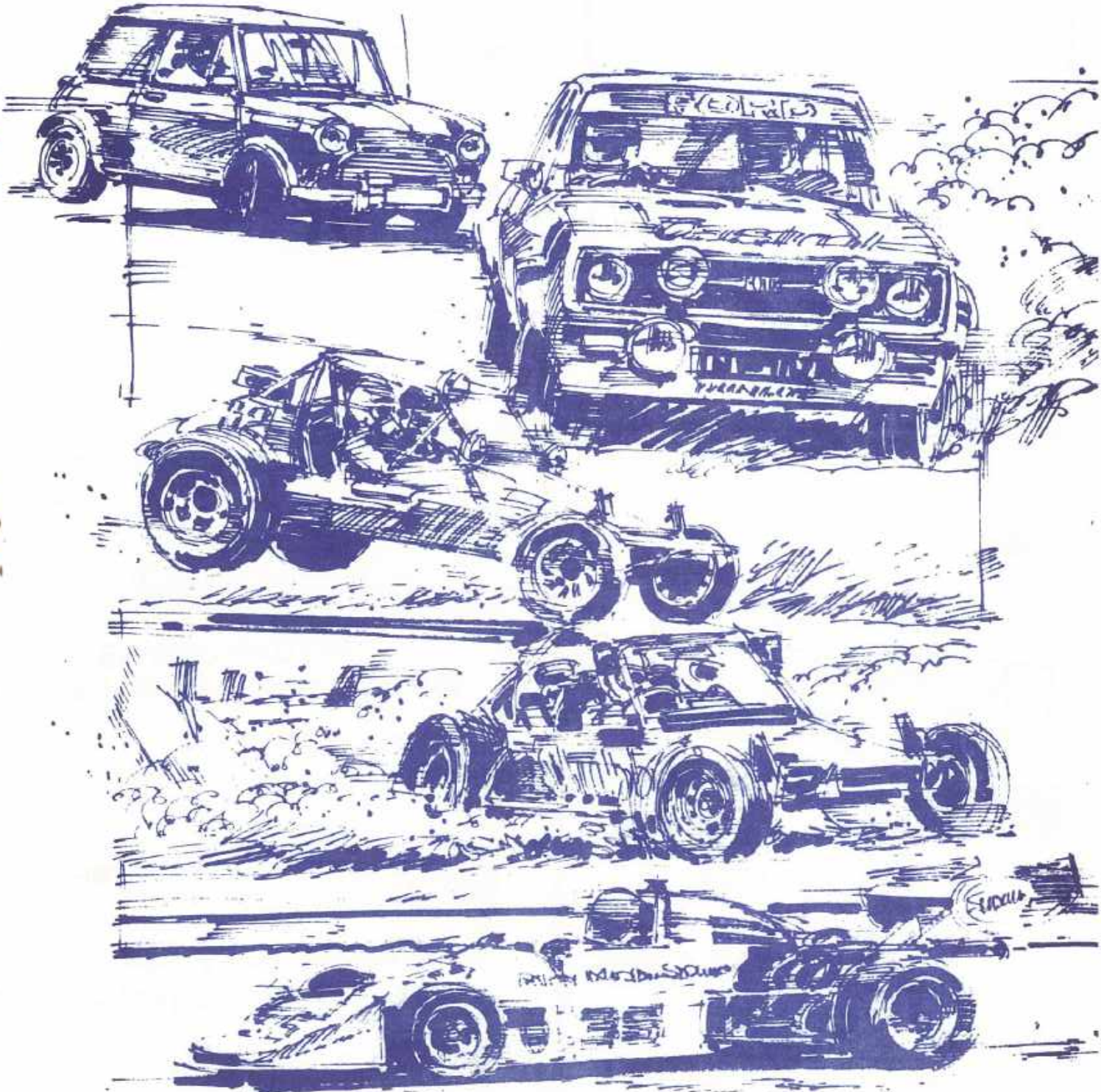




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RACING TAPE

STRAIGHT ON

Even though I only got through a few sections in the Stock Exchange Rally, the class of the organisation was evident already. Coral Taylor and the team should be congratulated on a fine effort and special thanks to Paul Henningson for his generous support. Here's to a bigger and better event next year.

Once again the article writers come through. The wonderful Norm Perring, Cathy Gurdon and some interesting stuff from the Stock Exchange by Rod McGurk (I think that's how it's spelt). Also there's an article by Gordon Little on Production Rally Cars and how to go about building one. If you want to have a say on something just put pen to paper and write a letter and I'll just put it in, as long as it's printable.

Don't forget to spread the word about the Goodyear Wrangler 400 to everyone and anyone. The organisers are hoping for a big crowd out at Kooralbyn on October 19/20 and it's up to us to help them to get one.

PETER JOHNSON

ADS.....ADS.....ADS.....ADS....

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Mazda R100 Rally Car. Five Link, Coil over shock rear end. Seam welding and strengthening. Bilsteins all round (rear brand new), 12 A engine with Weber, big alternator, 5 speed, 4.8 LSD, Disc brakes all round with balance bar, full roll cage, rally seats, Halda, oil cooler, mags and 2 Dunlops, Yokohamas, This car is very strong and well set up and has the potential for very good results in the right hands. Has already placed in the top 20 in Q.R.C. events. Phone Laurie Streitberg on 398 1124 H or 52 4200w 52 8389w. \$4500

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HOT AUGUST NIGHT

Alan McConnell was the setter of the August Night run and a tricky event it was too. Those crews who were flexible when it came to No-Through Roads coming out on top. A disappointing entry of only five crews with Cameron Neilson/Brendon Boyd coming out on top ahead of Chris Brand/Linda Miller (what a top combination!) in 2nd spot. Wilson and Beryl Boyd had to settle for being beaten by the younger of the Boyds. They came in in third position with Ray Kemp/Neil Bennink and Neil Jory/Sharon Gaylard filling out the other spots.

GRAND PRIX MAZDA RALLY

In conditions that made the Keema look like a desert rally, Mark Taylor snatched victory from the clutches of Peter Glennie in the very last section. Many Special Stages had to be cancelled due to the rain which came down in buckets at about $\frac{1}{2}$ distance. 3rd place went to Marc Roach in a return to last years form and in 4th was Murray Coot. Peter Phillips had a big one in the fourth stage and has extensively damaged his Datsun as did Lisle Neumann/Tony Best who hit a tree head on which resulted in injuries to both crew members and a written off car. Gregg Hansford had a pretty terrible event with navigational, gearbox and brake problems plaguing the Mazda team until they went home. Dennis Brown would have been placed a lot higher than his final 7th if it had not been for a flat tyre. Full story next issue.

This was sent in by a person who shall remain nameless for his own protection. (A clue for Brian. This hasn't been a really GOODYEAR for his competitive outings in OFF ROAD events.)

VINTAGE AND HISTORIC MEETING

The All Historic meeting will be held on the weekend of the 28th and 29th of Sept. The venue will be Lakeside and there will be both cars and motorcycles ranging in age from vintage times right up to 1964 with classes for sports cars, open wheelers and sedans. The Historic Racing Register sent us a letter suggesting that we might take the opportunity to hold our Annual Concourse there on the day but Wilson will be busy that weekend. Anyway if you decide to go you'll almost certainly see a Mr. P. Smith dicing around with assorted Fiats and Minis, in his A40 Farina.



YA KNOW SIX MUNCE AGO I COODEN
EVN SPELL "PREZADANT"
AND NOW I ARE ONE

GOODYEAR
WRANGLER
400
KOORALBYN VALLEY
Round Four AUST. OFF ROAD CHAMPIONSHIP

The Goodyear/Wrangler Kooralbyn Valley 400, Queensland's Premier Off-Road rally, is becoming the foremost round of the Australian Off Road Championship.

Feedback from competitors regarding last years event was analysed closely and changes have been made in numerous areas to satisfy the majority.

The demanding car breaking sections have been completely deleted and replaced by faster, more open sections, however, beware the unwary. Also the weaving grass land sections have been lengthened making it a real drivers course, yet a true off-road track, which will demand from the driver and navigator full concentration and skill.

A lot of time has been put in re-designing the spectator area. The public car park will be within a 200 metre walk of the pit area. Catering facilities have been enlarged upon and upgraded. In fact, the whole spectator viewing situation has been significantly improved by the introduction of new course sections, numerous jumps, and a marvellous chicane arrangement for the start/finish area.

Prizemoney and trophies are at this stage totalling \$11,000. The organising committee boasts some strong off-road competitor influence as well as having the complete support of the Brisbane Sporting Car Club, enforcing the fact this will be the Off Road event of 1985 not to miss.

Daryl Smith.

All I can add is that I'm sure there are still jobs that need to be filled prior to and on the weekend of the event so if you think you can help contact the event Director Phil Unicomb on 208 5564 B & H or Assistant Director Brian Swinton on 848 4558 H and let them know. This is really a top race and I was blown away last year watching the bitumen start section with two cars at a time. If any of you rally chaps haven't been to an Off Road event before this is the one to begin with.

The professionalism of the top tyre and shockies etc. sponsored teams is very impressive. It really reminds one of a circuit race, not like a rally at all.

BE THERE 20TH OCTOBER KOORALBYN

LETTERBOX

Dear Ed,

Rather enjoyed Norm Perring's stories in the last mag just arrived. Very pleased to acknowledge recognition of our effort.

On behalf of another fine effort that was omitted, I would like to see that omission corrected next time around.

Viz: Rod "lunatic" Schipp contested Class 6 very much behind the eight ball in an un-converted but well prepared rally Datsun 1600, drove to a well disciplined plan and completed a very creditable 6 laps for a well deserved 3RD place and not a mark on the car. Well done "the lunatic".

Yours in all dirty games,
Heckle or maybe Jeckle. (not sure)

POINTSCORES POINTSCORES

World Drivers Championship (After 12)

Alain Prost (France)	McLaren TAG	65
Michele Alboreto (Italy)	Ferrari	53
Elio De Angelis (Italy)	Lotus Renault	31
Ayrton Senna (Brazil)	Lotus Renault	23
Stefan Johansson (Sweden)	Ferrari	21
Nelson Piquet (Brazil)	Brabham BMW	19
Keke Rosberg (Finland)	Williams Honda	18

World Rally Championship (After 8)

Manufacturers

Timo Salonen	Peugeot 205	108	Peugeot	130
Stig Blomqvist	Audi Quattro	60	Audi	92
Ari Vatanen	Peugeot 205	55	Nissan	50
Walter Rohrl	Audi Quattro	39	Renault	38
Bruno Saby	Peugeot 205	23	Toyota	28

Australian Endurance Championship (After 2)

Manufacturers

Jim Richards	BMW 635	50	BMW	50
Peter Brock	Holden Commodore	43	Holden	43
Kent Baigent	BMW 635	32	Alfa Romeo	32
Colin Bond	Alfa Romeo GTV6	30	Toyota	25

Australian Rally Championship (After 4)

Hugh Bell/Steve Ellis (VIC)	Mazda RX-7	49
Barry Lowe/Kevin Pedder (SA)	*Subaru RX Turbo	48
Ron Cremen/Ray Temple (NSW)	*Toyota Corolla GT	38
Peter Clark/Wayne Kenny (ACT)	*Subaru RX Turbo	36
Ian Hill/Phil Bonser (NSW)	Ford Escort	28
Murray Coote/Iain Stewart (QLD)	*Mazda 323 GTS	24
Ross Dunkerton/Steve McKimmie (WA)	*Subaru RX Turbo	24

Next Round: Tile Suppliers Rally, Adelaide, October 19.

STOCK EXCHANGE HOTEL TOOWOOMBA RALLY

A big field of 51 cars faced the starter in this event which was a good entry for a non-QRC mini rally. Really it was a mini-rally in distance only as there were Classified and Recognised drivers entered and the organisation was tip-top. Peter Glennie and Ron Hendrickson were logical favourites with Mark Taylor knocking on the door for a win. The rally started in Toowoomba at the Clifford Gardens Shopping Centre and the weather was fine and sunny (and there was much rejoicing).

There was a 30 odd km transport up to the first competitive which was a short blast along a grassy track following a fence line. Glennie, Taylor and Tony Gray were equal fastest over the 4 km's. At a TR all the service crews were spectating and they all stood right at end of the long straight just in the spot to get clobbered if someone decided to take an unorthodox line.

Just a quick transport to the next section which was sort of a grid pattern with straight TL, straight TR etc. over 9.52km's.

Mark Taylor grabbed fastest time on his own with Hendrickson, Glennie, Browning and Gray equal 2nd fastest. Stewart Reid put in a top ten time in a very ordinary road going Datsun and I think when he finishes it he might be one to watch.

We had a quick service then a 47km transport up to the forests for an 8km competitive which was sponsored by Lunn & Sons, Esso Depot. Ron Hendrickson and Glennie shared fastest time with a half dozen crews equal 3rd. The Kanofski/Bishop Galant retired.

It was a frustrating finish for rally favourite Ron Hendrickson when the fastest time of the Stock Exchange Hotel Rally only earned him ninth place. Like many of the competitors, Hendrickson discovered that confusion with transport times was to cost a lot of valuable time.

Hendrickson had been tentative before the event about forecasting its result. His Datsun 1600, minus the turbo and with its 2.3 litre engine dropped further back, was still at an experimental stage.

He was optimistic about his cars performance without turbo lag. "With more spontaneous acceleration I should improve my times," Hendrickson said prior to the rally. Both Hendrickson and Glennie had reservations about their navigators who had never rallied before. The inexperience of Hendricksons navigator told in the teams final result.

Glennies navigator Colin McNaught survived his baptism-by-fire more successfully making only one error throughout the entire rally. Glennie was suitably impressed with the newcomers performance.

Mechanical as well as navigational problems dogged Hendrickson during the rally when at one stage the Datsun would not move out of gear.

Except for the gearbox trouble, Hendrickson said he was happy with his cars performance and will continue to rally it in its present condition.

R.Mc.

Hendrickson and Glennie scored equal times on this Steerite Suspension Services 5.57km section. Norm Singleton in the little Alfa Sud started to put in some impressive times and continued in this vein to a final -4th outright.

Mine and Toms rally ended half way through Section 8 when the planetary gears in the diff broke and that section also claimed the Grundy/Shah Datsun.

The Muffler Kings section was over 4.49kms and again Glennie and Hendrickson were quickest ahead of Taylor, Rod Browning (PRC Gemini), Gray, Neumann, Novice Johanson, Gatton and Singleton.

Positions after 5 Sections are Glennie leading on 8.00, Hendrickson 2nd on 8.15, Taylor third on 8.30, Gray on 8.45 then Browning and David Johanson/Andrew Wright equal 5th on 9.15. First Novice is Johanson then David Martin/Milton Kolas both in Datsun 1600's.

Mark Taylor deserved to be content with second place at the Stock Exchange Hotel Rally since before the event it was touch and go whether he would even compete.

"I'll be doing well if the engine doesn't blow up," was Taylor's less than optimistic comment moments before the rally was scheduled to begin

While this statement might reflect the sentiments of many drivers that day, Taylor had a lot more reason for concern. When Taylor's Escort was offloaded from its trailer, it was discovered that the oil pressure was alarmingly high. The relief valve was jammed open.

After some anxious deliberation with mechanic Murray Coote, Taylor decided to take the chance.

"It either blows up or it doesn't. I won't be holding back," were Taylor's parting words as he made for the first section of the rally.

As it turned out Coote's advice was sound. The valve problem rectified itself over the first section and Taylor completed the rally without mishap. But Taylor did not attribute Peter Glennie's win to his own engine fault.

Glennie led by about three seconds over the first section and consolidated his lead throughout the rest of the rally—a convincing comeback for a man who ended his last rally with an equally convincing stack.

It wasn't hard for latecomers to guess that Glennie was well and truly the first one back to the Stock Exchange Hotel.

R.Mc.

Section 14 was the longest of the rally, 12.91km's sponsored by the Air and Power Tools Centre. This time Hendrickson was solo in having the fastest time half a minute faster than Taylor with Glennie a further 15 seconds behind that. Stewart Reid was next equal with Singleton. Equal fastest novices were Martin and Micheal Bailey/Rod Bailey (RX-2) in 10th O/R. Russell Reid put his RX-2 up on its side in this section but managed to continue albeit with a lot of time lost.

Peter Sudiro/Laurie Streitberg (Datsun) called it a night about here because the accelerator was jamming open and causing them too many anxious moments to continue safely. Johanson also went out here after a very good run.

On the Motor Mecca stage (oops, section) Glennie and Taylor were the quickest from Hendrickson and Gray equal 3rd. Hendrickson had already lost 3 mins in a transport section so was actually out of the running for a win now, then he lost a further 2 mins later on which dropped him to 10th at the end.

The top end of the field did not have a monopoly on the drama and action of the Stock Exchange Rally held near Toowoomba recently. Courageous driving in all classes saw the vast majority of teams make it back for a few well earned beers. A broken front disc couldn't slow down the formidable team of Clunes and Blair in the mighty Hunter. Despite this handicap the two did well to collect two trees before the end of the rally.

Another driver renowned for his displays of maniacal disdain for forestry is Micheal Bailey who managed to completely lose control of his Mazda RX-2 on a particularly nasty turn in one of the early sections of the rally. Bailey proved that it had been no fluke later in the rally when he did the same trick on the turn in a later section over the same course.

Navigator Rod Bailey went along for the ride to give his nephew the benefit of his years of rally driving experience. Suffice to say Rod got his share of new experiences too.

New experiences didn't end at the Bailey combination.

"Dark Horse" Micheal Verity finished a rally for the first time in his long and illustrious career but found his old form when he broke down on the way back from the pub. For the benefit of anyone who'd like a memento of this historic first, I've been told Verity has made a one off offer to swap the shell of his Datsun 1600 for one a few inches longer and minus the tree in the engine bay.

Del Garbett discovered the perplexities of navigating upside down when Russell Reid's RX-2 rolled but they proved that it takes more than an inverted car to keep two rally fanatics away from the pub. They managed to rock the car back on all fours and finished the rally, not surprisingly further back in the field than would otherwise have been expected. Reid will soon be quitting the rally circuit to concentrate on automobile breakdancing.

R.Mc.

On the John L. Pierce Transport Section over 8.13km's Hendrickson fought back with fastest time, 15secs clear of Glennie, Taylor and Graham Clark/Paul Thomson (Galant). This event saw the debut of Andrew Reddiex (are there any more?) behind the wheel of the familiar yellow cockroach and going off the results chart managed to stay out of trouble to come home in 39th spot out of 49 finishers. Ross Walsh had a bit of an accident on the way to the start of the event and his car was damaged in the area of lighting (apparently the result of his rally car landing in the back seat of his tow car!) and he retired in Section 16.

Nine drivers got fastest time in the last section with Laurie Gatton, Norm Singleton and David Martin amongst them.

Peter Glennie came out on top at the end for an overdue victory even though Hendrickson lost the event on transport sections. Mark Taylor came in a close 2nd only 15 secs. behind with Tony Gray/Ian Hamwood in a fine third outright.

It's fairly mystifying to me why this sort of archaic timing is still used in the eighties. I mean the times are taken on the night to the second and then the director has got to convert them all into $\frac{1}{4}$ minute's. Ridiculous. Rallying is a sport where every second can at times count and to just lob a few seconds off here or add a few there is truly weird.

I know that if a rally is timed to the second it should be a Special Stage Rally but can't the rule be changed? Surely a uniform timing system would be less confusing for all concerned, i.e. control officials, navigators and for that matter the general public.

LADIES.....

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**MOTORKHANA

**SHORT COURSE

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LADIES CHAMPIONSHIP contd.

13	Brenda Mills	9	=16	Kate Moore	6	~#6	Allyson Murfin	6
14	Sandra White	8		Lynne Catton	6		Sheridan Hetherman	6
15	Betty Melton	7		Lyn Mackay	6	21	Glenda Caselli	4

Speed Event and Off Road Championships as previously published.

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1985 CLUB CHAMPIONSHIPS

Club Championship

= 1	Lance Zivec	22
	Ray Kemp	22
= 2	Alan McConnell	15
	Wilson Boyd	15
	Don Tainton	15
= 5	Chris Brand	12
	Neil Bennink	12
= 7	Sharon Gaylard	11
	Neil Jory	11
	Ross McDougall	11
	Iain Stewart	11
	Ed van Amstel	11
=12	David Geers	10
	Rod Browning	10
=14	Ron Lange	9
	Ken Stevens	9
	Mark Taylor	9
	Noellee Drummond	9
=18	Tony Best	8
	Alan Ball	8
=20	John Brixey	7
	Robert Mowbray	7
	Steve McCabe	7
	Stephen Sullivan	7
	Rod Sams	7
	James Sams	7
	Peter Marshall	7
	Beryl Boyd	7
=28	Ron Dormer	6
	Laurie Svenson	6
	Peter Garbett	6
	Rod Bailey	6
32	Stephen Jeffery	5
=33	Don Tainton	4
	Phil Unicomb	4
	Gregg Hansford	4
	Terry Lewis	4
	Dale Payne	4
	Alan Clunes	4
	Jim Reddiex	4
	Laurie Gatton	4
	Keith Morrison	4
	David Martin	4
=44	Stephen Hilton	3
	Terry Hilton	3
	Cameron Clarke	3
	Del Garbett	3

Rally Championship

1	Iain Stewart	32
2	Rod Browning	21
= 3	Mark Taylor	19
	Noelle Drummond	19
= 5	Peter Marshall	18
	Tony Best	18
7	Rod Bailey	13
= 8	Terry Lewis	10
	Gregg Hansford	10
	Dale Payne	10
	Alan Clunes	10
	Jim Reddiex	10
	Laurie Gatton	10
	Keith Morrison	10

Rally Championship

=15	Ian Reddiex	9
	Laurie Gatton	9
	Dennis Brown	9
	John Hall	9
	Michael Bailey	9
	Coral Taylor	9
	Peter Marcovic	9
22	Brian Swinton	8
=23	Mike Mitchell	7
	Gary Marshall	7
	Ian Goldswort	7
	John Shirley	7
	Peter Apel	7
=28	Rod Cross	6
	Alan Stean	6
	George Kahler	6
	Michael Verity	6
	Paul Toohey	6
	Bruce Mills	6
	Brenda Mills	6
=35	Errol Bailey	5
	Paul Williamson	5
=37	Paul Fritz	4
	Michael Price	4
	Lindsay Morris	4
	Andrew Reddiex	4
=42	Peter Wickham	3
	Jan Wickham	3
	Russell Reid	3
	Del Garbett	3
=46	Hank Kabel	1
	Tony Kabel	1
	Vivian Gees	1
	Noel Gees	1
	Ross Perry	1
	Laurie Streitbel	1
	Chris Lane	1
	Peter Johnson	1
	Peter Ball	1
	Paul Cadell	1
	Barry Cook	1
	Tim Blake	1
	Tony Krebs	1
	Pat Hetherman	1
	Sheridan Hetherl	1
	Brian Blair	1
	Greg Zaver	1
	Andrew Zaver	1

Night Run Championship

= 1	Neil Jory	57
	Sharon Gaylard	57
	Neil Bennink	57
	Ray Kemp	57
= 5	Wilson Boyd	56
	Beryl Boyd	56
= 7	Alan McConnell	50
	Don Tainton	50
9	Faye Ball	38
10	Sandra White	30
11	Cameron Neilson	29
12	Betty Melton	19
=13	Richard McColml	18
	Allan Mitchell	18

Night Run Championship

=16	Allyson Murfin	11
	Brendon Boyd	11
=18	Chris Johnson	10
	Brett Wright	10
	Peter Wickham	10
	Jan Wickham	10
	Rod Bailey	10
	Chris Brand	10
	Linda Miller	10
=25	Peter Garbett	9
	Del Garbett	9
27	Rod White	8
=28	Alan Ball	7
	Bernard Ripoll	7
=30	Brian Blair	6
	Bill Howieson	6
	Craig Bentley	6
	Bob Carpenter	6
	David Jamieson	6
=35	Jim Doyle	2
	Glenda Caselli	2

Motorkhana Championship

1	Ray Kemp	46
= 2	Don Tainton	43
	Alan McConnell	43
4	Wilson Boyd	32
5	Steve McCabe	19
6	Alan Ball	18
7	Peter Garbett	16
8	David Martin	15
9	Cameron Clark	13
=10	Martin Fritz	10
	Peter Johnson	10
=12	Phil Stephan	9
	Ross Perry	9
=14	Ross Walsh	8
	Ray Evans	8
16	Ray White	7
=17	Del Garbett	6
	Cameron Neilson	6
	Neil Bennink	6
=20	Bernard Ripoll	5
	Paul Williamson	5
	Brett Wright	5
=23	Tony Krebs	4
	Faye Ball	4
25	Stuart Seah	3
=26	Paul MASON	2
	Cameron Garth	2
	Brendon Boyd	2

LADIES Championship

1	Linda Miller	25
2	Del Garbett	21
3	Faye Ball	19
4	Chris Brand	15
5	Jan Wickham	13
= 6	Sharon Gaylard	11
	Noelle Drummond	11
= 8	Christine Crouche	10
	Cathy Gurdon	10
	Janelle Svenson	10
	Beryl Boyd	10
	Coral Taylor	10

contd. . . *

BRIDGESTONE MACLEAY 1000

" TO BE ONE OF THE GIRLS "

Well, this is it! The famous Macleay 1000. The race I'd heard and worried so much about. The electric atmosphere is great. The crowd, the entertainment, the colour, the food and drink all added to the excitement already felt by the competitors and their crews.

Saturday, and yet another reconnaissance. Nothing seems to feel right. A toosh that doesn't fit into a newly padded seat, kidney belt too tight, chin strap threatening to cut off all oxygen, intercom not working again and here I am entrusting my life to Linda Miller in the 'silly seat'.

A credit to Connelly and his team of workers, the course was well marked and included a wide range of terrain from the beautiful Macleay River (where we did our washing) to muddy creek crossings (our beauty treatment) and adrenalin pumping straights (a blessing to arm-weary navigators). Thankfully there were none of the spine-shattering rocky hills of Dubbo.

After a look at the track and much discussion with the 'family' we decide to run Wranglers. This change from the tried and tested XT's unfortunately, affects Linda's handling of the car as we were to find out in Prologue spinning an embarrassing 360 in front of the main spectator area and rooster-tailing up the straight (well we had to give them their money's worth). Oh, the shame! We consoled ourselves with the thought - its a long race and after all 64th isn't too bad.

That night around the camp fire there were quiet discussions on tactics we would employ during the race - how we would handle the four car start; when to stop for refueling; should one wear long-johns? Oh, the overalls have shrunk in the wash (Yes shrunk, Edward)! No long-johns, stockings instead.

Sunday 5.30 a.m. The man with the bugle is surely a sadist. 7.17 a.m. And we're off. Our onslaught of the 1985 Bridgestone Macleay 1000 has begun.....Bloody hell! I knew she wasn't out to win the start but this is ridiculous! Wait for us fellas!

With visors fogging up in the cold air and the car waltzing on icy grass we save face by passing our grid partners within the first $\frac{1}{2}$ lap. Is this what they call 'tactics'?

Apart from a few overheating problems, we peddle on, disappointed to see fellow Queenslanders Ed and Chris in the oil, Ronny Dormer in the trees, Don Williamson in the gully, the Jeffreys in the grass and Lance in the pits.

After hitting four trees at Dubbo we were very pleased to reach the second lap of the Macleay without collecting a one. We did manage however to cause a rather bemused Jean-Pierre Zajac and Co. to run for safety as we left the track 'just a tad'. Sorry about that guys!

By lap 3 the old girl is travelling well (the car that is) and we settle down to some endurance racing. We manage to see and appreciate the support women spectators offer us.

Lap 6 we come in for pitstop 3. These stops really need some work. One's driver shouldn't fall to the ground in a near faint calling for water - doesn't look too good. Anyone would think it was rough out there. Thanks to Kev, Pam and Gary we are bundled back into the car. It is at this stage we learn we are coming fifth outright. With renewed energy we start the final leg of the race. Was it the confidence Linda gained from running her first short course at Kooralbyn or the thought of running in the top ten at Kempsey that made her drive neater, faster and with more stamina than I had seen? (This will swell her head).

At a hairpin bend Linda spots a buggy coming up the rear. By this stage we had given the intercoms away as a bad joke and she signals to me to do my job and watch the mirrors, wondering why this whimp won't pass. How do you get the message across that the pair behind are Ed and Lance, 'baby-sitting' us through the last 2 laps.

Last lap and Linda's still obsessed with this car behind. 20 kms to go and we'll be home and hosed.

16 kms to go - BANG. We're off the track ^{and} over a barbed wire fence with a broken tie-rod end. Linda exclaims 'I see it, but I don't believe it!' She was equally surprised to see Ed and Lance appear with pliers and fence wire at the ready from what she thought was nowhere. (Dumb bird.)

What a disappointment to have to hobble home after 534kms of competitive racing and seeing four placings slip by us. Ah well, beats walking. Over the finish line - Thank God for that - We made it!

All competitors should be congratulated for their great efforts especially Wayne Cambie, the Jefferys, Nev Taylor, Ken Smith, and ~~Jon~~ Willis-Lynch.

CATHY GURDON.

WELCOME

A warm welcome is extended to the following members who have recently joined the B.S.C.C.

Pat Hetherman.....Keperra	Michael D'Arcy.....Karana Downs
Sheridan Hetherman.....Keperra (Assoc)	Michael Fuad.....Woolloowin
Mark Thompson.....Lawnton	Andrew Stewart.....Gumdale
Martin Stennett.....Whiteside	Jamie Aitken.....Tarragindi
Peter Apel.....Fairfield	Mark Sault.....Runcorn
Mark Hinton.....Bundall	Doug McMillan.....Moree

GOODYEAR/WRANGLER KOORALBYN VALLEY 400 UP-DATE

BIGGER AND BETTER THAN EVER

Thanks to the continuing support of GOODYEAR TYRES and a hard working organising committee the 1985 GOODYEAR/WRANGLER KOORALBYN VALLEY 400 is set to be bigger and better than ever.

There has been a big boost in prizemones and trophies to a total of \$12,000 Kooralbyn Valley RESORT have been directly responsible for this marvellous boost.

Supplementary Regulations are now out with the entry list limited to 190 starters with 10 reserves.

Entries close on OCTOBER 9th, however entries received after SEPTEMBER 27th will attract a late fee.

This year as many as 50 B.S.O.C. entries are expected, keen interest is being shown by many of Queensland's leading Rally crews eager to join with Queensland's leading Off-Road stars to take on the might of Australia's Off-Road competitors.

The 1984 course was considered to be a real off-road course and one that also provided little in the way of respite for the competitors. The 1985 version has been extended greatly to allow the more heavy footed to have a real fang.

THE BOONAH CONNECTION

Overwhelming support has been received from the residents of the Boonah area.

To achieve the successful running of a long-course off-road event you need a wide range of suitable terrain.

The Boonah area is extremely well suited to our needs, why just up the paddock a little, we have the fine Collins Family property at Purga Creek.

Special thanks must go to the Boonah Shire Council.

AMERICAN SUPERSTAR

U.S. champion, ROD HALL, who with navigator JIM FRICKER will be competing in his 360c.i. Chrysler V8 powered Dodge Ramcharger four-wheel drive pick-up HALL's most recent victory in the states was in the FIRECRACKER 250 off-road race at Barstow, California, following an earlier win in the MINT 400 at L.A.

A professional driver for 16 years, HALL is keen to maintain his reputation as the world's winningest off-road racer.

START ACTION

The action will commence from 7. am. when the crews and competing line up on the dummy grid.

Leading the procession of race vehicles will be a number of bands, followed by marching girls. As the 8. am. start draws near sky-divers will thrill the crowds, it is envisaged a competition will also be conducted around this feature

As the vehicles leave the start line so too will thousands of racing pigeons and coloured balloons.

Only a median strip will separate the vehicles during their .6km bitumen journey before they head off around the edge of the Kooralbyn Golf Greens

Sound like fun to watch? Call Esme and secure your pre sold tickets \$5 (each club member is limited to 6 tickets at this discounted price)

SPONSORSHIP PACKAGE DEALS

The organising committee have presently available a number of package deals ranging in price from \$100 to a package deal worth \$2050 in value selling now for only \$1200.

For further information call Esme 3918881, Brian S winton or Phil Unicomb

QUEENSLAND RALLY CHAMPIONSHIP (After 4)

DRIVERS

NAVIGATORS

Murray Coote	1	Mazda 323 GTS*	91	Iain Stewart	91
Mark Taylor	1	Ford Escort	69	Noelle Drummond	69
Dennis Brown	1	Subaru RX Turbo*	61	Greg Weale	58
Kevin Harvey	3A	Datsun 1600	58	Ian Goldsworthy	51
Barry Mann	2	Datsun 1600	51	Ian Young	51
Garry Marshall	3A	Datsun 1600	51	Peter Young	50
Peter Phillips	1	Datsun 1600	50	Jan Bell	42
Robert Bell	2	Ford Escort	42	John Hall	40
Henk Kabel	3A	Mazda RX-7*	33	Gary Kabel	33
Marc Roach	1	Datsun 1600	32	Mick Price	32
Rod Browning	2	Holden Gemini*	30	David Kortlang	30
George Kahler	2	Ford Escort	28	Dale Payne	24
Gregg Hansford	1	Mazda RX-7	24	Ian Hamwood	24
Peter Glennie	1	Datsun 1200	23	Coral Taylor	23
Rod Bailey	3A	Mitsubishi Lancer	20	Warren Tegg	21
Rodney Cross	3B	Suzuki Swift*	20	Errol Bailey	20
Phil Coleman	3A	Datsun 1600	17	Del Garbett	19
Simon Passlow	2	Datsun 1600	15	T Allen	15
Tony Gray	3A	Datsun 1600	15	Ross Julien	15
Peter Sudiro	2	Datsun 1600	15	Haydyn Batstone	15
Lisle Neumann	2	Datsun 1600	14	Alan Stean	14
John Palmer	4	Mazda RX-2	14	Mark Gray	14
John Shirley	3B	Mazda RX-2	10	Peter Garbett	14
Simon Kabel	3A	Mazda RX-7*	8	Don Gibson	13
Phil McLoughlin	A	Toyota Corolla	7	Andrew Reddiex	13
Jim Reddiex	1	Citroen GS	12	Mal Shinn	10
Peter Johnson	3A	Datsun 1600	6	Graham Clark	7
Ronnie Burns	4	Mazda RX-2	5	Tom Smith	6
Peter Lockhart	3A	Holden Gemini*	5	Tony Kabel	6
Laurie Gatton	3A	Datsun 1600	4	Mick Bruce	5
Tony Tipper	4	Mazda RX-4*	4	Craig Smith	5
Russell Reid	2	Mazda RX-2	3	Keith Morrison	4
Wayne Parker	3A	Datsun Stanza	2	Richard Tipper	4
Alan Hill	3B	Datsun 1200	2	Tony Hill	2
Greg Whitaker	3A	Toyota Celica	1	Chris Michel	2
Vivian Gees	3A	Ford Capri	1	Noel Gees	1
Ian Reddiex	3B	Citroen GS	1	Alan Staib	1

Murray Coote and Iain Stewart are the only crew who have to drop their worst score in the four rounds so far. Their lowest score was 21 points from the Currie Motors Rally. This makes for a very close battle which will be decided on the 24th of November in the B.S.C.C. organised QRC 5.

Some Late News

Jim Richards continued his domination of the Australian touring car scene this year when he won the Castrol 500 at Sandown last Sunday. BMW had an excellent result with Richards' JPS team mate Neville Crichton finishing in 2nd place. Co-drivers were Tony Longhurst and George Fury respectively. Fourth outright were Colin Bond and 'our' Gregg Hansford in the Montrose Alfa GTV6 after many of the favourites including Peter Brock, Dick Johnson and the Francevic Volvo had various problems.

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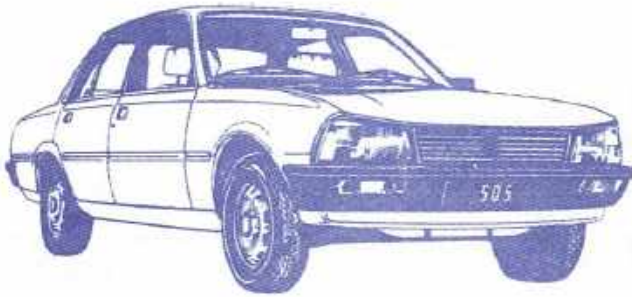
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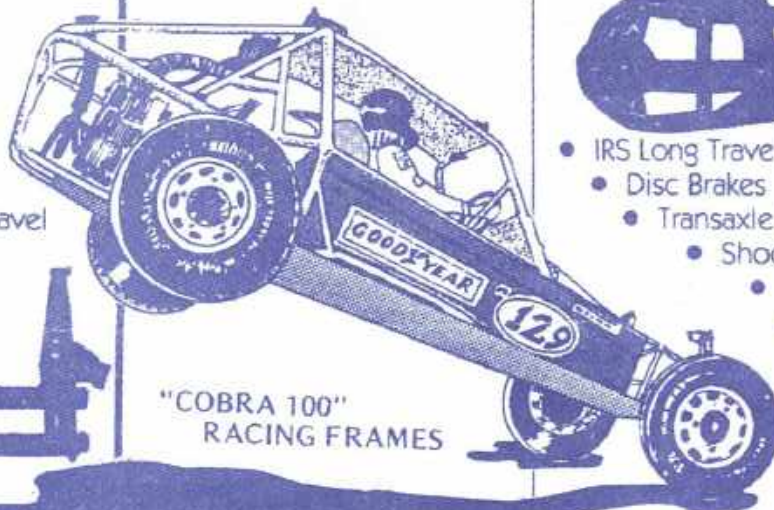
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ME AND MY BIG MOUTH!

"Hey Norm! what are you doing on the 28th - it's a Saturday?"

"Err - I dunno, whey?"

"Wanna come for a ride with me?"

"Err - S'pose so, where are we going?"

"Tell you later" says Trevor, and returns to his phone saying, she's right - I've got a Navigator (pause) yes, I'll get his cams licence number and give it to you tonight, see you later!"

Trevor hangs up slowly, turns to face me. His face bears a smirk of triumph as he gazes at me in a way that says "Got you, you bastard!"

"What the hell have you roped me into?" I plead as my commitment gradually dawns on me.

Trevor, of course, is Trevor Garbett, Motoring Journo, Rally Driver and fellow worker at the Head Office of Goodyear Tyre & Rubber Co. at Rocklea.

Trevor and I have been having a "Friendly" dig at each other for quite a while as to the pros and cons of Off-Roading vs Rallying.

I've been trying to strap him into a good, fast buggy and he's been intent in getting me into the "Idiot Seat" (no offence, Navigators) of a Rally Car.

Well, he has finally trapped me, and I don't know whether to laugh or cry. The fact is, I've never been in a Rally Car before, and up to now it has only been friendly rivalry between Trevor and I. But now that it is about to happen, I wish I had kept my mouth shut.

Now I need a favour from one of your good, fast Off-Roaders. Give Trevor a ride and scare the proverbial crap out of him. Now this may not seem like a big deal to you guys. However, there are no races on the calendar to bore you with the details of, and poor old Peter Johnson would "pack a darkie" if no one gave him anything for his (our) magazine.

Cast your minds back to the very first time you strapped into a rally or off-road car. Can you recall what was going through your mind? Were you sweating? How was the gut? A nice, tight ball - getting smaller? Are the straps supposed to be that tight? Forget to take a leak? Did you try to get three fingers into one putting your gloves on? Look around for something to grab? And all the time this multitude of thoughts were screaming through your mind, you were making a valiant effort to convey an outside appearance of nonchalant bravado.

Well, believe it or not, people still suffer from these symptoms whenever they get into a Rally or Off-Road car for the first time - it's called FEAR.

Just as most of you can recall your first experience, so can I - vividly.

It was the day after the conclusion of the 1981 Griffith Off-Road event. My work with Goodyear caused me to be heavily involved with Off-Road racing, and in particular John Chapmans O.M.E. Team.

We were doing some filming on the track after the event and the vehicle we were filming was the Chevvy Blazer, which was Johns pride and joy at the time. All I knew about the Blazer was that it was big, powerful, mean and fast. Keith Poole was driving it and he was not what you would classify as a "Sunday Driver".

"Now, we need some good high-speed shots over rough ground and some at top speed

across the wheat paddock. We need a navigator - Norm, do something useful for a change. Here, put this helmet on and get in the car!" says John Chapman. (think) "SHEEEET!" I've never been on a motorised lawn mower, let alone the Blazer).

When you receive a directive from the Boss Emu like that, and in front of 30 or so film crew and others, it is not the done thing to look him in the eye and confidently blurt "get knotted" - neither was I about to throw myself on quivering knees and plead "Oh no, John, mate, buddy, pal oh revered one, not me - I'm scared!" So I did the next best thing - fainted.

"Cut the crap and lets get on with it" said John, pouring a can of Coke over me (which thankfully disguised the liquid stain around my crotch).

John, of course, was unaware that I had not, as yet, experienced the joys of Off-Road racing from anywhere but outside the fence.

Well, without going further into the drama, it eventually happened. The film turned out great and for those of you who have seen the Goodyear film "The Wrangler", will recall the Blazer passing the shadow of the plane. Keith Poole, the Driver, says we were doing about 230 Kph at that point through the wheat field - I would not have a clue - but I can assure you there was no way in the world that dust could have gotten into my eyes, they were shut tight.

The guy that owns the Blazer now is still complaining to John Chapman about the claw marks on the dash on the navigators side.

Three showers and a clean pair of underdacks later, followed by a few heavy-handed scotches, I started to really experience the thrill of what I had done. You have all experienced it, it's a great feeling.

However, thats Off-Roading, and from what Trevor has been feeding me lately, rallying is totally different. If thats the case, I'm not so sure that I should play "silly buggers" on the 28th at the Astrodome Rally Sprint.

However, being 35 going on 50 and a typical Off-Road navigator (no brains required, my Boss Driver Nev Taylor keeps telling me), I dare say I'll give it a go.

I dare say I will once again experience the sweaty palms, the knotted gut, the need of a leak, and the fumbling actions of a person in shock while attempting to convey outward calm and an air of confidence.

HEAVEN FORBID - I MIGHT EVEN ENJOY IT.

NORM PERRING

P.S. By the way the car we will be peddling is Paul Masons Turbo Corona and we will be riding on the new 14" Wranglers by Goodyear.

PRODUCTION RALLY CAR

Production Rally Car is the name applied by the Cams to Australian rally cars conforming to the International Group A touring car category and its regulations.

For a car to be recognised as a PRC it should be homologated Group A or if an older car, be homologated Group 1 or Group 3. These homologations are not necessarily available for all cars but 'recognition' may also be achieved based on the manufacturers workshop manual and approved from the CAMS.

Homologation papers are detailed specification sheets describing a standard car. To these papers, the manufacturer can have 'extension' papers to specify homologated 'options'. It is the extent of these options that is of interest to the motorsport competitor. Depending on the manufacturers intentions for a particular car, these options can range from nil all the way through to a purpose built rally car.

For ARC competitors only, an age limit of seven years is applied on the cars; for all other competitors (state, club), there is no age limit on the cars.

Basic lists of Group A homologated cars are available from the CAMS, Group 1 and Group 3 cars may take a bit more searching out, (try older competitors and magazines).

Choosing a car for PRC requires time in sorting out the paperwork so that you are fully aware of the basic specifications of the car as well as the extent of any options available. To fully exploit the capabilities of the car and its options, it is then necessary to understand the range of modifications allowed within the Group A rules. Time spent in sorting out both of these areas will make the job of car preparation much more straightforward and allow you to budget accurately by knowing in advance exactly what work can be done.

Modifications allowed to PRC are aimed at increasing performance and reliability yet retaining major standard parts. This allows a lot of scope for the budget conscious competitor to apply individual skills to car preparation. The modifications are detailed in the 1985 CAMS Manual, pages 301 to 311. Briefly these modifications are:-

Safety: Normal rally car requirements.

Dimensions: All dimensions, weights, stated in homologation papers must be respected.

Engine: Major parts are standard but can be modified; pistons, cams, valves, engine mounts, radiator, fuel pumps, oil cooler, exhaust after manifold are all free within guidelines.

Running Gear: Gearbox, final drive ratios, brakes all as per papers. Suspension can be strengthened within guidelines. Wheel diameter free, rim width is related to engine size and must be within the body line.

Body: Strengthening and seam welding free but no gussing allowed. Sound proofing, padding, carpets, rear seats, can be removed. External appearance must remain standard.

Nav. aids: Can be added with extra gauges as necessary but original dashboard must remain, glovebox lid can go.

General: Homologated parts are not always complete ready to fit on the car. For example, papers may show a disc brake to replace a drum brake but do not show any conversion parts- you have to find or make them. The main point is that the specified part is of the correct origin and dimensions.

In summary, if building a new rally car, go for a PRC. Do your homework and sort out a car to your likes, budget, mechanical abilities and driving aspirations. Talk to other people who have already built a PRC for their experience and talk to the CAMS for specific information. Build the car and go rallying.

CAMS Queensland office- Ron Peebles 07 369 4802.

CAMS National office Bruce Keys 03 29 2327, TLX AA 34331
Homologation papers- ordered and supplied through CAMS state office at \$12.50 per set. CAMS manual with Queensland Rally handbook is \$8.00

With thanks to

Gordon Little
NDSCC 30/6/85

* = Must be read with Rally Car requirements on pages 328-331.

CHRISTIAN AUTO SPORTS CLUB OF AUSTRALIA

SPRINT RALLY SPECTACULAR

On Saturday 28th of September, CACA will be running the first stadium style Sprintrally Spectacular in Australia at the Archerfield International Astradome. This will be the richest event of its kind with \$1000 for 1st outright.

The day starts at 10AM with Round 4 of the Holland Park Auto Electrics/Bears Boggy Works Sprintrally series. This will finish about 6.30PM. At 7.30 the night program starts with the top 20 competing in a series of special runs over jumps, water splashes, etc. In between runs there will be "special vehicle demonstrations". These may include stunt driving, a rollover competition, a "figure 8" race, a decathlon involving bombers, Formula 500's, trikes and trail bikes.

The advertising budget for the event is over \$15,000 which will be spent on T.V., Radio etc. so the organisers are expecting a big crowd with lots of potential C.A.M.S. Car Club members among them.

Speaking of C.A.M.S. Car Club members, a 25% discount for pre-purchased tickets is available for them (i.e. us). The cost of pre-purchased tickets are \$7 for adults, \$4 students 12 years and up and pensioners and \$1 for children, 5-12 years old. All cheques should be made payable to C.A.C.A. and forwarded to P.O. Box 101, Mt. Gravatt, 4122.

Sounds like this could be a top event so if you haven't entered already you'd better hurry up. If your not competing you will be there at least as a spectator.

Boy I'd just love a ride with someone reasonably quick. Hint, Hint.

RETURN THIS FORM BY 23RD SEPT. FOR 25% DISCOUNT FOR PREPURCHASED TICKETS.

Don't forget to write your name and address

..... Adults at \$7 (Gate price \$9)

..... Students 13 years and older or pensioners at \$4 (gate price \$5) -

..... Children 5-12 years at \$1 (gate price \$2) -

TOTAL \$

THE KEEMA CLASSIC RALLY (Cont)

When we left off last issue, Murray Coote was leading Hugh Bell by 54 seconds with Mark Taylor in third place. Leading the State Classified drivers was Gregg Hansford, the Recognised Class was led by Barry Mann in 10th outright, Mark Taylor obviously leads 3A, Ian Reddix heads 3B and Ron Burns 1st in the Novice Class. Special Stage 8 was cancelled due to the dust problem.

MITCHELL CREEK 13.21km SS 9

1	Bell	M	12.46	14	Marshall	A	14.05	27	Johnson	A	14.56
2	Feron	????	N 13.03	15	Sudiro	R	14.06	28	Ball	N	15.03
3	Hansford	C	13.05	16	Kahler	R	14.08	29	Martin	N	15.11
4	Coote	M	13.31	17	Roach	C	14.09	30	Kabel	A	15.14
5	D.Briscoe	C	13.32	18	McLoughlin	A	14.14	31	Cook	N	15.28
6	G.Briscoe	R	13.37	19	Harvey	A	14.15	32	Lewis	N	15.33
7	Mann	R	13.40	20	Brown	C	14.21	33	Currie	A	15.36
	Gray	A	13.40	21	Bailey	A	14.30	34	Cross	B	16.08
9	Cremen	C	13.46	22	Burns	N	14.35	35	Rea	B	16.22
10	M.Taylor	A	13.50	23	Streitberg	B	14.42	36	Potts	N	16.27
11	Lowe	C	13.59	24	Reid	R	14.46	37	Krebs	N	17.38
12	Middleton	A	14.01	25	Gees	A	14.49	38	Fritter	A	17.48
13	Adams	C	14.02	26	Alexander	R	14.52	39	Reddix	B	24.00

Peter Phillips ran out of late time before this stage as did Lockhart in the Gemini and Mills in a similar car. Adrian Taylor retired the City due to car sickness (the car or the navigator?)

The alternator in Andrew Zavers Datsun called it a night putting that car out of the event. Other retirees included Madsen (head gasket), Tipper and Wirth (both out of late time).

OAKWOOD 49.50km SS 10

1	Hansford	C	42.26	14	G.Briscoe	R	46.53	27	Currie	A	51.00
2	Brown	C	43.20	15	Alexander	R	46.58	28	Ball	N	52.49
3	Roach	C	43.24	16	D.Briscoe	C	47.02	29	Martin	N	52.50
4	Coote	M	43.26	17	Bailey	A	47.37	30	Cook	N	53.50
5	Cremen	C	43.29	18	Fritter	A	48.05	31	Rea	B	54.24
6	M.Taylor	A	44.19		Potts	N	48.05	32	Cross	B	54.43
7	Sudiro	R	44.26	20	Streitberg	B	48.23	33	Lewis	N	56.32
8	Lowe	C	44.30	21	Reid	R	48.57	34	Krebs	N	56.52
9	Adams	C	44.35	22	Burns	N	49.00	35	Feron	N	57.18
10	Mann	R	44.54	23	Reddix	B	49.07	36	Bell	M	57.59
11	Kahler	R	45.03	24	Kabel	A	49.16	37	McLoughlin	A	60.00
12	Middleton	A	45.19	25	Gees	A	49.31				
13	Marshall	A	45.51	26	Johnson	A	49.58				

Kevin Harvey/Greg Weale took a left hand turn that wasn't there at all and couldn't get back on the road. They were running in the top five at the time and were very disappointed not to finish.

Tony Gray also retired in SS 10 when the front end of his Datsun broke, which was a bit of a shame after such a good run.

Hansford has moved into second position nearly three minutes behind Coote and Mark Taylor is in third spot ahead of Ron Cremen in the Corolla GT. Bell had a disaster in the long stage.

300 CREEK 45.47km SS 11

1	Coote	M	44.38	13	Alexander	R	48.47	25	Taylor	A	51.56
2	Hansford	C	44.48	14	Reddiex	B	48.49	26	Ball	N	54.39
3	Brown	C	45.48	15	Marshall	A	48.50	27	Reid	R	55.11
4	Adams	C	46.29	16	Johnson	A	50.00	28	Cross	B	55.32
5	Bell	M	46.36	17	Feron	N	50.02	29	Middleton	A	56.00
6	G.Briscoe	R	46.38		Kahler	R	50.02		Burns	N	56.00
7	Crement	C	47.13	19	Roach	C	50.11		Martin	N	56.00
8	McLoughlin	A	47.21	20	Currie	A	50.17		Streitberg	B	56.00
9	D.Briscoe	C	47.45	21	Kabel	A	50.26		Rea		56.00
10	Mann	R	48.10	22	Lowe	C	50.54		Krebs	N	56.00
11	Bailey	A	48.16	23	Gees	A	51.10	35	Cook	N	56.09
12	Sudiro	R	48.41	24	Lewis	N	51.25	36	Fritter	A	78.17

David Adams from Victoria is going very well in the Pulsar ET Turbo and ended up 5th outright at the end. Laurie Streitberg and Chris Lane changed a flat tyre in this section and that effectively lost them the 3B class. But I do remember seeing Ross Perry standing on the side of the road with a rope in his hand begging for assistance in an earlier section. We laughed as we drove past. Norm Fritter did stop to tow Ian and Ross out but then realised he didn't have a tow hook. They eventually got out and went on to win 3B by 2min 15sec from Laurie.

POSITIONS AFTER 10 SECTIONS AND 179.38km's

1	Coote	M	176.14	13	Alexander	R	192.44	25	Streitber	B	216.18
2	Hansford	C	179.00	14	Bell	M	192.54	26	Feron	N	216.27
3	Crement	C	183.42	15	Roach	C	195.09	27	Currie	A	216.49
4	Brown	C	185.33	16	Bailey	A	195.44	28	Johnson	A	218.14
5	Adams	C	186.28	17	Sudiro	R	196.55	29	Lewis	N	219.27
6	Taylor	A	187.09	18	Middleton	A	201.34	30	Ball	N	224.26
7	Mann	R	188.20	19	McLoughli	A	207.01	31	Cross	B	228.56
8	G.Briscoe	R	189.23	20	Burns	N	208.57	32	Cook	N	230.12
9	Lowe	C	189.51	21	Reid	R	209.14	33	Martin	N	234.24
10	D.Briscoe	C	191.59	22	Kabel	A	210.07	34	Rritter	A	236.01
11	Marshall	A	192.11	23	Gees	A	211.13	35	Rea	B	237.28
12	Kahler	R	192.32	24	Reddiex	B	215.51	36	Krebs	N	238.13

AMAMOOR 11.46km SS 12

1	Bell	M	11.06		Kahler	R	11.45	25	Kabel	A	13.08
2	Hansford	C	11.07	14	Bailey	A	11.53	26	Gees	A	13.19
3	Coote	M	11.13	15	D.Briscoe	C	11.54	27	Feron	N	13.25
4	Taylor	A	11.15	16	McLoughlin	A	12.06	28	Middleton	A	13.34
5	Brown	C	11.19	17	Alexander	R	12.20	29	Lewis	N	13.50
6	Adams	C	11.20	18	Johnson	A	12.36	30	Streitberg	B	13.54
7	Marshall	A	11.23	19	Burns	N	12.45	31	Cook	N	13.57
8	Mann	R	11.31	20	Reid	R	12.46	32	Cross	B	14.11
	G.Briscoe	R	11.31	21	Fritter	A	12.47	33	Ball	N	14.30
10	Sudiro	R	11.34	22	Reddiex	B	12.48	34	Rea	B	15.42
11	Lowe	C	11.37	23	Currie	A	12.49	35	Krebs	N	16.25
12	Crement	C	11.45	24	Roach	C	12.58	36	Martin	N	22.00

Unknown to the crews at this time as that this was to be the penultimate special stage after special stages 14 and 15 were cancelled. The roads by this time were fairly atrocious.

SKYRING 6.31km SS 13

1 Taylor	A	5.10	13	G.Briscoe	R	5.42	25	Feron	N	6.24
2 Hansford	C	5.16	14	Kahler	R	5.45	26	Kabel	A	6.26
3 Bell	M	5.17	15	Burns	N	5.54	27	Cook	N	6.44
4 Brown	C	5.20	16	Alexander	R	5.55	28	Streitberg	B	6.45
5 Coote	M	5.22	17	Lowe	C	6.00	29	Lewis	N	6.47
6 Sudiro	R	5.25	18	Reddiex	B	6.03	30	Martin	N	6.50
7 Marshall	A	5.26	19	McLoughlin	A	6.04	31	Middleton	A	6.54
8 Adams	C	5.31	20	Roach	C	6.11	32	Ball	N	7.14
9 Cremen	C	5.31	21	Gees	A	6.16	33	Cross	B	7.31
10 D.Briscoe	C	5.35	22	Reid	R	6.19	34	Krebs	N	7.36
11 Mann	R	5.36	23	Johnson	A	6.20				
12 Bailey	A	5.37	24	Currie	A	6.20				

Norm Fritter stopped in the last section as did Donald Rea in the P.R.C. Bluebird. Mark Taylor had an off in SS 11 and that dropped him down to 6th overall but beat the feild on the last stage.

RESULTS OF THE 1985 KEEMA CLASSIC RALLY (A.R.C. 4)

1 Murray Coote/Iain Stewart	*Mazda 323 GTS	192.49	1st NC	†
2 Gregg Hansford/Dale Payne	Mazda RX-7	195.23	1st Cl	†
3 Ron Cremen/Ray Temple	*Toyota Corolla	200.58	2nd Cl	
4 Dennis Brown/John Hall	*Subaru RX Turbo	202.12	3rd Cl	†
5 David Adams/Chris Randell	*Nissan Pulsar ET	203.19	Class.	
6 Mark Taylor/Noelle Drummond	Ford Escort	203.34	1st 3A	†
7 Barry Mann/Ian Young	Datsun 1600	206.27	1st Re	†
8 Geoff Briscoe/Phillip Morley	Ford Escort	206.36	2nd Re	
9 Barry Lowe/Kevin Pedder	*Subaru RX Turbo	207.28	Class.	
10 Garry Marshall/Ian Goldsworthy	Datsun 1600	209.00	2nd 3A	†
11 Doug Briscoe/ ?	Mazda RX-3	209.28	Class.	
12 George Kahler/Haydn Batstone	Ford Escort	210.02	3rd Re	†
13 Graham Alexander/David Stewart	*Toyota Sprinter	210.59	Recog.	
14 Rod Bailey/Errol Bailey	Mitsubishi	213.14	3rd 3A	†
15 Hugh Bell/Steve Ellis	Mazda RX-7	214.17	2nd NC	
16 Marc Roach/Mick Price	Datsun 1600	214.18	Class.	†
17 Peter Sudiro/Ross Julien	Datsun 1600	214.54	Recog.	†
18 Jim Middleton/Jon Thomson	*Holden Commodore	223.02	3A.	
19 Phil McLoughlin/Graham Offer	Toyota Corolla	225.11	3A.	†
20 Ronnie Burns/Craig Smith	Mazda RX-2	227.36	1st No	†
21 Russell Reid/Del Garbett	Mazda RX-2	228.19	Recog.	†
22 Henk Kabel/Tony Kabel	*Mazda RX-7	230.41	3A.	†
23 Vivian Gees/Noel Gees	Ford Capri	230.48	3A.	†
24 Ian Reddiex/Ross Perry	Mazda RX-2	234.42	1st 3B	
25 Don Currie/Joseph Currie	Datsun 1600	235.58	3A.	
26 David Feron/Terry Gusterson	Datsun 1600	236.16	2nd No	
27 Laurie Streitberg/Chris Lane	Mazda R100	236.57	2nd 3B	
28 Peter Johnson/Tom Smith	Datsun 1600	237.10	3A.	
29 Terry Lewis/Ray Waller	Ford Escort	245.04	3rd No	
30 Peter Ball/Paul CAdell	Datsun 1600	246.10	Novice	
31 Rodney Cross/Alan Stean	*Suzuki Swift	250.38	3rd 3B	†
32 Barry Cook/Tim Blake	Mazda RX-3	250.53	Novice	
33 Tony Krebs/Andrew Reddiex	Holden Torana	262.14	Novice	
34 David Martin/Milton Kolas	Datsun 1600	268.14	Novice	

63 Starters, 34 finishers. Average Speed 63 kmh. Distance 197.15km

* = PRC

† = GRC POINTS

KEEMA CLASSIC RALLY SPECIAL STAGE ANALYSIS

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Hugh Bell	Mazda RX-7	5	1	1	1	1	
Murray Coote	Mazda 323 GTS	3	1	3	2	1	
Gregg Hansford	Mazda RX-7	1	3	1	2	1	
Peter Glennie	Datsun 1200	1	1	1	1		
Mark Taylor	Ford Escort	1		2	2		2
Peter Clark	Subaru RX Turbo	1		1	1		
Peter Phillips	Datsun 1600		3		1		
Dennis Brown	Subaru RX Turbo		1	3	1	1	
Barry Lowe	Subaru RX Turbo		1		1	1	1
David Feron	Datsun 1600		1				
Marc Roach	Datsun 1600			1			
David Adams	Nissan Pulsar ET				1		2
Barry Mann	Datsun 1600				1		
Ron Cremen	Toyota Corolla GT					2	1
Peter Sudiro	Datsun 1600					1	1
Kevin Harvey	Datsun 1600					1	1
Doug Briscoe	Mazda RX-3					1	
Geoff Briscoe	Ford Escort						2
Tony Gray	Datsun 1600						1

While he was running without problems Hugh Bell was the quickest man out there and Peter Glennie was also particularly quick in the four stages he completed. Murray Coote was by far the fastest P.R.C. driver and one wonders how the little Mazda would go down south if circumstances ever allow. The event was very tiring for crews and I think those who managed to finish should be pretty happy with that result.

NOW.....JUST A MINUTE.....

RAC Mins - /4206 Moved Marcovich/Davis that minimum prizemoney for 1986 QRC be as follows: Outright- 1st \$150, 2nd \$75, 3rd \$50.

Rally Cars (Group G) other than PRC. 1st \$100, 2nd \$60, 3rd \$40.

PRC 1st \$100, 2nd \$60, 3rd \$40 with the addition of "other than PRC" after "Group G"

/4208 /Resolved that W.Parker be upgraded to 3A rally driver.

/4209 Resolved that M.Taylor be upgraded to Grade 1 rally driver.

/4211 It was resolved that all clubs be advised that **QSC asks** scrutineers of road registered cars to verify that details of MRD registration papers agree with engine numbers, etc. of the actual vehicle.

/4212 It was resolved that clubs be advised that scrutineers be alerted to make log book entries that require owners to improve cars of sub-standard appearance.

/4214 It was resolved that clubs be asked to include in their newsletter a request for all club members who wish to be on the motorkhana competitors' mailing list to so advise CAMS. (MAC Mins)

PHONE NUMBERS
HOME WORK

CLUB OFFICIALS

PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.				
PRESIDENT.....	BRIAN SWINTON	848 4558	44 8061		
VICE PRESIDENT.....	ERROL BAILEY	848 0546	375 3777		
IMMEDIATE PAST PRESIDENT.....	JIM REDDIE	264 1738	52 7177		
SECRETARY.....	WARREN TEGG	848 3889	394 1922		
TREASURER.....	HUGH WALKER	351 3921	52 3331		
ASSISTANT TREASURER.....	MIKE MITCHELL	59 8785	52 5391		
CLUB CAPTAIN.....	PHIL UNICOMB	208 5564	208 5564		
BOARD MEMBERS.....	WILSON BOYD				
(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				
PROPERTY DEVELOPMENT OFFICER...	JIM REDDIE	264 1738	52 7177		
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8881		
CAMS DELEGATE.....	PETER MARCOVICH	395 1484	390 5907		
CAMS OBSERVER.....	NEV TAYLOR	205 3724			
AUDITOR.....	NEV JOHNSTON	266 8241	358 1022		
BUILDING & PROPERTY OFFICER...	ANDREW McGRAA	288 8958	280 2156		
REGISTRAR.....	PETER SMITH	379 2066	379 6182		
EDITOR.....	PETER JOHNSON	397 0475	44 1800		
REFRESHMENTS OFFICERS.....	ALAN CLUNES ROD BAILEY	209 2843 369 7206	369 4310 369 4310		
SPORTING SUB-COMMITTEE.....	(Meet last Tues each mth 7.30 pm.)				
CHAIRMAN.....	LAURIE GARTH	349 8053	349 8053		
NIGHT RUN OFFICERS.....	WILSON BOYD ALAN McCONNELL	38 1639 379 2754	345 5834		
MOTORKHANA OFFICERS.....	WILSON BODY ALAN McCONNELL	38 1639 379 2754	345 5834		
SPRINT RALLY OFFICERS.....					
OFF-ROAD OFFICERS.....	GREG WHITAKER WAYNE CAMBIE PAUL WATKINSON PAT COLLINS NORM PERRING	205 3603 205 3871 357 5294 390 1145 273 4597	205 3603 205 4377 266 4460		
RALLY OFFICERS.....	ALAN STAIB CORAL TAYLOR 075 ROD CROSS ANDREW REDDIE	351 6742 356179 395 7752 264 1738	208 4333 52 7177		
SOCIAL SUB COMMITTEE (Meet 2nd Tues each mth)	ALAN STAIB	351 6742			
PROMOTIONS OFFICERS.....	LINDA MILLER 075 LANCE ZIVEC LANCE REDDING 075 SHARON GAYLARD LAURIE FOAT VICKY McCULLOUGH	45 1214 372 1048 32 7742 261 1848 399 7031 353 2647	58 2577 221 0144		
FINANCE SUB COMMITTEE (Meet weekend prior to 1st Tues each month)					
CHAIRMAN.....	ERROL BAILEY			Vice President	
OFFICERS.....	HUGH WALKER BRIAN SWINTON WARREN TEGG PHIL UNICOMB JIM REDDIE			Treasurer President Secretary Club Captain Imm.Past President	

CLUBROOMS

B.S.C.C. CLUBROOMS ARE LOCATED ON THE CORNER OF REID AND HAWTHORNE STREETS, WOOLLOONGABBA, AND ARE OPEN EVERY WEDNESDAY FROM 8.00 p.m. ONWARDS.

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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

FORTHCOMING EVENTS

- SEPT. 25th - Night Run B.S.C.C. Clubrooms 8 p.m. (Peter Garbett)
28th - C.A.C.A. Sprint Rally - Archerfield Astradome
more details inside mag...
29th - H.S.C.C. Q.M.C. Round 7. Kenmore
- Oct. 6th - BATHURST
19th/20th AUSTRALIAN OFF ROAD CHAMPIONSHIP ROUND 4
GOODYEAR WRANGLER KOORALBYN VALLEY 400 - full
details inside.
20th - S.C.C.C. Q.M.C. Gympie
23rd - Night Run B.S.C.C. Clubrooms 8 pm (Cameron Neilson)
27th - M.G.C.C. Sprint Rally
- Nov. 3rd - AUSTRALIAN GRAND PRIX
10th - LADIES OFF ROAD LONG COURSE - have you read Linda
Miller's page????
10th - I.W.M.A.C. Rallycrosse - Open
17th - B.S.C.C. Holland Pakk Auto Electrics Sprint Rally
24/25 - B.S.C.C.'s Q.R.C. Round
- Dec. 1st - Day Run/Motorkhana/B.B.Q.
8th - S.C.V.W.C. Q.M.C. Maroochydore
21st - B.S.C.C. Christmas Party - Pacific Golf Club, Mt. Gravatt

1986

Aust. Day Long weekend - Long Course Off Road - Goondiwindi

July 20th - Australian Rally Championship

THE CLUB IS OPEN EVERY WEDNESDAY NIGHT FROM 8 pm onwards.

N.D.S.C.C. and Annette Ross in particular are trying to drum up support for their proposed POWDER PUFF Rally to be held early next year. To this end a meeting of all interested parties is being held at the B.S.C.C. Clubrooms, Cnr. Reid & Hawthorne Streets, Woolloongabba on MONDAY 23rd SEPTEMBER at 8 p.m. SO BE IN IT AND COME ALONG.

The Rally includes a true ROAD CAR CLASS which is for basically unprepared cars on road tyres, with only basic navigation gear and additional lights allowed, so ladies, you really have no excuse. Let this be the time husbands, boyfriends support you.....

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