Gray	A	8.25	30	McLoughli	A	9.16	48	Lockhart	A	10.57
13	Adams	C	8.32	31	Potts	N	9.20	49	Mills	N	11.25
14	Sudiro	R	8.33	32	Gees/	A	9.23	50	Rea	B	11.31
15	G.Briscoe	R	8.44	33	Reddiex	B	9.28	51	Tipper	N	11.49
	G.Alexand	R	8.44	34	Kabel	A	9.31	52	Zagami	N	11.56
17	A.Taylor	C	8.47	35	Wirth,	N	9.31	53	Rogers	N	12.20
18	Kahler	R	8.48	36	Marshall	A	9.32	54	Johnson	A	20.00

Well what a disasterous section for us. I managed to let the car fall slightly over about a 10 ft. drop with the front half of the car hanging in mid air and only one back wheel on the ground.

Without an LSD there was no way the car would reverse back on to the track and each time we tried it we slipped a little bit further towards rolling over. Tom got out to try and push (with the front wheel at about shoulder level) but even with trees under the useless rear wheel we didn't do any good. While Tom was running around doing all this I found that I absolutely could not take my foot off the brake or the car started to go again.

The car dropped enough to get one front wheel on Terra Firma and we noticed that the rally road sort of did a hard left a bit further on then came back on itself. I new that if we stayed where we were the car would get hit over the edge for sure so we decided to try and ease it down without going over and park in a gap between the trees. Well after further investigation by Tom he discovered that with a bit of bush bashing we might be able to get back on the rally road. So over we went, just missing a menacing looking tree and continued about 30 metres with Tom leading the way and clearing trees (snapped 'em off with his bare hands) turned hard right then left and there was Norm Fritter zapping past (I dont know where he thought we had come from) on the rally road. So in jumped Tom and off we went losing about 10 minutes but glad to actually still be in the event.

Hugh Bell averaged 77kmh for this stage which is very good for such slippery roads. Taylor in the City impresses.

POSITIONS AFTER 4 SECTIONS AND 33.45kms

1	Glennie	C	30.00	12	Mann	R	32.12	23	Marshall	A	34.07
2	Clark	M	30.24	13	Adams	C	32.20	24	Brown	C	34.09
3	Phillips	C	30.28	14	D.Brisco	C	32.25	25	Lowe	C	34.12
4	Hansford	C	31.16	15	Alexande	R	32.26	26	Feron	N	34.21
5	Bell	M	31.21	16	Harvey	A	32.50	27	Burns	N	34.24
6	Coote	M	31.22	17	Sudiro	R	32.57	28	Zaver	N	34.51
7	Cremen	C	31.41	18	Kahler	R	33.41	29	Reid	R	35.31
8	Taylor	A	31.54		R.Bailey	A	33.41	30	Gees	A	35.39
9	Roach	C	32.07	20	Middleto	A	33.47	31	Kabel	A	36.28
10	Gray	A	32.08	21	McLoughl	A	33.53	32	Neumann	R	36.38
11	G.Brisco	R	32.11	22	A.Taylor	C	33.55	33	Ball	N	36.47

34 M. Bailey	N	36.52	41 Potts	N	39.25	48 Lockhart	A	45.58
35 Cross	B	37.44	42 Krebs	N	40.47	49 Johnson	A	47.27
36 Fritter	A	37.54	43 Cook	N	41.21	50 Wirth	N	49.30
37 Lewis	N	37.56	44 Madsen	N	44.03	51 Zagami	N	54.36
38 Streitberg	B	38.32	45 Rea	B	44.20	52 Tipper	N	55.16
39 Currie	A	39.12	46 Verity	N	45.14	53 Rogers	N	60.58
40 Reddiex	B	39.17	47 Martin	N	45.57	54 Mills	N	62.15

M = National Classified, C=State Classified, R=Recognised,
A = Clubman 3A, B=Clubman 3B, N = Novice.

Hugh Bell has had a pretty ordinary event up to this stage but still holds 5th place. Glennie leads a close battle between Clark and Phillips. Mark Taylor leads the clubman by 14 secs. from the surprise of the event, Tony Gray. Geoff Briscoe in an Escort heds Barry Mann by only 1 sec. in the recognised class. The Novice class is lead by Dave Feron's Datsun from Ron Burns in an RX-2.

DERRIER 8.76km SS 5

1 Bell	M	10.30	18 Mann	R	13.16	35 Lewis	N	16.53
2 Coote	M	10.58	19 Alexander	R	13.18	36 Currie	A	17.15
3 Brown	C	11.08	20 G.Briscoe	R	13.19	37 Ball	N	17.17
4 M. Taylor	A	11.15	21 Johnson	A	13.20	38 Feron	N	17.50
5 Harvey	A	11.20	22 Burns	N	13.28	39 Cross	B	18.17
6 Gray	A	11.26	23 Fritter	A	13.35	40 Krebs	N	18.22
7 Hansford	C	11.30	24 Middleton	A	13.45	41 Phillips	C	19.00
8 Lowe	C	11.42	25 Reddiex	B	13.46	Lockhart	A	"
9 Roach	C	11.51	26 D.Briscoe	C	14.02	Martin	N	"
10 Cremen	C	12.00	27 Potts	N	14.04	Zaver	N	"
11 Sudiro	R	12.39	28 Neumann	R	14.13	Madsen	N	"
12 A. Taylor	C	12.54	29 Kabel	A	14.31	Rea	B	"
13 McLoughlin	A	12.56	30 Streitberg	B	14.43	Mills	N	"
14 R. Bailey	A	12.58	31 Reid	R	14.54	Verity	N	"
15 Adams	C	12.59	32 Gees	A	15.03	Zagami	N	"
16 Marshall	A	13.05	33 Bailey M.	N	15.14	Wirth	N	"
17 Kahler	R	13.08	34 Cook	N	16.17	51 Tipper	N	20.26

Bell blitzed 'em on that stage and look at the Clubmen in 4th 5th and 6th. This is the section where we lost the leader Glennie 2nd place man Clark (both off the road) and third place Phillips also had an off bending the front end. I hear that Peter Glennie had to be physically held back from having "words" with someone that ran into his car parked in a ditch.

M TRAVERSE 10.04km SS 6

1 Coote	M	13.07	15 G.Briscoe	R	14.45	29 Reddiex	B	16.54
2 Bell	M	13.15	16 A. Taylor	C	14.50	30 Lewis	N	17.14
3 M. Taylor	A	13.30	17 D.Briscoe	C	14.51	31 Streitberg	B	17.28
4 Phillips	C	14.01	18 Alexander	R	14.55	32 Johnson	A	17.54
Lowe	C	14.01	19 Kahler	R	14.59	33 Burns	N	17.59
6 Cremen	C	14.03	20 Sudiro	R	15.06	34 Feron	N	18.08
7 Harvey	A	14.07	21 Middleton	A	15.32	35 Lockhart	A	18.16
8 Mann	R	14.14	22 McLoughlin	A	15.50	Gees	A	18.16
9 Brown	C	14.15	23 Neumann	R	16.06	37 Currie	A	18.19
10 Adams	C	14.17	24 R. Bailey	A	16.15	38 Rea	B	18.22
11 Roach	C	14.27	25 Potts	N	16.18	39 Cross	B	18.44
12 Marshall	A	14.33	26 Zaver	N	16.19	40 Kabel	A	18.59
13 Gray	A	14.36	27 Fritter	A	16.39	41 Martin	N	19.31
14 Hansford	C	14.40	28 Reid	R	16.48	Ball	N	19.31

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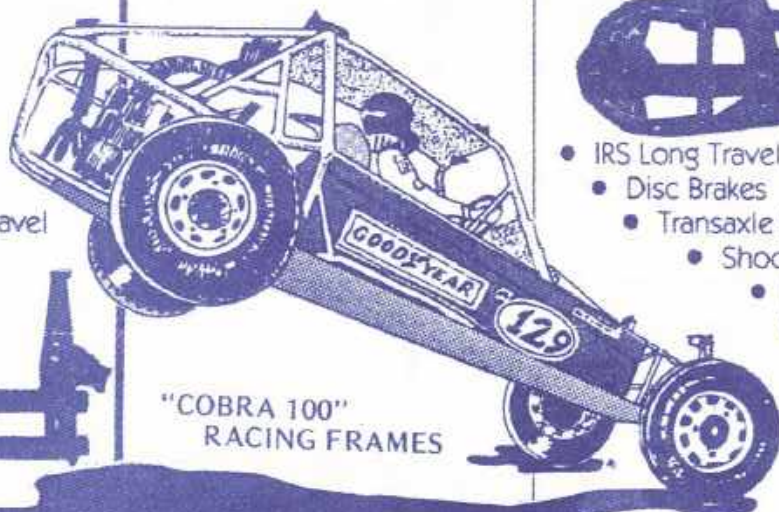
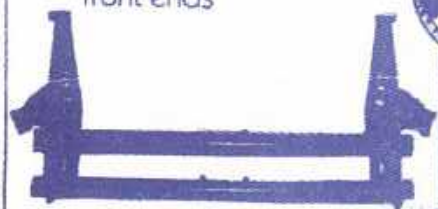
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KEMPSEY - A GREAT SUCCESS

The Bridgestone sponsored Kempsey/Mackay 1000, conducted on 26/27 July, once again proved an outstanding success for Event Director, Queensland's own Gary Connelly.

Some of you love him - some of you hate him (not being kinky, I just like the guy), but when it comes to staging events like this and bringing Off-Road Racing to the public and satisfying the needs of competitors, our Gary is to Off-Road Racing what Ron Macauliffe is to Rugby League.

And for you "Knockers" who like to sit on the sidelines and sling mud, I'd ask you to slink off into a dark corner sometime in the near future and have a good, deep think about what events such as Kempsey, Kooralbyn, Dubbo, Goondiwindi, The Astrodome, Tara, etc, would be like without men like Gary Connelly, Phil Unicomb, Ron Wilson, Eric Tomson and several others who continually get 'back stabbed' simply because they devote precious business and social time to stage an event for us to have fun at.

Like it or not, the public is not coming to Off-Road Racing - these men are taking Off-Road Racing to the public.

So lets get behind them and support their efforts. Good events well promoted attract crowds, crowds attract sponsors.

Now that I've got that little bit of frustration out of the system, lets talk about Kempsey.

Congratulations Gary, a job well done,

162 competitors for a Non-National Title event is a fair indication of the popularity that this "longest, continuous Off-Road Race in Australia" has ascended to on the calendar.

A Russian team of 16 officially competing in a motor sporting event for the first time anywhere in the world. An official Japanese team driving for John Chapman's O.M.E. Goodyear sponsored Mitsubishi, Rod Hall competing from the U.S.A. - a real international flavour.

A record 27 competitors from Queensland. Heading the list was Lance Zivic leading club champion contender, Ron Dormer and the Beast, the Mountain Man Ed Van Amstel, Wayne Cambi in the unfamiliar role of a Baja driver, Heckle & Jeckle, Ropes, and the unstoppable Ken Smith in his Suzuki 4WD. Even George Croucher brushed the cobwebs off his frame to go South, and Jeffrey's familiar yellow and white Baja was there too, and of course, the Queens of the track Linda and Cathy in the Cheetah. Why sponsors aren't falling over each other to promote their products on Linda's car (and Body) has got me beat.

The "Knockers" we mentioned earlier say she just gets on the track and potters around. Not so "Knockers", Linda can drive the pants off a lot of male competitors, and if you doubt that statement try this for size - 9th outright in a field of 162.

Nev Taylor and "Yours Truly" were also there in the new 444 Baja, Laurence Svenson plus Dad fronted also. Its good to see this close Father-Son association at the race track, as with Lance and Fred Zivic. Fred sometimes gets a little too involved in Lance's car, as was proved at Kempsey. He was sporting a very painful crushed finger, sustained while working on the car on Friday night.

As reported previously, the old 444 "Overdraft 2" was written off at Dubbo early in the year.

Work has been going on for months to get the new 444 ready for Kempsey. By the way, Nev's wife Annette has declined to name it "Overdraft 3" in preference for "Bankrupt I".

The paint job is superb, a thin coat of red oxide applied hastily at Midnight Friday before putting it on the trailer.

The reconnaissance loop on Saturday was the first ride Nev and I had in the car. Our prologue time was fastest in class - by one second from fellow Queenslander Jeffreys.

Connelly provided a touch of spectator magic by starting vehicles for the event four at a time.

Its abit hairy lining up at the grid with the yellow Jeffreys Baja up your clacker and two fast buggies as well. Especially when there is a man made jump 100 yards in front of you that will take only three cars and a creek crossing a further 75 yards away only one car wide.

Away we went, with 550 kilometres of continuous racing in front of us. Jeffreys pushed us hard for 50 k and then we let him go, we had noticed occassional puffs of blue smoke that should not have been there. After 270 k our blue smoke was worse than the dust so we decided to call it a day and head for the pits.

Unfortunately for Barry MacFarlane, he was in the pits with gear box problems. Barry, being the sportsman that he is, once again offered his motor to help a fellow competitor out. Thanks Barry, you're a sportsman.

A not-so-quick engine change and off we went again. Without going into details, it was a stop-start affair from then on with electrical problems, as the Jeffreys boys will verify. In the last two short loops we must have passed each other at least six or seven times. We finished the day with a 4th in class, with Jeffreys taking third spot.

Without doubt, Class 4 honours go to Wayne Cambi and Denis Denning. A first up first in class. Congratulations Boys, Well Done! Obviously Queensland is the Baja State with a First, Third and Fourth.

Smithy once again waved the flag in 4WD with a second in class. Ken is certainly building a record of consistency with yet another finish. With good results at Waikeri and Kooralbin, Ken will walk away with the 4WD National Title and finish well up in the outright running, if not Win it.

Congratulations to Heckle and Jeckle on a fine performance in coming second in class 3. That might shut a few of the critics up for a while.

Linda's 9th outright could quite easily have been 5th outright, except for a busted Tie-Rod. However, the "if onlys" will no doubt flow thick and fast for a few weeks and then we will all start thinking of Kooralbyn.

The outright winner this year in the Bridgestone sponsored event was the Goodyear/O.M.E. sponsored Terry Merriman, a Wheat Farmer from Griffith.

This is the second consecutive year that Bridgestone has sponsored the event and the second consecutive year that a Goodyear/O.M.E. vehicle has taken it out.

Just to show there is no bias on the writer's part, at the Goodyear sponsored Kooralbin event last year a Bridgestone sponsored vehicle won.

Once again, thanks Gary for a top event, and lets all get behind Phil Unicomb and Gary in their preparation for Kooralbin.

Norm Perring.

OFF ROAD ANTICS

Ten to go the marshal says
Check the clutch and engine revs,
The oil light flicks the heart stops still
Bloody pit crew did they fill,
Five, four - three, two, one
Gear stick in, the engine gun
The finger drops, the word is go
Tyres bite in and adrenalin flow
The navvie points way up ahead
Hell a jump-christ we're dead
Up we go, the nose dips down
Two point landing on the ground
The shocks rebound the body groans
The navvie shakes his head and moans,
Now a left and thru the gate
That caution sign will cause debate
This bloody creek - it's two feet deep
The other bank - she's wet and steep
With spinning wheels we're over the lip
Now hang a right, steady-don't flip
Wipe the goggles and into third
That engines' sweet - the best I've heard
Down the hil and round the bend
Brake - back to second or a sticky end
Slow don waves navvie - you're going too fast
Thumbs up he shows, we're round at last
That stump - watch out - it shouldn't be there
Hell it's quiet up-side-down in the air
Twenty feet was this time round
Before the roof she hit the ground
Next time out we'll do our best
To finish the ~~road~~ ^{loop} with all the rest.

NORM PERRING.

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Four (4) only Mazda mags. Drag Mag 5 slot pattern \$100 Alan McConnell

Datsun 1600 Rally Car. 1800 Balanced, 10 to 1 Compression, Webers etc.
 80 amp alternator, seam welding and strengthened rear crossmember
 by Coote, 240k 5 Speed, 4.4 to 1 diff (open), 240K Struts,
 7/8 master cyl, Hydraulic Handbrake, 7/8 rear cyls, rose jointed
 Lower control arms, big radius rods, hex tie rods, New sills (tuffer),
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 Super Oscars, 6 x Mags 6" with Dunlop SP52 tyres, new paint job, and
 many spares including 2 diffs. This car is very reliable,
 (1 Mech. failure in 8 rallys, 12 Sprints.) \$ 2,500 firm.

Phone Peter Johnson 3970475 H. I have entered in the M.G. Rally but if
 you were serious you can have it now. Also 12 months rego. (fibre-
 glass gaurds, Bonnet, boot too) Ready to Rally now with rebuilt diff.

POINTSCORES POINTSCORES

WORLD RALLY CHAMPIONSHIP(After 7)

Iimo Salonen	Peugeot 205	88
Stig Blomqvist	Audi Quattro	60
Ari Vatanen	Peugeot 205	55
Walter Rohrl	Audi Quattro	39
Bruno Saby	Peugeot 205	23
Wilson Boyd	Datsun 1600	122

Manufacturers

Peugeot	112
Audi	76
Nissan	38
Toyota	28
Lancia, Renault,	
Porsche	24

The Q.R.C. and A.R.C. points remain unchanged from the July issue.
 I think the A.O.R.C points have Mark Burrows on 65 leading Craig
 Martin on 60 and Dave Martin on 51.

A note to all organisers. Please send direct to me a copy of the
 results of your event so I can keep the relevant championships up
 to date and publish the results.

LATE NEWS (Hold the presses and all that)

Mulligan wins a rally!

The 1985 200 Rally of Australia has been won by Ed Mulligan in a
 Subaru RX Turbo. Wayne Bell was leading the event up to the last
 few kilometers but had a problem and dropped out. Peter Johnson
 and Geoff Jones in another Subaru placed second with Queensland's
 own Denis Brown and John Hall third in their Caltex Australia
 Subaru. There were only nine finishers. Well done Denis and John.

STOCK EXCHANGE

Peter Glennie scored a narrow victory in the recent Stock Exchange Rally. He won by only ½ a minute from Mark Taylor with Tony Gray in third spot. Ron Hendrickson would have won if it had not been for the fact that he was penalised 5 minutes on transport sections. Gatten, Browning and Singleton were equal 4th place. A good showing first time out for the unique 4WD Alfa Sud. A full story next issue, from a new reporter.

VIDEOS FOR HIRE

The latest '85 rally and motor sport videos are now for hire at G.P.Cars, Kelvin Grove. These tapes are usually very well put together and make spectacular viewing. So drop in and see Rod or Keith and grab a tape

MORE SUBARUS

Two more Subaru RX Turbo rally cars are headed for Queensland. Both Peter Glennie and Peter Marcovich will be seen in the cars soon. Beware of an even more exotic car to be seen on the local rally scene next year.

MERRIMAN'S MACLEAY

Craig Martin's domination of the Australian Off Road Championship was ended at Macleay on July 28 when Terry Merriman and Steven Molloy won the Bridgestone 1000, round 3 of the series. They won by nearly 7 minutes from Mark Burrows in a Class 2 vehicle. Third place also went to a Class 2 car, that of Morley who was over 20 minutes behind Burrows.

JULY NIGHT RUN

Results of the July night run are as follows:

- 1 D. Tainton/A. McConnell
N. Bennink/R. Kemp
- 3 N. Jory/S. Gaylard
F. Ball/S. White
W. Boyd/B. Boyd
- 6 R. Carpenter/D. Jamieson



It was disturbing to hear of Ari Vatanen's accident recently on the Argentine Rally. Ari crashed on the first section and apparently rolled about 5 times. Knowing the average speeds on that rally I'd say Ari was doing well over the ton when he went off. His injuries include a broken leg, broken arm and broken spine. His condition at the time of writing is listed as critical. Lets hope the surgeons do their job as it would be a tragic loss to the sport if Ari was to retire from rallying or even worse succumb to his injuries. Probably the fastest rally driver ever, Ari was always seen to be driving on the limit and sometimes past it !

POINTS SCORES POINTS SCORES

QUEENSLAND MOTORKHANA CHAMPIONSHIP (After 3)

Andy Burgess	Mini Special	40	Class A:	L. Jenkinson	Moke	8
Steve McCabe	Citroen Special	37		K. Freeman	Mini	4
Alan Wheeley	Kwakakart	34		R. Jenkinson	Moke	2
Lindsay Jenkinson	Moke	34	Class B:	L. Sutherland	Corolla	9
Alan McConnell	Mazda RX-2	29		A. Sleaford	Viva	3
Ian Brown	VW Superbug	21		K. Butcher	Corolla	2
Ross Perry	Citroen Special	20		G. Johnson	Viva	2
Kev Freeman	Mini	18	Class C:	A. McConnell	Mazda	8
Lindsay Sutherland	Corolla	18		I. Brown	VW	6
Phil Griffan	Mini Special	15		D. Tainton	Datsun	2
				T. Scharf	Celica	2

HOLLAND PARK AUTO ELECTRICS/BEARS BODY WORKS SPRINT RALLY SERIES

Peter Phillips	Datsun 1600	41	Bruce Reville	Peugeot	7.5
Greg Whitaker	Toyota Celica	33	Scott Lanham	?	7.5
Marc Roach	Datsun 1600	29	John Siddins	Datsun 1600	7
Kevin Harvey	Datsun 1600	29	Dennis Frawley	Torana	6
Laurie Gattton	Datsun 1600	23.5	Joe Currie	Datsun 1600	6
Harvey Potts	Mitsubishi	20	Brad Morrison	Ford Escort	4
Keith Fackrell	Ford Escort	18.5	Peter Ball	Datsun 1600	4
Mick Barry	Datsun 1600	17	Wayne Lemon	Datsun 1600	4
Greg Summerville	Datsun 1600	17	Paul Mason	Toyota	4
Jim Reddiex	Citroen GS	13.5	Don Currie	Datsun 1600	3
Tony Gray	Datsun 1600	13	Kevin Lingard	Datsun 1600	2
Rod Browning	Holden Gemini	13	Stephen Reid	Datsun 1600	2
Robert Bell	Ford Escort	12	Bill Keeley	Datsun 1600	2
Ron Hendrickson	Datsun 1600	11	Stewart Reid	Toyota	1
Ian Reddiex	Citroen GS	8.5	Paul Jones	Alfa Sud	1

AUSTRALIAN TOURING CAR CHAMPIONSHIP (Final)

Jim Richards	BMW 635	218	Colin Bond	Alfa Romeo	118
Dick Johnson	Ford Mustang	192	Alan Jones	Alfa Romeo	116
Peter Brock	Commodore	153	John Smith	Toyota	110
Neville Crichton	BMW 635	149	Kevin Bartlett	Mitsubishi	75
Robbie Francevic	Volvo 240T	143	Jim Keogh	Commodore	73

WORLD DRIVERS CHAMPIONSHIP (After 9)

Michele Alboreto (ITALY)	Ferrari	46
Alain Prost (FRANCE)	McLaren TAG	41
Elio De Angelis (ITALY)	Lotus Renault	26
Keke Rosberg (FINLAND)	Williams Honda	18
Stefan Johansson (SWEDEN)	Ferrari	16
Nelson Piquet (BRAZIL)	Brabham BMW	13
Ayrton Senna (BRAZIL)	Lotus Renault	9
Jacques Laffite (FRANCE)	Ligier Renault	8

BRISBANE SPORTING CAR CLUB LIMITED

A U T O C R O S S

15th SEPTEMBER 1985

SUPPLEMENTARY REGULATIONS

1. TITLE OF THE EVENT

The event shall be a closed invitation public Autocross and shall be known as the "B.S.C.C. Autocross", hereafter called "the event". It will be held on Sunday 15th September 1985.

2. AUTHORITY AND PERMIT

The event shall be held under the International Sporting Code of the Federation Internationale de l'Automobile (F.I.A.) the National Competition Rules of C.A.M.S. and any further regulations which may be issued subject to NCR 69, these Supplementary Regulations. The event is authorised by CAMS Permit No.Q 85/147 which will be displayed at the start.

3. SPONSOR

The event will be sponsored by

4. PROMOTORS

The event will be promoted by The Brisbane Sporting Car Club Ltd., P.O. Box 347, Woolloongabba Q. 4102.

5. ORGANISERS AND OFFICIALS

The Organising Committee will comprise:

Clerk of Course	Phil Unicomb	Tel: 200 5564	(bus & home)
Assistant Clerk of Course:	Paul Watkinson	266 4460	(bus)
		357 5294	(home)
	Brian Swinton	848 4558	(home)
Secretary:	Cathy Gurdon		
Scrutineer:	Geoff Dein		

6. STEWARDS: I.Wells, N.Skinner

7. VENUE LOCATION.

The event shall be held at the Kooralbyn Valley Resort approximately 25 km south of Beaudesert, Qld. on Sunday 15th September, 1985 commencing at 10.00 a.m.

8. ENTRY REQUIREMENTS

8a. Competitors:

Entries shall be accepted from Financial members of the Brisbane Sporting Car Club Ltd. and the following invited clubs, who are holders of at least a CAMS Basic Licence. No driver shall be under the age of 16 years.

Ipswich West Moreton Auto Club	Holden Sporting Car Club of
Northern Districts Sporting Car Club	Qld.
Renault Car Club	Surfers Paradise Auto Racing Club.

Entries shall open on Monday 19th August 1985 and will close on Monday 9th September 1985 at 9.30 a.m.

A maximum of 70 entries will be accepted. The required minimum number is thirty entries.

Entry Fee is \$30.00, which includes P.A. insurance and should be sent to:

Event Secretary
B.S.C.C. AUTOCROSS
P.O.Box 347

WOOLLOONGABBA 4102

with completed entry form.

8.b. Vehicle:

Entries may be received from any vehicle complying with Appendix C, Part 2, Sections 1, 2, 4.1, 4.2, 4.3

The same vehicle may be entered up to 3 (three) times provided it is driven by a different driver in respect of each entry. No driver shall compete in more than one vehicle.

8c. The competitors will be divided into the following classes:

Class A - Rally cars with Grade 2 and higher standard drivers.

Class B - Rally cars with Grade 3a and 3b drivers

Class C - Rally cars with Grade 4 drivers

Class D - Stock Production Sedans (Group F)

Class E - Modified production sedans (Group F)

Class F - Class 1 Off-road vehicles

Class G - Class 2 " " "

Class H - Class 3 " " "

Class I - Class 4 " " "

Class J - Class 7 " " "

Class K - Class 8 " " "

Class L - Class 9 " " "

A certificate of extension of Third Party Insurance is required for vehicles registered in Queensland.

The organisers reserve the right to combine any class with insufficient entries i.e. 5 (five) with any other class with the exception of Class L.

9. COMPETITION NUMBERS

Competitors permanent numbers may be used and must be notified on the entry form, otherwise a number will be allocated by the event organisers.

Competitors without permanent numbers are reminded that they will require material for making same, i.e. two 20cm white discs and black numbers.

10. SCRUTINY

Scrutiny will take place on the day of the event starting at 8.00 a.m. and closing at 9.30 a.m. sharp.

11. APPAREL

a) CAMS approved crash helmets and goggles and visors must be worn at all times in practice and competitions. (Helmet to conform with AS 1698 - 1974 and goggles to comply with AS 1609 - 1974) (Goggles fitted with glass lens of any type will not be approved)

Drivers of closed cars do not require goggles or visor.

b) Whilst it is preferred that CAMS approved fire-resistant clothing be worn this is not mandatory. The standard of dress required, for both practice and competitive runs will consist of long trousers with shoes and socks. (Thongs and sandals are not acceptable) and a long-sleeved woollen shirt or jumper. Drivers are urged not to wear synthetics.

12. RUNNING DETAILS

The event will commence after a compulsory driver's briefing at 9.45 am.

Practice will be two (2) laps.

12. All competitors shall have an equal number of laps (heats) approximately 1 km. The exact number of runs will be advised at the compulsory driver's briefing on the day of the event.
- Determination of Winners:
The outright winner and class winner shall be determined solely by the total elapsed time taken, including penalties.
13. AWARDS
Trophies will be awarded to the Outright Winner and the Winner of each class only.
- Trophies will be presented at the Official Tent at the conclusion of the meeting.
14. ABANDONMENT OR CANCELLATION
The Organisers reserve the right to alter, postpone, terminate, or abandon the event at their discretion.
15. PROTESTS
Protests must be lodged in accordance with Part XII of the NCRs.
16. TIMING
Each vehicle shall commence its run from a Standing Start. Timing will commence electronically and will cease when the front wheel crosses the finish line within the bounds of the course as defined by the markers. Engines must be running at the start.
17. JUDGES OF FACT
The Judges of Fact will be the Organising Committee and the time-keepers. They shall judge the elapsed time of any heat and the location of any competing vehicle in relation to a marker or start or finish line. The scrutineer shall be a Judge of Fact as to the safety of any vehicle. There is no right of protest against the decision of a Judge of Fact.
18. CAMS REQUIREMENTS
Details not covered by these regulations will be governed by the provisions of C.A.M.S.



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MOTOTSPORT VIDEO HIRE

As from the 1st. of August, G.P.Cars P/L has been hiring out MOTORSPORT videos from the Kelvin Grove shop.

There has been a need for some time to be able to hire videos with motorsport titles. I have tried in my local video shop for such things with out success. I even joined a library in Victoria in an effort to source some videos of this style, once again without success.

We are only stocking VHS type cassettes at this stage in a limited range. The titles stocked at present are listed below. As new titles become available they will be added to the library. There is a cross section of motorsport covered now with the exception of Grand Prix Racing which is well catered for by Channel 9 already.

Our hiring charges are reasonable and as a bonus we offer a 10% discount for club members

Should you like more information on these, contact any of us at G.P. Cars and we will be able to help.

TITLE	PRICE	TITLE	PRICE
Tape 1 GRANDPRIX 70-71	\$ 80.00	Tape 22 1984 MANX RALLY	\$110.00
Tape 2 GRANDPRIX 72-73	\$ 80.00	Tape 23 1984 ACROPOLIS	\$110.00
Tape 3 GRANDPRIX 74-75	\$ 80.00	Tape 24 1984 PARIS-DAKAR	\$130.00
Tape 4 GRANDPRIX 76-77	\$ 80.00	Tape 25 1985 PARIS-DAKAR	\$130.00
Tape 5 GRANDPRIX 78-79	\$ 80.00	Tape 26 1985 SWEDISH RALLY	\$110.00
Tape 6 IF YOU'RE NOT WINNING	\$ 80.00	Tape 27 1985 PORTUGUESE RALLY	\$110.00
Tape 7 GRAND PRIX '82	\$130.00	Tape 28 1984 WEC COMPILATION	\$130.00
Tape 8 GRAND PRIX '83	\$144.00	Tape 29 1984 RAC RALLY	\$110.00
Tape 9 CLASSIC GP CARS	\$ 74.00	Tape 30 1984 COSTA SMERALDA	\$ 93.00
Tape 10 THE ENGLISHMEN /	\$ 93.00	Tape 31 SPA 24 HOURS	\$110.00
Tape 11 AFRICAN RALLIES	\$110.00	Tape 32 HAVOC 4	\$110.00
Tape 12 FINNS FLYING	\$ 74.00	Tape 33 1984 LE MANS	\$130.00
Tape 13 THE VATENEN TOUCH	\$ 93.00	Tape 34 FROM HARROGATE	\$ 93.00
Tape 14 FOR BRITAIN	\$130.00	Tape 35 RALLYMASTER	\$130.00
Tape 15 TRUCK GRAND PRIX	\$ 80.00	Tape 36 START TO FINISH	\$ 93.00
Tape 16 IN CAR RAC-MANX 2	\$ 93.00	Tape 37 1983 LE MANS	\$110.00
Tape 17 IN CAR MANX	\$ 93.00	Tape 38 GRAND PRIX '84	\$144.00
Tape 18 CIRCUIT OF IRELAND '84	\$ 93.00	Tape 39 1983 RAC RALLY	\$110.00
Tape 19 FINNISH RALLIES '84	\$ 93.00	Tape 40 1982 CIRCUIT IRELAND	\$ 80.00
Tape 20 BHP VOL. 1	\$ 93.00	Tape 41 1985 AFRICAN SAFARI	\$110.00
Tape 21 MAN AGAINST MAN	\$ 93.00	Tape 42 1985 CIRCUIT IRELAND	\$110.00

The prices here are outright purchase prices.

The 1985 Jimna Forest Classic

CONT.

Davies 3.77km SS 8

1 Taylor/Drummond	A	4.14	21 Hill/Hill	B	4.44	41 Scharf/Gru	N	5.01
2 Coote/Stewart	C	4.15	22 Gatton/Morris	A	4.45	42 Scott/Far	N	5.04
3 Phillips/Young	C	4.24	23 Cain/Best	N	4.46	Lewis/Wall	N	5.04
Reddiex/Reddiex	C	4.24	24 Feron/Gusters	N	4.47	44 Madsen/Gil	N	5.05
Bell/Bell	R	4.24	Parker/Michel	B	4.47	45 Wirth/Mogg	N	5.07
6 Brown/Tegg	C	4.27	26 Krause/Mimnaw	N	4.50	46 Lockhart/B	A	5.08
7 Roach/Price	C	4.29	Gees/Gees	A	4.50	47 Griffith/R	N	5.11
8 Harvey>Weale	A	4.31	Cross/Kabel	B	4.50	48 Boyd/Pilgr	N	5.13
Coleman/Hamwood	A	4.31	O'Brien/Hilton	B	4.50	49 Cotterall/	N	5.15
Potts/Sherwood	N	4.31	Scharf/Morris	N	4.50	50 Lee/Polity	N	5.17
11 Browning/Kortla	R	4.32	31 Cook/Blake	N	4.51	51 Zaver/Zave	N	5.21
Gray/Garbett	A	4.32	Lemon/Fisher	N	4.51	52 Harrison/R	N	5.22
13 Passlow/Allen	R	4.34	33 Brock/Mitchel	N	4.52	53 Bailey/Bai	A	5.25
14 Neumann/Best	R	4.35	34 Keeley/Funke	R	4.54	54 Zagami/Zoc	N	5.31
Johanson/Wright	N	4.35	35 Hetherman/Tew	N	4.55	55 Tipper/Tip	N	5.43
16 Palmer/Gray	N	9.08	Martin/Kolas	N	4.55	56 Rogers/Joy	N	5.50
17 Sudiro/Julien	R	4.38	Reddiex/Perry	B	4.55	57 Kahler/Amb	R	7.00
18 Marshall/Goldsw	N	4.39	38 Cutts/Ovens	A	4.56	Jory/Walke	A	7.00
19 Shirley/Shinn	B	4.42	39 Bailey/Swinto	N	4.57			
Burns/Smith	N	4.42	40 Kabel/Kabel	A	4.58			

DIVISION 1 TOTAL

1 Taylor/Drummo	A	9.39	21 Burns, Smith	N	15.43	41 Keeley/Funk	R	19.25
2 Brown/Tegg	C	9.54	22 Marshall/Gold	N	15.44	42 Scott/Farm	N	19.35
3 Phillips/Youn	C	9.55	23 Hill/Hill	B	15.52	43 Bailey/Swi	N	19.51
4 Coote/Stwear	C	11.03	24 Brock/Mitchel	N	15.56	44 Feron/Gust	N	20.00
5 Roach/Price	C	11.15	25 Parker/Michel	B	16.08	45 Lockhart/B	A	20.41
6 Passlow/Alie	R	11.20	26 Lemon/Fisher	N	16.10	46 Cotterall/	N	20.46
7 Harvey Weale	A	11.33	27 Gees/Gees	A	16.24	47 Wirth/Mogg	N	20.56
8 Bell/Bell	R	11.46	28 Kabel/Kabel	A	16.27	48 Zaver/Zave	N	21.14
9 Gray/Garbett	A	12.09	29 Cook/Blake	N	16.29	49 Scharf/Gru	N	21.18
10 Neumann/Best	R	12.10	30 Lewis/Waller	N	16.44	50 Griffith/R	N	21.58
11 Reddiex/Redd	C	12.20	31 Cain/Best	N	16.54	51 Boyd/Pilgr	N	22.57
Coleman/Hamw	A	12.20	32 Cutts/Ovens	A	17.08	52 Bailey/Bai	A	23.50
13 Browning/Kor	R	12.29	33 Cross/Kabel	B	17.14	53 Harrison/R	N	24.07
14 Sudiro/Julie	R	12.54	34 Reddiex/Perry	B	17.18	54 Kahler/Anb	R	24.30
15 Palmer/Gray	N	12.57	35 Jory/Walker	A	17.43	55 Zagami/Zoc	N	25.49
16 Potts/Sherwo	N	13.14	36 Hetherman/Tew	N	18.04	56 Rogers/Joy	N	26.50
17 Johanson/Wri	N	13.31	37 O'Brien/Hilto	B	18.28	57 Tipper/Tipper	N	28.13
18 Gatton/Morri	A	13.44	38 Scharf/Morris	N	18.50	58 Lee/Polity	N	134.01
19 Shirley/Shin	B	14.47	39 Krause/Mimnaw	N	18.56			
20 Martin/Kolas	N	15.37	40 Madsen/Gillan	N	18.59			

After 57.86km's of competitive, Mark Taylor is leading the rally by 15 seconds from Denis Brown in the Subaru. Simon Passlow is going well to be leading the Recognised class by 26 seconds. Taylor is leading the Ciubmen and John Palmer heads a close battle in the Novice class.

Those with problems include Ron Burns with no Terratrip and George Kahler with an unknown problem, ditto for Garry Marshall.

YABBA TOP 8.40km SS 1

1 Phillips/Youn C 8.33	20 Gatton/Morris A 9.45	39 Wirht/Mogg N 10.42
2 Taylor/Drummo A 8.56	21 Scott/Farmer N 9.48	40 Madsen/Gil N 10.43
3 Brown/Tegg C 9.05	Cook/Blake N 9.48	41 O'Brien/Hi B 10.48
4 Coote/Stewart C 9.07	23 Scharf/Grundy N 9.49	42 Zaver/Zave N 10.54
5 Gray/Garbett A 9.15	Feron/Gusters N 9.49	43 Palmer/Gra N 11.00
6 Browning/Kort R 9.16	25 Reddiex/Perry B 9.54	Potts/Sher N 11.00
7 Harvey/Weale A 9.22	26 Lewis/Waller N 9.56	Scharf/Mor N 11.00
Sudiro/Julien R 9.22	27 Kabel/Kabel A 9.57	Griffith/R N 11.00
9 Johanson/Wrig N 9.24	28 Bailey/Swinto N 9.59	Cain/Best N 11.00
10 Reddiex/Reddi C 9.28	29 Martin/Kolas N 10.02	Lee/Polity N 11.00
11 Coleman/Hamwo A 9.31	30 Gees/Gees A 10.11	Boyd/Pilgr N 11.00
12 Shirley/Shinn B 9.32	31 Neumann/Best R 10.12	Harrison/R N 11.00
13 Roach/Price C 9.34	32 Hetherman/Tew N 10.13	Zagami/Zoc N 11.00
14 Lemon/Fisher N 9.36	33 Brock/Mitchel N 10.22	Tipper/Tip N 11.00
15 Hill/Hill B 9.41	34 Burns/Smith N 10.24	53 Lockhart/B A 11.10
16 Bell/Bell R 9.42	35 Keeley/Funke R 10.28	54 Cutts/Oven A 11.20
Kahler/Ambros R 9.42	36 Bailey/Bailey A 10.33	55 Cotterall/ N 11.28
18 Parker/Michel B 9.44	Cross/Kabel B 10.33	
19 Passlow/Allen R 9.45	38 Krause/Mimnaw N 10.41	

Peter Phillips time for this section was far enough ahead of Taylor to give him the lead in the event. Marshall retired at Division break, as did Jory in the RX-2 and Rogers in his Corolla.

BUFFALO GULLY 8.37km SS 2

1 Everyone except the following. < 6.30	47 Cutts/Ovens A 6.54
33 Reddiex/Perry B 6.33	O'Brien/Hil B 6.54
Krause/Mimnaw N 6.33	41 Madsen/Gillan N 6.39
35 Cook/Blake N 6.34	42 Lee/Politylo N 6.43
36 Kahler/Ambrose R 6.35	43 Gray/Garbett A 6.46
37 Cotterall/Maso N 6.36	44 Scott/Farmer N 6.48
Lockhart/Bruce A 6.36	45 Cross/Kabel B 6.50
Potts/Sherwood N 6.36	46 Zaver/Zaver N 6.52
	49 Wirth/Mogg N 6.55
	50 Harrison/Ra N 7.07
	51 Griffith/Re N 7.08
	52 Scharf/Morr N 7.18
	53 Zagami/Zoch N 7.22
	54 Tipper/Tipp N 7.28
	55 Boyd/Pilgri N 7.29

MT. ROLLMAN 8.87km SS 3

1 Phillips/Youn C 7.44	19 Brock/Mitchel N 8.41	37 Bailey/Swint N 9.10
2 Coote/Stewart C 8.00	20 Lewis/Waller N 8.44	Reddiex/Perr B 9.10
3 Roach/Price C 8.06	Scharf/Grundy N 8.44	39 Johanson/Wri N 9.12
4 Taylor/Drummo A 8.08	22 Hetherman/Tew N 8.45	40 Kahler/Ambro R 9.20
5 Sudiro/Julien R 8.09	23 Kabel/Kabel A 8.46	41 Lockhart/Bru A 9.21
6 Coleman/Mamwo A 8.11	Shirley/Shinn B 8.46	42 Potts/Sherwo N 9.22
7 Brown/Tegg C 8.12	25 Palmer/Gray N 8.47	43 Cotterall/Ma N 9.23
8 Harvey/WEale A 8.14	26 Lemon/Fisher N 8.48	44 Scharf/Morri N 9.31
9 Gray/Garbett A 8.18	27 Cain/Best N 8.49	45 Cutts/Ovens A 9.36
10 Bailey/Bailey A 8.25	28 Gees/Gees A 8.51	Harrison/Ran N 9.36
11 Reddiex/Reddi C 8.27	29 Cook/Blake N 8.54	47 Wirth/Mogg N 9.41
Keeley/Funke R 8.27	30 Martin/Kolas N 8.55	48 Zaver/Zaver N 9.42
13 Bell/Bell R 8.28	31 Hill/Hill B 8.58	49 Griffith/Ren N 9.52
14 Browning/Kort R 8.29	32 Burns/Smith N 9.00	50 Tipper/Tipp N 10.02
15 Gatton/Morris A 8.31	33 Cross/Kabel B 9.04	51 Zagami/Zoch N 10.05
16 Passlow/Allen R 8.35	34 Lee/Politylo N 9.04	52 Boyd/Pilgri N 10.13
17 Feron/Gusters N 8.37	35 O'Brien/Hilto N 9.05	
18 Parker/Michel B 8.40	Madsen/Gillan N 9.05	

UNCLE JOE'S DELIGHT 23.11km SS 4

1	Phillips/Youn	C	18.58	19	Hill/Hill	B	21.27	37	Lockhart/Bru	A	22.42
2	Coote/Stewart	C	19.37	20	Shirley/Sh	B	21.30	38	Lee/Politylo	N	22.44
3	Taylor/Drummo	A	20.08	21	Gatton/Mor	A	21.31	39	Potts/Sherwo	N	22.47
4	Sudiro/Julien	R	20.11	22	Kahler/Amb	R	21.34		O'Brien/Hilt	B	22.47
5	Brown/Tegg	C	20.28	23	Passlow/Al	R	21.39	41	Palmer/Gray	N	22.53
6	Harvey>Weale	A	20.29		Parker/Mic	B	21.39	42	Cutts/Ovens	A	22.56
	Scharf/Grundy	N	20.29	25	Madsen/Gil	N	21.43	43	Wirth/Mogg	N	23.03
8	Coleman/Hamwo	A	20.32		Burns/Smit	N	21.43	44	Boyd/Pilgrim	N	23.40
9	Bell/Bell	R	20.51	27	Feron/Gust	N	21.53	45	Johanson/Wri	N	24.00
10	Browning/Kort	R	20.54	28	Bailey/Swi	N	21.57		Brock/Mitche	N	24.00
11	Reddiex/Reddi	C	20.58	29	Kabel/Kabe	A	21.59		Scharf/Morri	N	24.00
12	Bailey/Bailey	A	21.00	30	Keeley/Fun	R	22.06		Griffith/Ren	N	24.00
13	Lemon/Fisher	N	21.12	31	Roach/Pric	C	22.10		Zaver/Zaver	N	24.00
14	Gray/Garbett	A	21.14	32	Reddiex/Pe	B	22.16		Harrisc/Ran	N	24.00
15	Cain/Best	N	21.15	33	Cook/Blake	N	22.18		Zagami/Zoch	N	24.00
16	Lewis/Waller	N	21.21	34	Gees/Gees	A	22.22		Tipper/Tippe	N	24.00
17	Martin/Kolas	N	21.23	35	Cotterall	N	22.24				
18	Hetherman/Tew	N	21.26	36	Cross/Kabe	B	22.31				

We lost Phil Brock here when the Commodore ran out of fuel. Dave Scharf went berserk in this long section but retired in the next.

RAPID EXCHANGE 8.33km SS 6

1	Phillips/Youn	C	8.10		Cain/Best	N	8.57	29	Cotterall/Mas	N	9.39
2	Coote/Stewart	C	8.14	16	Kahler/Amb	R	8.58	30	Martin/Kolas	N	9.40
3	Brown/Tegg	C	8.24	17	Gatton/Mor	A	9.01		Lee/Politylo	N	9.40
	Taylor/Drummo	A	8.24	18	Parker/Mic	B	9.02	32	O'Brien/Hilto	B	9.41
5	Bailey/Bailey	A	8.33	19	Reddiex/Pe	B	9.03	33	Madsen/Gillan	N	9.48
6	Browning/Kort	R	8.37	20	Johanson/W	N	9.05	34	Zaver/Zaver	N	9.53
	Coleman/Hamwo	A	8.37	21	Lewis/Wall	N	9.06	35	Lockhart/Bruc	A	10.02
8	Palmer/Gray	N	8.41	22	Hetherman	N	9.10	36	Grifith/Renwi	N	10.22
9	Gray/Garbett	A	8.47	23	Hill/Hilli	B	9.11	37	Gees/Gees	A	10.35
10	Passlow/Allen	R	8.50	24	Kabel/Kabe	A	9.19	38	Zagami/Zoch	N	10.53
11	Harvey>Weale	A	8.51		Bailey/Swi	N	9.19	39	Sudiro/Julien	R	11.00
12	Reddiex/Reddi	C	8.56	26	Burns/Smit	N	9.20		Harrison/Rank	N	11.00
	Bell/Bell	R	8.56	27	Shirley/Sh	B	9.22		Tipper/Tipper	N	11.00
14	Feron/Gusters	N	8.57	28	Cross/Kabe	B	9.35				

POSITIONS AFTER 13 COMPETITIVES AND 114.94km's

1	Phillips/Youn	C	17.35	15	Hill/Hill	B	29.24	29	Cross/Kabel	B	33.32
2	Taylor/Drummo	A	19.30	16	Johanson/W	N	29.27	30	Bailey/Swint	N	34.37
3	Coote/Stewart	C	20.16	17	Parker/Mic	B	29.28	31	O'Brien/Hilt	B	37.28
4	Brown/Tegg	C	20.18	18	Gatton/Mor	A	29.47	32	Cotterall/Ma	N	38.01
5	Harvey>Weale	A	22.44	19	Martin/Kol	N	29.52	33	Lockhart/Bru	A	38.17
6	Coleman/Hamwo	A	23.26	20	Lewis/Wall	N	30.06	34	Kahler/Ambro	R	38.24
7	Bell/Bell	R	23.58	21	Burns/Smit	N	30.25	35	Bailey/Baile	A	38.36
8	Browning/Kort	R	24.00	22	Kabel/Kabe	A	30.43	36	Zaver/Zaver	N	40.20
9	Gray/Garbett	A	24.14	23	Cain/Best	N	31.10	37	Griffith/Ren	N	42.05
10	Reddiex/Reddi	C	24.24	24	Hetherman	N	31.53	38	Harrison/Ran	N	44.35
	Passlow/Allen	R	24.24	25	Reddiex/Pe	B	31.59	39	Zagami/Zoch	N	46.54
12	Sudiro/Julien	R	25.51	26	Gees/Gees	A	32.38	40	Tipper/Tippe	N	49.28
13	Palmer/Gray	N	28.33	27	Madsen/Gil	N	32.42	41	Lee/Polityl	N	150.57
14	Shirley/Shinn	B	29.12	28	Feron/Gust	N	33.31				

AFIRE ROAD 13.65km SS 7

1 Phillips/Young	C	14.02	10 Bailey/Bailey	A	14.59
2 Taylor/Drummond	A	14.16			
3 Coote/Stewart	C	14.21			
4 Brown/Tegg	C	14.31			
5 Sudiro/Julien	R	14.33			
6 Gray/Garbett	A	14.42			
7 Browning/Kortla	R	14.47			
8 Coleman/Hamwood	A	14.51			
9 Bell/Bell	R	14.58			

Everyone else got a maximum time of 15.00 for this section. Rod Bailey is really flying since the carbys on the Lancer were fixed at Division break. Peter Sudiro is also going well at times.

AROUND 1¼ MILE 5.78km SS 8

1 Phillips/Youn	C	6.01	15 Bailey/Bailey	A	6.38	29 O'Brien/Hilt	B	7.15
Coote/Stewart	C	6.01	16 Gatton/Morris	A	6.41	30 Gees/Gees	A	7.22
3 Taylor/Drummo	A	6.02	17 Cain/Best	N	6.43	31 Lee/Politylo	N	7.23
4 Brown/Tegg	C	6.15	18 Lewis/Waller	N	6.44	32 Bailey/Swint	N	7.25
5 Bell/Bell	R	6.17	19 Hill/Hill	B	6.46	33 Cotterall/Ma	N	7.36
6 Gray/Garbett	A	6.22	Feron/Gusters	N	6.46	34 Madsen/Gilla	N	7.42
7 Coleman/Hamwo	A	6.23	21 Reddiex/Perry	B	6.48	35 Lockhart/Bru	A	7.46
8 Browning/Kort	R	6.24	22 Hetherman/Tew	N	6.50	36 Griffith/Ren	N	7.47
9 Reddiex/Reddi	C	6.26	23 Burns/Smith	N	6.51	37 Harrison/Ran	N	7.50
10 Sudiro/Julien	R	6.27	24 Shirley/Shinn	B	6.53	38 Zaver/Zaver	N	8.05
11 Passlow/Allen	R	6.32	Martin/Kolas	N	6.53	39 Tipper/Tippe	N	8.06
12 Harvey>Weale	A	6.35	26 Kabel/Kabel	A	7.01	40 Zagami/Zoch	N	8.52
13 Palmer/Gray	N	6.37	27 Johanson/Wrig	N	7.10	41 Kahler/Ambro	R	9.00
Parker/Michel	B	6.37	Cross/Kabel	B	7.10			

FINALE 5.35km SS 9

1 Taylor/Drummo	A	5.12	15 Burns/Smith	N	5.42	29 Madsen/Gilla	N	6.12
2 Phillips/Youn	C	5.16	16 Reddiex/Perry	B	5.44	Lee/Politylo	N	6.12
3 Coote/Stewart	C	5.17	Feron/Gusters	N	5.44	31 Hetherman/Te	N	6.19
4 Brown/Tegg	C	5.23	18 Hill/Hill	B	5.47	32 Cotterall/Ma	N	6.21
Coleman/Hamwo	A	5.23	19 Bailey/Swinto	N	5.50	33 Gees/Gees	A	6.24
6 Sudiro/Julien	R	5.25	20 Johanson/Wrig	N	5.52	34 Lockhart/Bru	A	6.25
7 Browning/Kort	R	5.31	21 Cain/Best	N	5.53	35 Griffith/Ren	N	6.34
8 Bell/Bell	R	5.32	22 Kabel/Kabel	A	5.54	36 Tipper/Tippe	N	6.44
9 Gatton/Morris	A	5.34	23 Parker/Michel	B	5.55	37 Gray/Garbett	A	6.51
10 Reddiex/Reddi	C	5.39	24 Lewis/Waller	N	5.56	38 Zagami/Zoch	N	7.51
11 Harvey>Weale	A	5.40	25 Shirley/Shinn	B	5.57	39 Kahler/Ambro	R	9.00
Palmer/Gray	N	5.40	26 Martin/Kolas	N	5.58	Zaver/Zaver	N	9.00
13 Passlow/Allan	R	5.41	27 Cross/Kabel	B	6.10	Harrison/Ran	N	9.00
14 Bailey/Bailey	A	5.42	O'Brien/Hilto	B	6.10			

Wilson Boyd hit a bank in his Datsun, Alan Cutts' alternator packed it in, Wayne Lemon is listed as having stopped due to a sick driver as is Pat Scharf. The Krause/Mimnaw entry hit a tree...over a cliff. Queensland Rally Champion, Marc Roach lost his diff in Division 2, and Garry Marshall/Ian Goldsworthy retired at Division break. Micheal Verity apparently went swimming in a dam which would have been very nice for him and navigator, Brian Brophy. Tony Gray lost the bolt out of one of the Datsuns trailing arms but managed to finish the event.

Most impressive at the spectator point in the daylight were Neil Jory and Mark Taylor. Worst was Denis Brown who managed to knock the high/low range gearstick into 'no range' and lost about 10 seconds.

RESULTS OF THE 1985 JIMNA FOREST CLASSIC (QRC 2)

1	Peter Phillips/Peter Young	Datsun 1600	23.54	1st	C
2	Mark Taylor/Noelle Drummond	Ford Escort	26.00	1st	A
3	Murray Coote/Iain Stewart	*Mazda 323 GTS	26.55	2nd	C
4	Denis Brown/Warren Tegg	*Subaru RX Turbo	27.27	3rd	C
5	Kevin Harvey/Greg Weale	Datsun 1600	30.59	2nd	A
6	Phil Coleman/Ian Hamwood	Datsun 1600	31.03	3rd	A
7	Rod Browning/David Kortlang	*Holden Gemini	31.42	1st	R
8	Robert Bell/Jan Bell	Ford Escort	31.45	2nd	R
9	Jim Reddiex/Andrew Reddiex	Citroen GS	32.29		C
10	Simon Passlow/ ? Allen	Datsun 1600	32.37	3rd	R
11	Tony Gray/Del Garbett	Datsun 1600	33.09		A
12	Peter Sudiro/Ross Julien	Datsun 1600	34.16		R
13	Larrie Gatton/Keith Morrison	Datsun 1600	35.02		A
14	John Palmer/Mark Gray	Mazda RX-2	36.50	1st	N
15	John Shirley/Mal Shinn	Mazda RX-2	37.02	1st	B
16	Alan Hill/Tony Hill	Datsun 1200	37.57	2nd	B
17	Wayne Parker/Chris Michel	Datsun Stanza	38.00	3rd	B
18	David Johanson/Andrew Wright	Datsun 1600	38.29	2nd	N
19	David Martin/Milton Kolas	Datsun 1600	38.43	3rd	N
20	Terry Lewis/Ray Waller	Ford Escort	38.46		N
21	Ron Burns/Craig Smith	Mazda RX-2	38.58		N
22	Henk Kabel/Gary Kabel	*Mazda RX-7	39.38		A
23	Ben Cain/ ? Best	Datsun 1600	39.46		N
24	Ian Reddiex/Ross Perry	Mazda RX-2	40.31		B
25	Dave Feron/Terry Gusterson	Datsun 1600	42.01		N
26	Stephen Hetherman/Barton Tew	Mazda RX-2	42.02		N
27	Vivian Gees/Noal Gees	Ford Capri	42.24		A
28	Rod Cross/Tony Kabel	*Suzuki Swift	42.52		B
29	Micheal Bailey/Brian Swinton	Mazda RX-2	43.05		N
30	J.M.Madsen/Steven Gillan	Datsun 1600	44.36		N
31	Phil O'Brien/Greg Hilton	Datsun 1600	44.53		B
32	Rod Bailey/Errol Bailey	Mitsubishi	45.42		A
33	Mal Cotterall/ ? Mason	Mitsubishi	47.58		N
34	Peter Lockhart/Mick Bruce	*Holden Gemini	48.28		A
35	George Kahler/Dave Ambrose	Ford Escort	52.24		R
36	Mark Griffith/Debbie Renwick	Datsun 1600	52.26		N
37	Andrew Zaver/ ? O'Shea	Datsun 1600	54.25		N
38	? Harrison/ ? Rankin	?	57.25		N
39	Glen Zagami/Shane Zoch	Datsun 120V	59.37		N
40	Tony Tipper/Richard Tipper	*Mazda RX-4	60.18		N
41	David Lee/Anthony Politylo	Ford Escort	160.32		N

64 Starters, 41 Finishers . Average speed 65 kmh. Dist. 139.72km.

STAGE ANALYSIS

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
Phillips	10	1	1	1
Taylor	3	4	5	3
Brown	2	1	5	4
Coote	1	8	3	1
Harvey		1		
Roach			1	1
Passlow			1	1
J.Reddiex			1	
Bell			1	
Coleman				2
Gray				1
Sudiro				1

GRIFFIN BOUNCES BACK

Phil Griffin bounced back into the winners circle with a fine drive in the third round of the Queensland Motorkhana Championship, held at Toombul Shoppingtown. B.S.C.C. were the promoting club, with Wilson Boyd at the controls. The surface had a thin covering of sand on top of the bitumen, causing much trouble for some of the competing cars.

Class A had a big influx of competitors with the arrival of the newly re-formed Mini Car Club, and their members Peter Ardill, Ken Kelk, Dennis Young, Stephen Young, Kay Moggridge and Trevor Bowden were in attendance to join the battle between the Freeman family and the Jenkinson family. Kev Freeman set the ball rolling in the first test, to do the Forward and Reverse Slalom in 21.2 from Lindsay Jenkinson on 23.3 and the best of the Mini Club, Stephen Young on 23.5. Jenkinson came back with a vengeance in the Waltz Slalom with 34.5 from Peter Ardill who was the best of the rest but a whole 5.4 seconds slower. This set the pace for the rest of the day, with Lindsay Jenkinson fastest on all the rest of the tests in his Moke, with Kev Freeman always second. Stephen Young was best of the rest in his Leyland Mini with some polished drives, while Dennis Young, who had wopped everyone at the Toowoomba Hillclimb had too big a camshaft for Motorkhanas with the power coming on just when he had to back off for the pegs.

Class B was the usual Corolla versus Viva thrash, Cameron Neilson in a Sprinter was best in Forward and Reverse, Keith Butcher in his van best in Opposite Garages, Lindaay Sutherland fastest in Waltz, Star, Atom and Reverse Garage. Sneaky Al Sleaford took out the Cloverleaf and the Butterfly in his Viva which was kept on four wheels for most of the day, and finished up second to Sutherland in his Corolla. Ray Kemp who didn't set any fastest times was still good enough to just brush Butch from third place.

Class C had some new names also. Keith and Jull Gay ran their Gemini, Paul Williamson and Jon Siddins were in Datsun 1600's and Veda Kelk was driving a Galant. However, all these people took a back seat to the battle between Alan McConnell, Mazda RX2 and Ian Brown Superbug. The lead in class was traced back and forth all day, with McConnell fastest in Star, Atom and Brown fastest in F & R Slalom (a magnificent 20.1 sec), Waltz, Cloverleaf, Butterfly and Reverse Garage. Final result was Brown's Superbug beating McConnell's RX2 by only 0.1 seconds at the end of the day. Don Tainton (who was fastest in Opposite Garages) came third in class in his 1600.

Class D was for the rubber shredding V8 Holdens, and Greg Sertic in his Monaro was fastest in F & R Slalom, Cloverleaf, Butterfly and Opposite Garages and fastest in class on the day. Lyle Burchman set best times in Reverse Garage. The Burchman/Freeman car has just been built up out of three or four wrecks, and still needs some sorting.

Specials had Phil and Carol Griffin back after a layoff, and the Chenoweth Desert Racer of Bob Carpenter and Ian Prescott having their first run. Reigning Queensland Champ Andy Burgess started off the day well in the F & R Slalom with 19.1 from Steve McCabe and Ross Perry in the Citroen G Special. Alan Wheeley powered Kwakakart to best time of 29.1 in the Waltz Slalom to try to make up for a WD penalty that resulted from a front end throw in the previous test not quite working out the way it was intended. Phil Griffin was next from Steve McCabe. Thierry Reig had the misfortune to break his gearbox in two during a hurried gear change, and so put the Subaru Special on the trailer and went home to celebrate his wedding anniversary.

HELPFUL HINTS / TECHNICAL TIPS

From time to time I will endeavour to provide some detail on topics of a technical nature that effect competitors and enthusiasts alike e.g. Terra Trip mounting, interpretation of CAMS rules as they apply to PRC cars, mounting competition seats etc.

This month is Terra Trip month!

Terra Trip has become a well known name in rally circles in the last three or four years. These electronic measuring devices have replaced the mechanical units almost overnight in both efficiency and value. They provide more accurate distance measurement by virtue of smaller increments of adjustment, their accuracy is unaffected by wheel spin because they are able to run off the non driven wheel (can also run off the gearbox) and they have more functions than their mechanical counterparts.

Because these units are electronic, they do need some special care and feeding at the installation time if they are to perform as expected. In particular, the mounting of the unit on the dash and its sensor(probe) at the wheel is critical

1. THE UNIT

The units displays are liquid crystal and as such have a finite viewing angle. So, mount the unit such that the user can look at it square on, not at an angle.

2. THE PROBE CABLE AND THE POWER CABLE

Cut the probe cable to the correct length. Extra loops of cable can pick up interference.

Mount the power cable from the battery as far as possible away from all wiring looms and electrical equipment without going to extremes. A 2 amp fuse must be fitted to this cable for the protection of the unit.

The probe cable must be mounted away from all looms and electrical equipment both in the engine bay and behind the dashboard.

It is necessary to use only suppression type ignition leads with these units as wire leads will cause massive interference.

In rare cases, all this is not enough and it may be necessary to resort to screened cable(shielded) on one or both cables to give protection.

THE PROBE(S)

The method of mounting is very important. The probe is a magnetic sensor and is activated by the wheel/hub passing by therefore it is sensitive to the distance from the hub that it is mounted. We are talking about 1mm to 1.75mm here so the tolerance is small. Because of this, the bracket that holds the probe should be stout(3mm minimum).

If possible, mount the probe behind the hub to give it as much protection as possible from stones and sticks. The cable needs to be tied to the hub to stop flexing where it enters the body of the probe. A spark plug boot fits over the probe and adds extra support in this area for little added cost.

GENERAL

When mounting these units, I have found it a good practice to route and attach all cables on a temporary basis and then road test the vehicle. If all is well at this point, then affix everything permanently.

All this seems very complicated, but it is not as bad as it appears. Only on very rare occasions do the stricter measures mentioned here need implementing.

Once fitted, the units have a better reliability record than their mechanical cousins so therefore make the navigators life that much easier!

All Terra Trips are sold with full fitting instruction and, anyway, should you have some difficulty, we at G.P.Cars are only too glad to be able to help in such matters.

Rod Browning.

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GRIFFIN BOUNCES BACK contd...

Steve McCabe and Phil Griffin shared 21.9 seconds to be fastest in Star, and Steve started easing away with best times in Cloverleaf and Atom. Phil just shaved Steve out in the Butterfly, and then ran away as Steve messed up both Reverse Garage and Opposite Garage, although not as badly as team mate Ross Perry who had one of those days you would rather forget. Andy Burgess had his Family Fan Club arrive halfway through the day, and in his normal unobtrusive way was always smooth, neat and fast to come in second on the day. The desert racers had troubles with an absence of handbrake, and so adjusted the balance bar as far as possible to the rear to try to get the same effect. They were just getting the hang of it when a rear tyre decided to deflate faster than tyre pumps could re-inflate it, and they went home in disgust. Have heart fellas, motorkhanas cars wouldn't have a hope in off-road conditions.

With rounds 3 and 4 of the Queensland Championship postponed till later in the year, the three rounds held so far have had three different winners. Round 1 was won by Alan Wheeley in Kwakakart, Round 2 by Steve McCabe in the Citroen G Special and Round 3 by Phil Griffin in the Ventura. However, the current champ Andy Burgess has come second in all three, and leads the pointscore with 40 points from:

2. Steve McCabe	37
3. Alan Wheeley	34
4. Lindsay Jenkinson	34
5. Alan McConnell	27
6. Ian Brown	21
7. Ross Perry	20
8. Kev Freeman	18
9. Lindsay Sutherland	16
10. Phil Griffin	15

Next round is to be organised by I.W.M.A.C. on 25th August 1985 at Volvo Wacol.

Alan Wheeley

PHONE NUMBERS
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ASSISTANT TREASURER.....	MIKE MITCHELL	59 8785	52 5391		
CLUB CAPTAIN.....	PHIL UNICOMB	208 5564	208 5564		
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(Meet 1st Tues. each mth 7.30 p.m)	PETER JOHNSON, CEDRIC LOY PETER MARCOVICH, PETER MARSHALL ALAN STAIB JENELLE SVENSON, LAURIE SVENSON RON WILSON				
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CAMS OBSERVER.....	NEV TAYLOR	205 3724			
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	ROD BAILEY	369 7206	369 4310		
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	ALAN McCONNELL	379 2754	345 5834		
MOTORKHANA OFFICERS.....	WILSON BODY	38 1639			
	ALAN McCONNELL	379 2754	345 5834		
SPRINT RALLY OFFICERS.....					
	GREG WHITAKER	205 3603	205 3603		
OFF-ROAD OFFICERS.....	WAYNE CAMBIE	205 3871	205 4377		
	PAUL WATKINSON	357 5294	266 4460		
	PAT COLLINS	390 1145			
	NORM PERRING	273 4597	277 4911		
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	CORAL TAYLOR 075	356179			
	ROD CROSS	395 7752	208 4333		
	ANDREW REDDIEX	264 1738	52 7177		
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CLUBROOMS

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POSTAL ADDRESS

All correspondence for the Club should be addressed to:

Brisbane Sporting Car Club Ltd.
P.O. Box 347
WOOLLOONGABBA Q. 4102

FORTHCOMING EVENTS

- August 25th - I.W.M.A.C Q.M.C.
28th - Night Run B.S.C.C. Clubrooms 8 p.m. (Alan McConnell)
31st - M.G.C.C., Q.R.C.
- Sept. 8th - Motorkhana
14th - A.O.R.C. 3rd Round - WAIKERIE OFF ROAD
15th - B.S.C.C. AUTOCROSS - KOORALBYN - Full details and
20th - See below Supp.Reg's in magazine.
25th - Night Run B.S.C.C. Clubrooms 8 p.m. (Peter Garbett)
29th - H.S.C.C. Q.M.C.
- Oct. 6th - BATHURST
19/20 - AUST.OFF ROAD CHAMPIONSHIP ROUND 4 GOODYEAR WRANGER 4
KOORALBYN VALLEY
20th - S.C.C.C. Q.M.C. Gympie
23rd - B.S.C.C. Night Run - Clubrooms 8 pm (Cameron Neilson)
27th - M.G.C.C. Sprint Rally
- Nov. 3rd - AUSTRALIAN GRAND PRIX
10th - Ladies Off Road Long Course
10th - I.W.M.A.C. Rallycrosse - Open
17th - B.S.C.C. Holland Park Autos Sprint Rally
24/25 - B.S.C.C.'s Q.R.C. Round
27th - Night Run Clubrooms 8 p.m. (Ray Kemp)
- Dec. 1st - Day Run/Motorkahna/B.B.Q.
8th - S.C.V.W.C. Q.M.C. Maroochydore
21st - CHRISTMAS PARTY - Pacific Golf Club, Mt.Gravatt

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- * RAFFLES
- * UP & COMING EVENTS

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