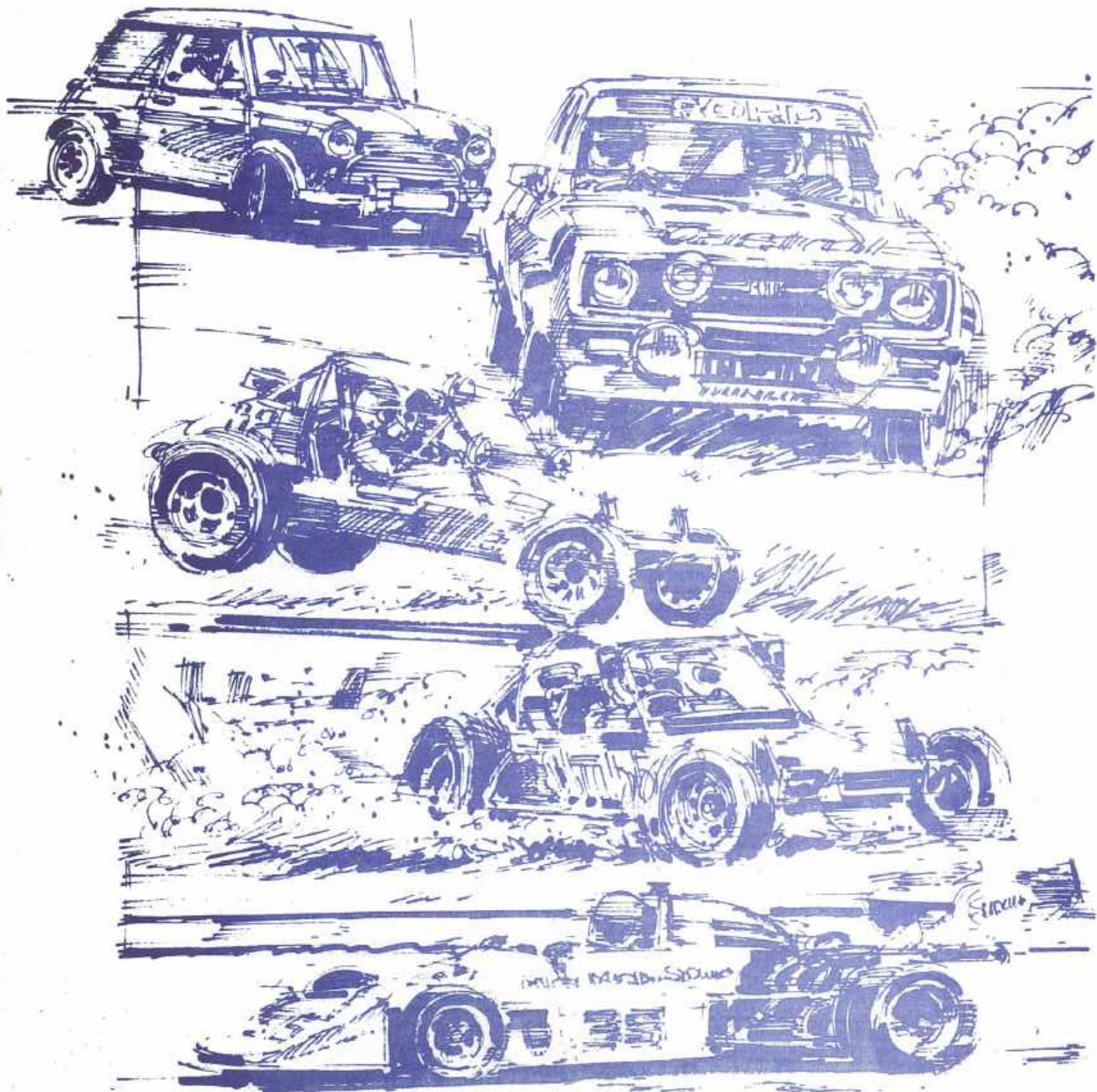




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Registered by Australia Post  
Publication No. QBH 1880

October 1985.



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# STRAIGHT ON

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What should a rally be? This point came up in discussion at the club rooms the other night and various opinions were expressed. Unlike in days gone by, rallies are no longer endurance tests for the crew members with the main aim being just to finish the event in one piece.

The sport has grown into what is virtually high speed racing through the forests with the main aim being to win, whether outright or class, or finish as high up in the results list as possible. This would be the attitude to take if one is competing on a fairly serious level.

There are of course those who compete just for the sheer exhilaration, challenge and fun of driving through a forest at night as quickly as they feel comfortable. That is not to say that one cannot have the latter attitude and still not do well. I am sure there are some drivers who fit in that category.

There are what I would say are three different types of thought on what a rally should be. The first is that which places a lot of importance on the NAVIGATIONAL abilities of the crew (particularly the navigator obviously) and their capabilities when it comes to being able to know when it is the right time to speed and when it would be wiser to back off a bit and make sure they're on the right road or for reasons of safety.

The winner is not always the fastest driver or the best car but he is the one who did the homework and used commonsense rather than a big right foot. Events run requiring this sort of attitude are nowadays called MAPPING events.

I think the next school of thought is along the lines that a rally should be a test of A. the ability of the driver to set a good pace without risking damage to the car, B. the ability of the navigator to be able to help the driver find the correct pace and be able to read the road conditions so that the vehicle will last the whole event and C. the strength of the car and its ability to last for long distances over what are usually non-major roads (i.e. rough). Again it is not always the fastest driver that wins but the crew who combined all three of the above criteria with not a small amount of stamina.

The third and possibly final type of thought on what a rally should be is the one where the winner of the event will nearly always be the fastest DRIVER combined with best navigator (in terms of NAVIGATOR SPEED not navigating as such). Their ability to drive a fast, light reliable car over good, smooth roads at high speed would be the main test in this type of rally. This is where a navigator becomes a CO-DRIVER as it is his ability to help the driver DRIVE the car which is being tested, not his ability to keep the car on the right road. In this type of event it should be almost impossible to get lost (almost impossible only because of the want of a small army by the organisers to make it impossible).

This type of event would probably be shorter than all others to lessen the chances of the mechanical failure variable entering into the criteria.

So which one of these, to you, is a proper rally? Perhaps none, perhaps all three. I think most of the rallies we have been competing in in Queensland have a little bit of all three combined in the one event, which may be a good thing or may be terrible, depending on your point of view.

I know which category I think that a modern rally should fit into and I'm sure all competitors have an opinion as well. If you do have a definite thought on the matter, let someone who is in a position to turn your opinion into a guideline, know about it. Then we maybe able to find the direction rallying should be heading, and make the road ahead a bit more enjoyable for the majority.

PETER JOHNSON



### Tour De Garbett

Peter and Del Garbett were the organisers of the September night run which was held on Wednesday the 25th. Winners on the night were Wilson Boyd/Beryl Boyd with no points lost as were Neil Jory/Sharon Gaylard to make those two crews equal first. There must have been one tricky question as there were a whole bunch of crews equal 3rd with 10 points lost. They included Linda Miller/Chris Brand, Chris Campbell/Allison Murfin, Cameron Neilson/Brendon Boyd and Don Tainton/Alan McConnell. The only team to get two wrong were Neil Bennink/Ray Kemp and that was all the entries recieved on the night.

### Major forthcoming event

Our Queensland Rally Championship event is going full steam ahead but not on the date that appeared in the mag last time. The Gallangowan Forest Rally will be held on the 30th NOV./ 1st Dec. at Gallangowan (Up past Jimna). There will be no long transport section as the event will start at Gallangowan and finish there. Approximatly 35km's of daylight competitive will be run then another 170 odd at night. The service point will be central all night and there will be catering and a bar there as well. The service point actually acts as a spectator point as well because the cars will be running competitively within spitting distance. Crews are encouraged to camp for the night as there will be breakfast available and apresentation on the Sunday morning. Toilet facilities are available and shwers and even a public phone! Supp regs will be out soon. There is no major sponsor for the event and any additional sponsership would be welcomed. Contact Jim Reddiex or Peter Johnson for any further details.

### BEERBURRUM SPRINT RALLY

Wilson Boyd is the director for this the final round of the 1985 Sprint Rally Series. The event is being run in the same spot as last year although using mostly different roads. There will be four competitive stages all different if the weather remains dry. There will be a full route chart and having a navigator with a little bit of experience would be an advantage. In other words don't just go out and grab the skinny kid next door who weighs 28 pound dripping wet and expect to do well.

Catering will be available and there are a few different spectator points to watch the action. Once again Supp.Reggs will be out soon and you can see the big ad elsewhere in the mag begging for helpers. That goes for the Q.R.C. event as well.

### The big one

By the time you read this Kooralbyn will have been run and won (hopefully by a Queenslander). If the amount of work put in by the organising commitee is any indication then the event was a huge success. I'll stick my neck out and predict a win for the Svensons after a neck and neck battle with Craig Martin.

THE GRAND PRIX MAZDA RALLY ( Q.R.C. 4)

A very good entry was recieved for this event including seven State Classified drivers and four Recognised. Any one of the Classified crews were capable of winning the event with Peter Glennie looking particularly dangerous after his earlier performance in the Keema Classic. The event started at the Aspley Hypermarket and then there was meant to be a Special Stage at Kinsellars Road but due to heavy rain earlier in the week that track was awash and couldn't be used. So it was straight up to Moore for a quick 2 hour service. Some crews found time to write their memoirs and others were able to quickly blueprint their engines. Eventually there was movement and as the competitors went out to do the first Special Stage the service crews headed up to, you guessed it, Benarkin Picnic Ground to set up for the night.

PENNINGS 1 SS 4 13.78 km

1	Glennie/Taylor	C	12.15	18	Gees/Gees	A	13.20	35	Scharf	N	14.25
2	Roach/Price	C	12.19	19	Feron/Gust	N	13.25	36	Verity	N	14.35
3	Brown/Hall	C	12.28	20	Dummett/Mo	N	13.27	37	McLoug	A	15.03
4	Phillips/Young	C	12.37	21	Reddiex/Re	B	13.32	38	Wirth/	N	15.04
5	Coote/Stewart	C	12.38	22	Streitberg	B	13.33	39	Mills/	N	15.05
6	Coleman/Garbett	A	12.40	23	Palmer/Gra	N	13.37	40	O'Brie	B	15.11
	Kahler/Gibson	R	12.40		Parker/Mic	A	13.37	41	Boyd/P	N	15.28
8	Taylor/Drummond	C	12.47	25	Gray/Hamwo	A	13.40	42	Griffi	N	15.34
9	Mann/Young	R	12.55	26	Hill/Hill	B	13.41	43	Kabel/	A	15.41
10	Passlow/Allen	R	12.56	27	Williamson	N	13.42	44	Grant/	N	16.45
11	Harvey>Weale	A	13.00	28	Cook/Blake	N	13.46	45	Russel	B	17.21
12	Johanson/Wright	N	13.04	29	Acreman/Je	N	13.49	46	Hethet	N	17.26
13	Marshall/Goldsw	A	13.08	30	Jones/	N	14.01	47	Clay/S	N	18.39
14	Bell/Bell	R	13.09	31	Lewis/Smit	N	14.06	48	Hansfo	C	23.50
15	Bailey/Bailey	A	13.10	32	Ball/Ball	N	14.08	49	Tipper	N	25.00
16	Zaver/Zaver	N	13.18	33	Harrison/R	N	14.15				
	Thomas/McLune	A	13.18	34	Martin/Kol	N	14.20				

Gregg Hansford/Dale Payne came into the service point late after taking a wrong road and having the gearbox pack it in all in the first stage. They also had numerous spins due to what they thought was a brake problem but turned out to be connected to a suspension breakage. The Ian Boettcher crew swarmed on to the car and completed a gearbox change in an impressive 25 mins. I'm told this speedy work comes from lot's of practice!

ELIZA SS 6 21.76

1	Phillips/Youn	C	19.14	15	Johanson/W	N	21.07	29	Williams	N	22.36
2	Glennie/Taylo	C	19.21	16	Cook/Blake	N	21.08	30	Parker/M	A	23.01
3	Taylor/Drummo	C	19.32	17	Reddiex/Re	B	21.20		Mills/Mi	N	23.01
4	Hansford/Payn	C	19.34	18	Feron/Gust	N	21.25	32	Brown/Ha	C	23.08
5	Coote/Stewart	C	19.42	19	Hill/Hill	B	21.38	33	Martin/K	N	23.33
6	Mann/Young	R	19.48	20	Palmer/Gra	N	21.51	34	Russell/	B	23.39
7	Roach/Price	C	19.48	21	Streitberg	B	21.52	35	Wirth/Mo	N	23.41
8	Gray/Hamwood	A	20.07	22	Bailey/Bai	A	22.00	36	Ball/Bal	N	23.54
9	Harvey>Weale	A	20.16	23	Jones/	N	22.03	37	Clay/Spe	N	24.32
10	Bell/Bell	R	20.23	24	Kabel/Garb	A	22.10	38	Harrison	N	24.36
11	Marshall/Gold	A	20.41	25	Lewis/Smit	N	22.18	39	Acreman/	N	25.07
12	Gees/Gees	A	20.43	26	Verity/	N	22.28	40	Griffith	N	28.06
13	Passlow/Allen	R	20.46	27	Scharf/Gru	N	22.32	41	Grant/Sa	N	31.32
14	Kahler/Gibson	R	20.58	28	O'Brien/Hi	B	22.35	42	Coleman/	A	51.45

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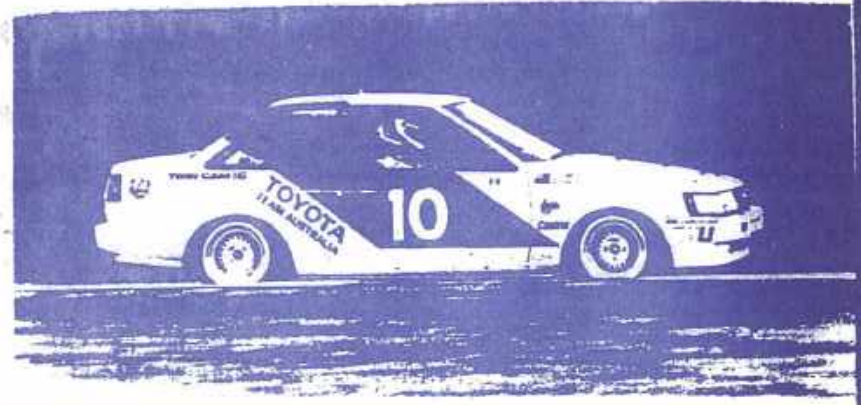
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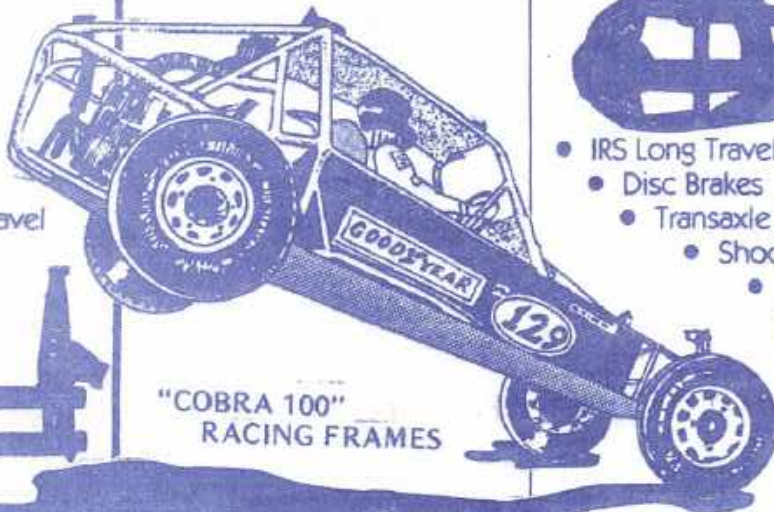
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THE GRAND PRIX MAZDA RALLY (Cont.)

Dennis Brown had a puncture in SS 6 and this cost him about 3½ minutes which in the final result would have meant a possible second place or even a win. After 2 stages Glennie is leading Phillips by 15 seconds. Phil McLoughlin retired the Corolla, Andrew Zaver got bogged after putting in good time in the first stage, Wilson Boyd/ Jim Pilgrim went off the road and was unable to get back on due to the slippery conditions and Pat Hetherman rolled his Mazda in a big way. In the first stage the Datsun of Lisle Nuemann/Tony Best hit a tree after coming over a crest a bit crossed up. The car was a real mess and both crew members were injured, thankfully not seriously although hospitalization was required.

ASHBY 1            SS 8            9.35 km

1 Phillips	C 7.16	15 Bell	R 8.48	29 Martin	N 9.40
2 Coote	C 7.25	16 Johanson	N 8.51	30 Streitberg	B 9.53
3 Glennie	C 7.26	17 Hill	B 8.56	Verity	N 9.53
4 Brown	C 7.29	18 Reddiex	B 8.58	32 Jones	N 10.00
5 Taylor	C 7.39	19 Gees	A 9.05	33 Parker	A 10.05
6 Harvey	A 7.53	20 Bailey	A 9.07	34 Ball	N 10.18
7 Roach	C 7.55	21 Kabel	A 9.14	35 Russell	B 10.31
8 Hansford	C 8.02	22 Acreman	N 9.15	Harrison	N 10.31
9 Marshall	A 8.16	23 Feron	N 9.18	37 Williamson	N 10.37
10 Mann	R 8.17	24 Cook	N 9.22	38 Griffith	N 11.37
11 Gray	A 8.24	25 O'Brien	B 9.23	39 Grant	N 12.00
12 Coleman	A 8.30	26 Palmer	N 9.26	40 Mills	N 12.11
13 Passlow	R 8.32	27 Lewis	N 9.32	41 Clay	N 12.12
14 Kahler	R 8.35	28 Wirth	N 9.37		

Glennie's lead is now down to only 5 seconds from Phillips with Murray Coote/Iain Stewart in 3rd a further 37 seconds back.

Mark Taylor is in fourth just ahead of Marc Roach. Pat Scharf retired with rear end trouble in SS 8. The cars were coming into the service area reporting rain but it was quite dry at the Picnic ground.

ASHBY 2            SS 10            10.78 km

1 Hansford	C 7.42	14 Gees	A 8.37	27 Cook	N 9.28
2 Roach	C 7.54	15 Kahler	R 8.43	28 Wirth	N 9.43
3 Mann	R 7.55	16 Bailey	A 8.44	29 Verity	N 10.21
4 Brown	C 7.57	17 Palmer	N 8.47	30 Parker	A 10.33
5 Coote	C 8.00	Hill	B 8.47	31 Russell	B 10.35
6 Taylor	C 8.01	19 Kabel	A 8.48	32 Harrison	N 10.45
Marshall	A 8.01	20 Feron	N 8.51	33 Acreman	N 10.54
8 Harvey	A 8.03	21 Reddiex	B 9.01	34 Mills	M 11.30
9 Coleman	A 8.11	22 Martin	N 9.03	35 Griffith	N 11.36
10 Passlow	R 8.15	23 Streitberg	B 9.05	36 Jones	N 11.55
11 Gray	A 8.16	24 Lewis	N 9.21	37 Clay	N 12.01
12 Glennie	C 8.17	25 Ball	N 9.23	38 Johanson	N 17.07
13 Bell	R 8.18	26 O'Brien	B 9.27	39 Williamson	N 24.02

Hansford's average speed for this stage was 87 kmh. Peter Phillips went off the road backwards after a rear tyre suddenly deflated. The car sort of end for ended backwards destroying itself on the way. Both crew members were uninjured and it looks as though Peter will have to build yet another Datsun (Peter isn't a big fan of P.R.C.). Steven Grant, driving in his first rally, got to the E.O.S. Control only to find that the officials had packed up and disappeared. Steven had got bogged and hit a tree in my old Datsun. He did get going again only to hit another tree later on severely damaging the front of the car.

THE GRAND PRIX MAZDA RALLY (Cont. )

POSITIONS AFTER 4 STAGES AND 55.67 km

1	Glennie/Taylor	C	47.19	15	Feron/Gust	N	52.59	29	Wirth/M	N	58.05
2	Coote/Stewart	C	47.45	16	Bailey/Bai	A	53.01	30	Hansford	C	58.08
3	Roach/Price	C	47.56	17	Hill/Hill	B	53.02	31	Acreman/	N	59.05
4	Taylor/Drummon	C	47.59	18	Palmer/Gra	N	53.41	32	Harrison	N	60.07
5	Mann/Young	R	48.55	19	Cook/Blake	N	53.44	33	Johanson	N	60.09
6	Harvey/Weale	A	49.12	20	Streit/Lan	B	54.23	34	Mills/Mi	N	61.41
7	Marshall/Golds	A	50.06	21	Lewis/Smit	N	55.17	35	Russell/	B	62.06
8	Passlow/Allen	R	50.19	22	Kabel/Garb	A	55.53	36	Griffith	N	66.53
9	Gray/Hamwood	A	50.27	23	O'Brien/Hi	B	56.36	37	Clay/Spe	N	67.24
10	Bell/Bell	R	50.38		Martin/Kol	N	56.36	38	Williams	N	70.57
11	Kahler/Gibson	R	50.56	25	Parker/Mic	A	57.16	39	Coleman/	A	81.06
12	Brown/Hall	C	51.02	26	Verity/	N	57.17				
13	Gees/Gees	A	51.45	27	Ball/Ball	N	57.43		Grant, 77.59 + Mis-		
14	Reddiex/Reddie	B	52.51	28	Jones/	N	57.59		sed control.		

A very close battle for the lead with only 40 seconds separating the first four cars. Barry Mann leads the Recognised drivers comfortably, Kevin Harvey is just ahead of Garry Marshall in Clubman 3A, Ian Reddiex is just 11 seconds ahead of Alan Hill's Datsun 1200 in 3B and John Palmer's RX-2 is leading the Novices by only 3 seconds. David Johanson was heading Grade 4 until SS 10 when he had a major problem. At about 10 o'clock the rain really started to pour down at the picnic ground and continued for quite a while.

OPPOSSUM SS 12 22.33 km

1	Taylor	C	18.52	14	Palmer	N	20.38	27	Cook	N	26.07
2	Brown	C	18.54	15	Bailey	A	21.19	28	Mills	N	26.40
3	Glennie	C	18.57	16	Hill	B	21.28	29	Parker	A	27.32
4	Hansford	C	19.02	17	Kabel	A	21.50	30	Grant	N	27.38
5	Roach	C	19.13	18	Johanson	N	22.10	31	Ball	N	27.48
6	Harvey	A	19.21	19	Gees	A	22.20	32	Verity	N	28.23
	Gray	A	19.21	20	Streitberg	B	22.55	33	Russell	B	28.27
8	Mann	R	19.37	21	Martin	N	23.02	34	Williamson	N	29.16
9	Coote	C	19.38		Feron	N	23.02	35	Wirth	N	29.33
10	Marshall	A	19.56	23	Reddiex	B	23.30	36	Griffith	N	29.39
11	Kahler	R	20.09	24	O'Brien	B	25.29	37	Jones	N	29.41
12	Bell	R	20.13	25	Acreman	N	25.35	38	Harrison	N	30.20
13	Passlow	R	20.31	26	Coleman	A	25.50	39	Clay	N	33.17

Mark Taylor overtook both Roach and Coote to now be in second position behind Glennie. Roach also moved ahead of Coote and Dennis Brown is flying to try and make up as much time as possible after his puncture. Terry Lewis/Tom Smith retired the Westfield Escort with electrical problems after running 3rd in class.

FIND A GOOD BIT OF ROAD IN A HURRY NUMBER 1 7.95 km

1	Taylor	C	9.57	12	Bailey	A	11.08	23	Martin	N	12.33
2	Glennie	C	10.00		Reddiex	B	11.08	24	Cook	N	12.38
3	Roach	C	10.07	14	Passlow	R	11.09	25	Wirth	N	12.49
4	Coote	C	10.12	15	Hill	B	11.15	26	Feron	N	12.50
5	Harvey	A	10.22		Williamso	N	11.15	27	Verity	N	13.22
6	Kahler	R	10.26	17	Parker	A	11.23	28	Mills	N	13.23
7	Brown	C	10.29	18	Jones	N	11.39	29	O'Brien	B	13.27
8	Mann	R	10.38	19	Kabel	A	11.42	30	Clay	N	14.23
9	Gray	A	10.43	20	Streitber	B	12.20	31	Harrison	N	14.27
10	Bell	R	10.47	21	Palmer	N	12.13	32	Russell	B	15.02
11	Marshall	A	10.50	22	Acreman	N	12.29	33	Gees	A	21.20

THE GRAND PRIX MAZDA RALLY (Cont.)

Gregg Hansford and the Mazda Team went home whilst the organisers were looking for some roads that could be used as the rain had made most impassable. Peter Ball also called it a night.

FIND A GOOD BIT OF ROAD IN A HURRY NUMBER 2 6.83 km

1 Taylor	C 6.21	Feron	N 7.06	23 Gees	A 7.57
2 Kahler	R 6.34	13 Glennie	C 7.15	24 Harrison	N 7.59
3 Brown	C 6.39	14 Marshall	A 7.17	25 Streitber	B 8.10
4 Coote	C 6.42	15 Mills	N 7.19	Cook	N 8.10
5 Harvey	A 6.44	16 Acreman	N 7.22	27 O'Brien	B 8.30
6 Bell	R 6.50	17 Kabel	A 7.32	28 Gray	A 8.37
Reddiex	B 6.50	18 Hill	B 7.37	29 Russell	B 9.10
8 Roach	C 6.53	19 Passlow	R 7.46	30 Clay	N 9.19
9 Mann	R 7.04	20 Palmer	N 7.48	31 Parker	A 9.37
Williamson	N 7.04	21 Martin	N 7.49	32 Wirth	N 12.34
11 Bailey	A 7.06	22 Jones	N 7.51		

George Kahler must have organised the rain judging from his performances in the last two sections. Ian Reddiex put in a screamer in the last section but that still wasn't enough to win him the 3B class which went to Alan Hill. Taylor was 32 secs. behind Glennie prior to this stage but Glennie put in an ultra-slow time and Taylor/Drummond won by 22 secs. Tony Gray had a big spin which him a lot of time. Micheal Verity retired his P.R.C. Datsun 1600 after his best ever performances.

RESULTS GRAND PRIX MAZDA RALLY (Q.R.C 4)

1 Mark Taylor/Noelle Drummond	Ford Escort	83.09	1st C
2 Peter Glennie/Coral Taylor	Datsun 1200	83.31	2nd C
3 Marc Roach/Mick Price	Datsun 1600	84.13	3rd C
4 Murray Coote/Iain Stewart	*Mazda 323 GTS	84.17	Class.
5 Kevin Harvey/Greg Weale	Datsun 1600	85.39	1st 3A
6 Barry Mann/Ian Young	Datsun 1600	86.14	1st R
7 Dennis Brown/John Hall	*Subaru RX Turbo	87.04	Class.
8 George Kahler/Don Gibson	Ford Escort	88.05	2nd R
9 Garry Marshall/Ian Goldsworthy	Datsun 1600	88.09	2nd 3A
10 Robert Bell/Jan Bell	Ford Escort	88.28	3rd R
11 Tony Gray/Ian Hamwood	Datsun 1600	89.08	3rd 3A
12 Simon Passlow/Terry Allen	Datsun 1600	89.55	Recog.
13 Rod Bailey/Errol Bailey	Mitsubishi	92.34	3A
14 Alan Hill/Tony Hill	Datsun 1200	93.22	1st 3B
15 Ian Reddiex/Andrew Reddiex	Citroen GS	94.19	2nd 3B
16 John Palmer/Mark Gray	Mazda RX-2	94.30	1st N
17 David Feron/Terry Gusterson	Datsun 1600	95.57	2nd N
18 Simon Kabel/Del Garbett	*Mazda RX-7	96.57	3A
19 Laurie Streitberg/Chris Lane	Mazda R100	97.48	3rd 3B
20 David Martin/Milton Kolas	Datsun 1600	100.00	3rd N
21 Barry Cook/Tim Blake	Mazda RX-3	100.39	Novice
22 Vivian Gees/Noel Gees	Ford Capri	103.22	3A
23 Phil O'Brien/Greg Hilton	Datsun 1600	104.04	3B
24 Graeme Acreman/M Jenerete	Datsun 1600	104.31	Novice
25 Wayne Parker/Chris Michel	Datsun Stanza	105.48	3A
26 G. Jones/ ?	Datsun 1600	107.10	Novice
27 B. Mills/B. Mills	Mazda RX-3	109.09	Novice
28 M. Harrison/B. Rankin	Datsun 1600	112.53	Novice
29 Peter Wirth/Greg Mogg	Datsun 1600	113.01	Novice
30 K. Russell/C. Almond	Ford Escort	114.45	3B
31 Paul Williamson/ ?	Datsun 1600	118.32	Novice
32 David Clay/Micheal Spearing	Datsun 1600	124.23	Novice

## HELPFUL HINTS/TECHNICAL TIPS

### INTERCOMS

It does not seem to matter whether you have an off-road racer or a rally car, communication between driver and co-driver has always been a problem. We have progressed a long way from "yelling" at each other as was the case as recently ago as 1975, but we still have a long way to go.

Intercoms of one kind or another have made things easier for us all. Like many things in life, once you have experienced something better, it's very difficult to revert back to what you had before. No doubt, new products are going to appear which will be better than we have now but in the meantime we must persist with what is available. It is still better to use currently available units than yelling at each other.

At present, what is available is:

1. Commercially available units ( Sonic,Nava,TRD,Sparco etc.)
2. Converted 2 way radio
3. Home made units

With some help from other competitors, I have put together some notes here that may be of help in making your present intercom work better and/or last longer.

#### 1. COMMERCIAL UNITS

The most common intercom in use is SONIC. While it is not without limitations, it is possibly the best value for money. You can buy one and install it in 10 minutes and with proper care it will last for years, but....

- a. Use a good quality alkaline battery ( 9v transistor radio type). It should be replaced every 2/3 events for reliability.
- b. Do not let the unit sit for long periods with a battery installed. The acids etc. that ooze from a battery after a while do no good for the electronics.
- c. When installing the headsets into helmets, glue the velcro strip that holds the earpiece firmly to the helmets. This is the anchor point for the microphone boom and as such needs to be robust.
- d. The control box can be easily mounted by fixing it to the roll cage centrally by means of a large rubber band. I use a section cut from an old tyre tube looped over the cage and over each end of the box. In this way the box is easily serviced and no trouble to relocate if required.
- e. Ensure the microphone boom fits close to the users mouth. The closer the better for reception and in this way there is less outside noise transmitted. Bend the boom with heat(cigarette lighter).
- f. When using a Sonic, try to remember to disconnect the lead from helmet to box before jumping out of the car. Plug damage is the most common fault found with this brand. Some people have replaced the DIN plugs fitted standard with other more durable types with good results.
- g. Should you damage part of your Sonic, parts are available for repairs.

NAVA, an Italian helmet manufacturer, make an intercom for use exclusively in their helmets. With some difficulty it can be adapted to fit into other brand helmets. Although it has advantages in compact size and low purchase price, it does suffer from a little coarseness in its transmission.

Other companies such as TRD and Sparco market good looking intercoms overseas but they are not available in Australia. Because of their high cost, should they be landed here, we will have little chance of evaluating them locally.

2. CONVERTED 2 WAY RADIO

Some locally available voice activated 2 way radio units have been adapted for motorsport use. Tandy and other electronics retailers sell inexpensive transmitter/receiver units for around \$160.00 a pair. With some modifications to fit helmets these units provide one way communication from navigator to driver. Two way operation is not successful because of the built in delay in the voice activation system.

Because there are no wires, the navigator can book into controls and then call his car and driver in at the appropriate time without the need to walk back. As a bonus, the driver can listen in on the natter at the control and find out who has done what time on the last section.

3. HOME MADE INTERCOMS

For the electronic whiz kids, the necessary circuits for an intercom are not difficult to duplicate. The hard part can be making them compact and still robust. Should you be in a position to make one yourself, the spare parts available for the Sonic units ( Micraphones, speakers etc) are a great help in giving the project that professional finish.

There is also a hi-fi shop in Coffs Harbour that fits a unit to your helmets. This set up reportedly works very well without costing a fortune. If you want more information on this one, I have more details at work on Ph. 356 9544

This is not a complete works on intercoms so if you have any hints or information, please drop the club a line and let everybody know about it!

Foot

GRAND PRIX MAZDA RALLY (cont.)

Special Stage Analysis

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Mark Taylor	3		1		1	1
Peter Phillips	2			1		
Peter Glennie	1	2	2			
Gregg Hansford	1			2		
Marc Roach		2	1		1	
Dennis Brown		1	2	2		
Murray Coote		1		2	3	
George Kahler		1				2
Barry Mann			1			1
Kevin Harvey					2	2
Phillip Coleman						1
Garry Marshall						1
Tony Gray						1
Robert Bell						1
Ian Reddiex						1

## PEUGEOT'S EVOLUTION 2 RALLY CAR

Peugeot had won six of eight rounds held in the World Rally Championships after the 205 Turbo 16 of Timo Salonen won in Argentina. Even though team-mate Ari Vatanen crashed in that event the victory secured the Manufacturers Championship for Peugeot. This is the first full season for the 205 even though it won the last three rounds of the Makes title last year.

Timo Salonen clinched the World Rally Championship for Drivers for 1985 when he won the 1000 Lakes Rally in Finland driving the " Evolution 2 " 205 Turbo 16 which was also making its WRC debut. Audi also chose this event to introduce their evolution model, the Audi Sport A1 Quattro, in the hands of last years World Champion, Stig Blomqvist. He finished second to Salonen.

The new Peugeot is lighter, more powerful and more aerodynamically efficient than its predecessor with the latter improvement made in collaboration with the French aviation specialists, Aerospatiale.

Improved engine performance has been made possible by fitting of a new cylinder head, with eight exhaust ports and a matching manifold, a Garrett turbo compressor and a new fully water cooled air cooler between the turbo compressor and the engine. Maximum power is now 430 HP at 7500 RPM, up 80 HP on the old model. The clutch pressure has been increased and the gearbox and differential housings are now magnesium. The transmission shaft and surrounding thrust tube are in carbon fibre/epoxy.

Air ducts have been introduced to cool the shock absorbers, Bigger and newly designed discs have been fitted and the width of the wheels for Tarmac has been increased. Wheel diameter is now 15 inches.

All up weight of the car (without fuel) is 910kg down 70kg from the old car. Weight distribution is 45% front, 55% rear.

They've designed a new door lock which is 170 grammes lighter.

The body work is in kevlar/carbon and front and rear spoilers have been fitted. Mounting points for the passenger compartment cage have been moved and greater clearance has been provided around the mechanical components for easy access for mechanics.

### SPECIFICATIONS

Engine: Transverse rear and central tilted 20° rearwards, 4cyl 1775 cc, 7:1 Comp., 430 HP @ 7500 RPM, 50 MKG DIN @ 5500RPM, Alloy head and block, Forged steel crank, 5 main bearings, 2 Forged steel camshafts, Bosch K Jetronic injection, dry sump. 5 speed type TJ gearbox, ZF Limited Slip diffs front and rear.

Suspension: Double wishbone, Bilstein combined spring/shock on upper wishbone. SKF suspension and ball joints. Rack and Pinion steering with 2.5 turns lock to lock.

Dimensions: Wheelbase 2.540, Length 3.825, Width 1.674. Rims 15" Speedline, MICHELIN Tyres. Fuel tank capacity 55 litres plus 20 litres depending on Rally.

I want one, I want one right now and I'm gonna hold my breath till I get one.

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CONFEDERATION OF AUSTRALIAN MOTOR SPORT - QUEENSLAND

1985 RALLY DRIVER SEEDING LIST - As at 15.9.1985

1	P Glennie	.9917	56	W Parker	.8921	111	P Ball	.8485
2	R Hendrickson	.9912	57	S Hetherman	.8888	112	P Scharf	.8472
3	P Phillips	.9899	57	D Currie	.8888	112	J Madsen	.8472
4	M Coote	.9885	59	T Scully	.8885	114	D Clay	.8428
5	G Hansford	.9873	60	M Cotterell	.8880	115	G Johns	.8421
6	M Taylor	.9830	61	P Brock	.8866	116	M Warren	.8403
7	D Brown	.9772	62	A McGraa	.8863	117	T Perrett	.8400
8	M Roach	.9635	62	B Reville	.8863	118	A Dillon	.8388
9	K Harvey	.9592	64	W Lemon	.8838	119	R Petty	.8380
10	P Marcovich	.9565	65	S Kabel	.8832	120	M Harrison	.8346
11	B Mann	.9496	66	V Gees	.8831	121	K Fackrell	.8300
12	J Reddiex	.9489	67	R Anderson	.8805	122	A Dodkins	.8298
13	T Gray	.9474	68	H Potts	.8803	123	P Dunn	.8286
14	G Batts	.9455	69	D Martin	.8799	124	G Smith	.8275
15	P McLoughlin	.9433	70	I Reddiex	.8790	125	S McCabe	.8265
16	I Ogilvie	.9430	70	B McCubben	.8790	126	D Lee	.8259
17	G Marshall	.9425	70	G Offer	.8790	127	G Neilsen	.8230
18	R Bell	.9420	73	T Kabel	.8770	128	G Zaver	.8227
19	G Keys	.9396	74	P Williamson	.8762	129	P O'Kane	.8200
20	R Browning	.9380	75	D Feron	.8756	130	M Griffith	.8197
21	N Singleton	.9379	76	S Bailey	.8750	131	G Acreman	.8194
22	P Coleman	.9363	76	K Lingard	.8750	132	R Broadhurst	.8190
22	K Taylor	.9363	76	G McKenzie	.8750	132	S Gaylard	.8190
24	R Stewart-Reid	.9345	76	G Weale	.8750	134	G Krause	.8183
25	L Neumann	.9336	80	M Scott	.8748	135	B Mills	.8153
26	G Clark	.9334	81	D Scharf	.8745	136	N Kanofski	.8138
26	S Passlow	.9334	82	B Cain	.8739	137	L Coker	.8125
28	P Sudiro	.9323	83	L Streitberg	.8733	138	R Walsh	.8101
29	J Palmer	.9321	84	M Simpson	.8722	139	M Verity	.8063
30	G Kahler	.9280	85	J Spencer	.8720	140	D Rea	.8040
31	D Johanson	.9267	86	A Cutts	.8704	141	B Pratt	.8023
32	T Garbett	.9245	87	A Zaver	.8703	142	S Runge	.8020
33	L Gatton	.9228	88	R Schilpzand	.8700	143	P Wirth	.7997
34	P Graham	.9215	89	D Milner	.8690	144	W Boyd	.7992
35	P Mason	.9196	89	E Stanley	.8690	145	J Haynes	.7935
36	B Keeley	.9164	91	P O'Brien (Phil)	.8688	146	P Hetherman	.7875
37	N Jory	.9160	92	K O'Shea	.8677	147	M Cooper	.7874
38	D Fisher	.9155	93	P Herlihen	.8670	148	A Reddiex	.7859
38	N Fritter	.9155	94	T Lewis	.8661	149	T Krebs	.7825
40	R Reid	.9144	95	A Horne	.8649	150	M Zande	.7720
41	G Whittaker	.9132	96	B Cook	.8625	151	N Jefferson	.7710
42	R Dunn	.9130	97	T Cox	.8614	152	D Mills	.7705
43	R Bailey	.9109	98	P Woodward	.8600	153	F Ball	.7684
44	R Faldt	.9080	99	G Jones	.8592	154	J Muir	.7670
45	J Currie	.9054	100	R Cross	.8586	155	M Darch	.7660
46	J Hinkley	.9040	101	A Kielnacz	.8570	156	G Zagami	.7651
47	T Hatley	.9030	102	J O'Brien	.8560	157	M Fritz	.7525
48	R Burns	.9029	103	M Bailey	.8559	158	B Porteous	.7460
49	A Hill	.9011	104	P Mimnaw	.8540	159	D Grundy	.7452
49	P Johnson	.9011	105	I Wannett	.8536	160	K Rassmussen	.7400
51	R Worthington	.9010	106	B Morrison	.8535	161	J Rogers	.7366
52	G Lilley	.8970	107	S Ross	.8529	162	K Russell	.7261
53	H Kabel	.8945	108	P Lockhart	.8527	163	T Tipper	.7063
54	G Tebble	.8935	109	B Retschlag	.8519	164	N Truskinger	.7051
55	J Shirley	.8934	110	A Clunes	.8496			



## B.S.C.C. CHAMPIONSHIPS

IN THE MAGAZINE EACH MONTH YOU WILL FIND AN UP-TO-DATE LIST OF POINT SCORES FOR THE CLUB CHAMPIONSHIP. EACH MONTH WE WILL EXPLAIN THE SCORING SYSTEM.

THERE WILL BE FIVE SEPERATE CHAMPIONSHIPS, AS WELL AS AN OVERALL CLUB CHAMPIONSHIP AND A LADIES CHAMPIONSHIP. THE FIVE SERIES WILL BE MOTORKHANAS, NIGHT RUNS, OFF-ROAD EVENTS, RALLIES AND SPEED EVENTS.

POINTS MAY BE SCORED IN ALL B.S.C.C. ORGANISED MOTORKHANAS, NIGHT RUNS, OFF-ROAD EVENTS, RALLIES AND SPEED EVENTS, BOTH OPEN AND CLOSED. POINTS WILL BE ALLOCATED IN EACH EVENT ONLY TO MEMBERS WHO ARE FINANCIAL AT THE TIME, I.E. TO THOSE WHO HAVE PAID THEIR MEMBERSHIP SUBSCRIPTION AT THE TIME OF THE EVENT. IN ALL EVENTS, POINTS WILL BE AWARDED ACCORDING TO CLUB MEMBERS RESULTS ONLY, FOR EXAMPLE, IF A BSCC MEMBER COMES 17 OUTRIGHT IN AN EVENT BUT THIS IS THE BEST RESULT FOR A CLUB MEMBER, THAT COMPETITOR WILL RECEIVE THE POINTS FOR FIRST PLACE, AND SO ON.

POINTS FOR THE VARIOUS TYPES OF EVENTS WILL BE ALLOTTED IN THE FOLLOWING WAY; FOR NIGHT RUNS, (LONG COURSE) OFF-ROAD EVENTS AND RALLIES; 11 POINTS FOR THE WINNER (REMEMBERING THAT WINNER MEANS BEST BSCC RESULT) 10 FOR SECOND ETC., DOWN TO 2 POINTS FOR TENTH AND 1 POINT FOR ALL BSCC FINISHERS THEREAFTER. FOR MOTORKHANAS AND SPEED EVENTS POINTS WILL ONLY BE AWARDED DOWN TO 2 POINTS FOR TENTH PLACE. IN ALL EVENTS ONLY OUT-RIGHT RESULTS WILL BE CONSIDERED, NOT CLASS PLACINGS.

IN CASE OF A TIE, E.G. FOR THIRD PLACE, BOTH COMPETITORS WILL RECEIVE NINE POINTS FOR THIRD PLACE, THE NEXT BEST RESULTS WILL BE ALLOTTED SEVEN POINTS FOR FIFTH PLACE.

UP TO TWO ORGANISERS OF EACH EVENT WILL EACH RECEIVE 9 POINTS FOR THEIR EFFORTS, HOWEVER, THESE POINTS CAN ONLY BE GAINED ON TWO OCCASIONS PER TYPE OF EVENT.

FINALLY THE TOP TEN-PLACEGETTERS IN EACH OF THE FIVE TYPES OF EVENTS (MOTORKHANAS, OFF-ROAD EVENTS, NIGHT RUNS, RALLIES AND SPEED EVENTS) WILL RECEIVE A POINTS ALLOCATION OF 11, 10, 9, 8 ETC. IN ORDER OF THEIR PLACING (REGARDLESS OF ACTUAL POINTS GAINED) AND ALL THOSE BELOW TENTH WILL RECEIVE ONE POINT EACH. IT IS THIS TOTAL WHICH WILL DETERMINE THE CLUB CHAMPIONSHIP.

THE LADIES CHAMPIONSHIP WILL BE SCORED ON A SIMILAR BASIS, BUT NEEDLESS TO SAY, ONLY LADY MEMBERS WILL BE ELIGIBLE.

PETER SMITH (379 2066 HOME, 379 6182 WORK 42 ARDOYNE ROAD CORINDA, Q.4075) HAS VOLUNTEERED HIS SERVICES AS REGISTRAR AGAIN THIS YEAR AND ORGANISERS OF ALL CLUB EVENTS ARE ASKED (NAY DEMANDED) TO PROVIDE PETER WITH A COPY OF THE RESULTS AS S ON AS POSSIBLE AFTER THE RESULTS ARE COMPILED TO ENSURE THAT THE POINTSCORES ARE ALWAYS AS UP TO DATE AS POSSIBLE.

CLUB CHAMPIONSHIPS

<u>Club Champion.</u>	
1 Lance Zivec	22
= 2 Don Tainton	21
Alan McConnell	21
4 Ray Kemp	16
5 Wilson Boyd	15
6 Chris Brand	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
Noelle 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 Neil Bennink	6
Ron Dormer	6
Peter Garbett	6
Rod Bailey	6
32 Stepehn Jeffery	5
=33 Phil Unicomb	4
Gregg Hansford	4
Terry Lewis	4
Dale Payne	4
Alan Clunes	4
Laurie Gatton	4
Keith Morrison	4
David Martin	4
=41 Stepehn Hilton	3
Terry Hilton	3
Cameron Clarke	3
Del Garbett	3

<u>Night Run Championship</u>	
= 1 Neil Jory	68
Sharon Gaylard	68
Alan McConnell	68
Don Tainton	68
= 5 Wilson Boyd	67
Beryl Coyd	67
= 7 Ray Kemp	64
Neil Bennink	64
= 9 Faye Ball	40
Sandra White	40
11 Cameron Neilson	37
12 Alan Mitchell	27
=13 Brendon Boyd	20
Betty Melton	20
=15 Linda Miller	19
Chris Brand	19

Night Run C'p contd

17 Richard McColm	18
=18 Chris Campbell	15
Allyson Murfin	15
=20 Chris Johnson	12
Brett Wright	12
=22 Greg Weale	9
Peter Garbett	9
Del Garbett	9
=25 Alan Ball	7
Bernard Ripoll	7
=27 Bob Carpenter	6
David Jamieson	6
Rod Bailey	6
Craig Bentley	6
Brian Blair	6
=33 Jim Doyle	4
Glenda Caselli	4

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
=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 Goldsdwort	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 Morriso	4
Andrew Reddiex	4
=42 Peter Wickham	3
Jan Wickham	3
Russell Reid	3
Del Garbett	3

Rally Championship

=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

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...

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

For Sale

Toyota Land Cruiser, Off Road Racer. Features: Modified 6 Cyl. Land Cruiser Motor, unique fibreglass space frame body, Bilstein suspension, BF Goodrich radial mud terrain tyres, alloy fuel tank, road registered. Suitable for racing, road use, or as a fishing vehicle. Will never rust. \$4000 complete or \$3000 for rolling chassis. All offers considered, must sell. Contact Bill Hinz on (07) 227 9335 w or (07) 848 0104 h.

For Sale

When my wife attempted to get me to dispose of this stuff when we recently moved to Spring Hill, I resisted. HOWEVER due to an impending move to Sydney I really must offer the following-  
4 only Dunlop M&S S52R 195/70 Sr14 Hards(2 are 2/3 used, 2 are 3/4 used) Offer, 1 only Dunlop European Steelmax 195/70 VR 14 Brand New Offer, 2 only Ditto both mostly used Offer, 5 only Nissan Skyline Mags 5½ x 14 \$55, 4 only Nissan Steel Wheels 5 x 14 \$5, 1 only Datsun 260z workshop manual \$5, 1 only 24" Halda cable \$10, 1 set (6) AC plugs 44T New \$5, 1 box of Rally Maps of S.E. Queensland (including specially drawn navigators specials) Give away. Mike Mitchell 8323987 h or 525391 w.

FOR SALE

1972 Ford XY 4 wheel drive panel van, perfect condition, no rust new 80 amp alternater, spare battery holder, tinted windscreen, rear sway bar, one thousand dollar stereo, power assisted brakes twin 14 gallon fuel tanks in the front, 56 gallon auxillary, solid tow bar, spare 302 windsor plus 4 speed top loader, air conditioning ready to fit. Great tow car \$8,500. Phone Brian Verrall 201-6105 after hours.

For Sale

Class 2 Off Road racing buggy was \$6000 now \$5000. Phone Desperate Debbie Phipps on 245 5233 w or 245 6506 h and make an offer. Ugent Sale.

=====

IMPORTANT ANNOUNCEMENT!!

IT IS REGRETTED THAT DUE TO LACK OF RESPONSE TO THE QUESTIONNAIRE IN LAST MONTH'S MAGAZINE THE LADIES LONG COURSE OFF ROAD EVENT SCHEDULED FOR 10TH NOVEMBER 1985 WILL NOW NOT BE RUN.

-----

LADIES CHAMPIONSHIP contd..

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

Speed Event and Off Road Championships will be shown in full next month.

.....POINTSORES.....POINTSORES.....

HOLLAND PARK AUTO ELECTRICS/BEARS BODY WORKS SPRINT RALLY SERIES

Peter Phillips	Datsun	55.5	Bruce Reville	Peugeot	7.5
Greg Whitaker	Toyota	45.5	John Siddins	Datsun	7
Laurie Gatton	Datsun	31	Mark Taylor	Escort	6
Kevin Harvey	Datsun	30	Dennis Frawley	Torana	6
Marc Roach	Datsun	29	Joe Currie	Datsun	6
Tony Gray	Datsun	25.5	R. Worthington	Mazda	4.5
Ron Hendrickson	Datsun	25.5	Brad Morrison	Escort	4
Greg Summerville	Datsun	21.5	Wayne Lemon	Datsun	4
Robert Bell	Escort	21	Paul Mason	Toyota	4
Harvey Potts	Lancer	20	Peter Ball	Datsun	4
Keith Fackrell	Escort	18.5	Don Currie	Datsun	3
Mick Barry	Datsun	17	Barry Ferguson	Subaru	2.5
Jim Reddiex	Citroen	13.5	Graeme Acreman	Datsun	2.5
Rod Browning	Gemini	13	Kevin Lingard	Escort	2
Murray Coote	Mazda	10.5	Bill Keeley	Datsun	2
Keith Tapsall	Subaru	10.5	Stephen Reid	Datsun	2
Ian Reddiex	Citroen	8.5	Paul Jones	Alfa	1
John Palmer	Mazda	7.5	Stewart Reid	Toyota	1

These points are provisional because of a protest on the Astradome event. If they stand as is then the series will be decided between Phillips and Whitaker. Each has to drop their lowest score which evens things up a bit more. The next round is at Beerburum on the 17th of November. This will be the final round of the 1985 Series.

WORLD DRIVERS CHAMPIONSHIP (After 14, 2 to go)

Alain Prost (France)	McLaren-Tag	72	He's won it.
Michele Alboreto (Italy)	Ferrari	53	Off engine.
Ayrton Senna (Brazil)	Lotus-Renault	38	He's new.
Elio De Angelis (Italy)	Lotus-Renault	33	Not quick enough.
Keke Rosberg (Finland)	Williams-Honda	25	Bloody Motorbike.
Nelson Picquet (Brazil)	Brabham-BMW	21	Rubbish Tyres.
Stefan Johansson (Sweden)	Ferrari	21	He's new too.

WORLD RALLY CHAMPIONSHIP (After 9,1 to go)

DRIVERS

Timo Solonen (Finland)	Peugeot 205 Turbo 16	124
Stig Blomqvist (Sweden)	Audi Quattro Sport	75
Ari Vatanen (Finland)	Peugeot 205 Turbo 16	55
Walter Rohrl (Germany)	Audi Quattro Sport	39
Bruno Saby (France)	Peugeot 205 Turbo 16	23

MAKES

Peugeot	142	Renault	34
Audi	118	Lancia	34
Nissan	50	Toyota	34

CLUB MOTORKHANA 8/9/85

The club motorkhana for September was held at the Capalaba Park shopping centre on a bitumen surface. The man in charge on the day was Don Tainton who normally drives a Datsun 1600 in club events as well as Q.M.C. rounds. He is also the only bloke who can give Alan McConnell a run for his money ( in club events ) on a bitumen surface. With Don being relegated to the role of Organiser, there wasn't a lot of guessing to do as to who would be the likely winner on the day.

Even with this information at hand I thought I'd take the evil, nasty, bad, terrible, awful handling road going Stanza down to Capalaba and give the lads a bit of a shake up (laugh).

Others who thought they would have a go at wresting the title of " BSCC'S Mr Motorkhana " off Alan included Ray Kemp in his recently purchased ( off Alan Ball ) Datsun 1600, complete with rear discs, Rod White in a Galant, Neil Bennink in an Escort Van and later on Rods Galant, David Martin in the giant killing Datsun 1200 Ute and Brett Wright ( making his motorsport debut ) in my Stanza.

This made a total of only 7 entries which was disappointing at best, bloody terrible (for a club with 400 members) at worst.

The lowly entry didn't deter anyone though and at about 10.30 we got stuck into the first test which was " Double Bone"

TEST 1

1 Alan McConnell	30.25
2 Ray Kemp	35.53
3 David Martin	36.28
4 Peter Johnson	36.52
5 Neil Bennink	38.30
6 Rod White	39.60
7 Brett Wright	44.42
( Don Tainton )	32.25

TEST 2

1 McConnell	37.80
2 Johnson	42.20
3 Bennink	42.80
4 White	43.90
5 Martin	44.85
6 Wright	51.75
7 Kemp	53.20
( Tainton )	38.66

Ray Kemp's time was not a true indication of his competitiveness usually. The Datsun was not really working properly all day and this was probably the reason Ray hit well over 75 flags on the day. The second test was " Gables " with Alan really in a class of his own. You hear Brocky and Co. wingeing about getting beaten by 5 tenths of a second over a lap of Mt. Panorama, how about getting done by over 5 seconds on a 40 second motorkhana test!

TEST 3

1 McConnell	Mazda RX-2	27.50
2 Kemp	Datsun 1600	30.30
3 Johnson	Datsun Stanza	31.15
4 Martin	Datsun 1200	33.60
5 Bennink	Ford Escort	33.85
6 Wright	Datsun Stanza	37.66
7 White	Galant	42.66
( Tainton )	Datsun 1600	28.40

TEST 4

1 McConnell	25.71
2 White	28.50
3 Kemp	29.06
4 Martin	30.50
5 Johnson	30.90
6 Bennink	31.15
7 Wright	34.05
( Tainton )	25.10

## CLUB MOTORKHANA ( Cont. )

In Test 3 (Manouvering) Rod White got lost and was stuck with a W.D. Rod's Galant did not want to go around corners properly, it just handled like an ironing board. Judgeing from the sign-writing on the drivers door this car was normally driven by one " G.B. Galant ". Maybe he didn't show Rod the correct technique.

If Don had been competing he would have got fastest time in Test 4 (Butterfly) by 6 tenths. The Datsun really handles, especially with the huge slicks Don had on the rear. Rod got the Galant to handle suffiicantly to score 2nd fastest in Butterfly.

### TEST 5

1 Alan McConnell	41.65
2 Peter Johnson	44.30
3 Neil Bennink	45.37
4 Rod White	46.14
5 David Martin	46.97
6 Brett Wright	48.74
7 Ray Kemp	49.30
(Tainton)	42.34

### TEST 6

1 McConnell	27.70
2 Johnson	31.30
3 Kemp	32.30
4 White	32.96
5 Bennink	39.96
6 Martin	40.65
7 Wright	45.65
(Tainton)	27.60

David Martin's Ute was absolutely chockers with what were once towering pines from his back yard. It made quite a sight screaming around with bits of forest hanging out everywhere.

I thought I'd seen the last of my Stanza when Brett Wright came within a cigarette paper of hitting a gutter and post whilst trying to cope with the gross understeer of the Stanza in the tight Capalaba car park. Test 5 was Triple Loop which was " Handbrake City " and Test 6 was a new one called Paddy.

Once again Don would have pipped Alan by 1 tenth if.....

### TEST 7

1 McConnell	29.03
2 Kemp	35.00
3 Johnson	36.70
4 Martin	43.21
5 White	46.00
6 Wright	49.07
7 Bennink	54.07
(Tainton)	31.17

Alan (I know, lets have a Hopkirk)McConnell suggested a Hopkirk for the final test and it was unanimously agreed to do just that. The result was a fastest time to Alan by a mammoth 6 seconds. The Mazda had some brand new, impressive looking Toyo performance radials on and they seemed to be just the trick for **thè** bitumen surface.

## RESULTS, CLUB MOTORKHANA 8/9/85

1 Alan McConnell	Mazda RX-2	219.64
(Don Tainton)	Datsun 1600	225.52
2 Peter Johnson	Datsun Stanza	253.07
3 Ray Kemp	Datsun 1600	264.69
4 David Martin	Datsun 1200 Ute	276.06
5 Rod White	Mitsubishi Galant	279.76
6 Neil Bennink	Ford Escort	285.50
7 Brett Wright	Datsun Stanza	311.34

A big thanks to Alan Clunes for all his help on the day.  
And also thanks to Sandra White ( the only one who scored all day)

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 X	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 X	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	
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 4377 4460	
RALLY OFFICERS.....	ALAN STAIB CORAL TAYLOR 075 ROD CROSS ANDREW REDDIE X	351 6742 356179 395 7752 264 1738	208	4333 7177	
SOCIAL SUB COMMITTEE (Meet 2nd Tues each mth)					
PROMOTIONS OFFICERS.....	ALAN STAIB LINDA MILLER 075 LANCE ZIVEC LANCE REDDING 075 SHARON GAYLARD LAURIE FOAT VICKY McCULLOUGH	351 6742 45 1214 372 1048 32 7742 261 1848 399 7031 353 2647	58	2577 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 X				Treasurer President Secretary Club Captain Imm.Past President

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POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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

FORTHCOMING EVENTS.

NOVEMBER 1985.

3rd AUSTRALIAN GRAND PRIX - ADELAIDE.  
9th N.D.S.C.C. Closed Invitation Jimna Rally  
10th GRAFTON SPORTING CAR CLUB HILLCLIMB  
10th LADIES OFF ROAD LONG COURSE - POSTPONED.....

10th I.W.M.A.C. Rallycrosse Open.

17th B.S.C.C.'s Round of the

HOLLAND PARK AUTO ELECTRICS SPRINT RALLY

BEERBURRUM - see full page ad.....

17th H.S.C.C. Interclub Motorkhana - Beenleigh Rum  
Distillery

Team nominations Entries close 8.30 am.  
(See BSCC Notice Board)

30th/

1st December B.S.C.C.'s QUEENSLAND RALLY CHAMPIONSHIP round.

Please note date!!!

December

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

20th July Australian Rally Championship

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