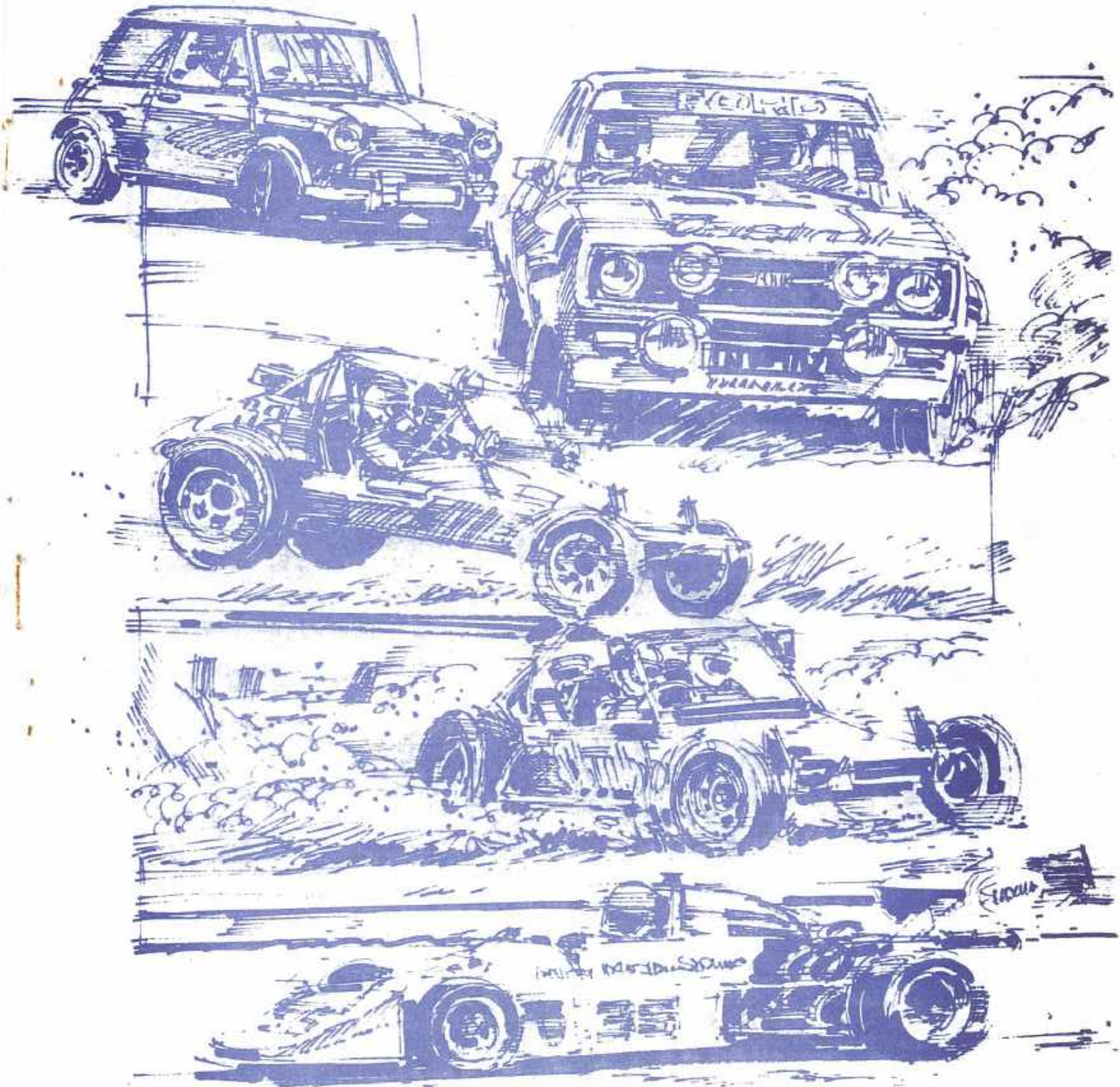




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STRAIGHT ON

Sorry about the mag being a bit late but I wanted to get all the Kooralbyn stuff in this issue and there was quite a bit. It is a shame about all the fighting going on with regards said event but It's not the first time there's been a protest on an event and I'm sure it will sort itself out eventually.

I think the majority of competitors (and there the ones who matter) enjoyed the run as always.

Last weekend we had the Beerburum sprintrally and the event went off successfully judging from the competitors comments. There was one problem though. Suffice to say that if the Ipswich West Moreton Auto Club hadn't have been in attendance then the event might not have run (at least not properly). There was some B.S.C.C people there and they know who they are and under heatwave conditions did a good job. There were also just friends of the organisers from outside the club doing jobs to. That's not good enough for a club of our size....



XMAS PARTY



THE CLUB'S ANNUAL CHRISTMAS PARTY IS BEING HELD ON THE 21ST OF DECEMBER. THE FUN STARTS AT 7.30PM AND THE VENUE IS THE PACIFIC GOLF CLUB, PINE MOUNTAIN RD., MT. GRAVATT (JUST OFF CREEK RD.) COST IS \$15 PER HEAD AND THAT INCLUDES MEAL AND D.J. THERE WILL ALSO BE A DRY BAR FOR PART OF THE EVENING AS THE CLUB'S XMAS PRESENT TO OURSELFS THEN AFTER THAT IT'S BUY YOUR OWN. TICKETS MUST BE PRE PURCHASED FROM THE CLUB. SEND US YOUR MONEY AND YOU CAN BE THERE ON THE NIGHT WHEN ALL THE SOBER FACES YOU SEE ALL DURING THE YEAR BECOME QUITE DISGUSTINGLY DRUNK. FOR THIS REASON PROBABLY, CHILDREN UNDER 14 AREN'T ADMITTED. BE THERE FOR A GREAT NIGHT!

Navigator for free

Craig Garth is looking for a ride in the Gallangowan Forest Rally. If you've entered with a TBN then here's your man. If Craig reckons your up to scratch he will consider offering his services permanently. Phone 349 8053

4WD Rally

The Toowoomba Auto Club are running a rally for Four Wheel Drive vehicles only, on the 30th Nov/ 1st Dec. The BSCC are invited and the event starts and finishes in Toowoomba with an overnight camping stop. For further details contact Del Wallace 076 322285 w.

DISCOVERY TRIAL

In August 1986 an event is being run which will start in Adelaide and cross Sth Aus. up to Alice Springs and down to Kangaroo Island covering approximately 8,000 to 10,000 km in about 7 days. The State Bank Discovery Trial will be a National Open Car Trial and will be open to standard cars and four wheel drives with 'certain allowed freedoms' particularly in the area of safety. There will be two levels of difficulty-experienced and touring which are run over different courses. The event is being held to help celebrate South Australia's 150th birthday. The Simpson desert is part of the course. For further details contact : State Bank Discovery Trial Headquarters, 240 Port Road, Hindmarsh 5007 S.A. 08 510371 Sue, 08 227 7140 Bev or 08 46 5524 A.H.

Esme's Xmas present

Esme recently recieved a brand new you beaut type-writer for her office. This thing does everything including memories and it also juliens carrots, so expect a big improvement in the standard of the print in future items of paperwork. We also had the printer serviced which also helps.

Big one for Whitaker

Greg Whitaker and Alan Staib have been working hard behind the scenes with regards their programme for next year. So get ready for a big announcement soon which my spys tell me could involve a new car and a huge budget. And it won't just be for Sprints.

PHILLIPS WINS SERIES

Driving in a borrowed car Peter Phillips clinched the 1985 H.P.A.E Sprint series with a third placing in last Sundays Beerburrum event. The only other driver who could have won the series prior to the last round was Whitaker and he placed fifth on the day, which gave Phillips a win by just two points. Marc Roach won the event from a surprise second placed Dave Feron after Roach put in a scintilating time on the final course. Tony Gray was fourth for a Datsun 'Grunter' walkover.

GOODYEAR WRANGLER 400

A Perrings' eye view

Scene 1 : Time:6.45 AM. Place: Pit area B1. Activity: Discussion on race tactics.

"We've got to nurse this gearbox", says Nev. "This new motor might be too powerful for it, so we'll take it easy and just plan on finishing" he says.

"An easy two long loops, the next two short loops steady and if we are going O.K., we might give it a bit of stick for the last two loops."

"We are car 52 of the start, which is not good, even that bloody little water pump of Hiltons is in front of us".

Scene 2 : Time:8.13 AM. Place: Starting grid on Bitumen.

Announcer: " And there is the Baja of Nev Taylor No. 444. I'm told his colour scheme is called Australian Racing Red- looks more like under-coat to me, maybe he's after a sponsor".

Starter: Three- two- one- GO !

Navigator: (Screams) Sheeeet! What happened to race tactics, steady on the gearbox, We've got the jump on him. Cross over to the inside. Look out there's the end of the bitumen- slow down for that water crossing.

Of course, Nev being the experienced and competent driver that he is who relies heavily on his navigator, takes absolutely no notice of me and plows on regardless through the creek and screams up the hill in second gear (which he was going to leave alone as much as possible). He puts out his left hand for the rag to wipe his visor. He has to wait for me to extract it from my mouth where it is successfully muffling my screams. Boy! This new motor sure is powerful, and I don't think that's mud between me and the seat.

It was obvious from the way Nev was driving that he did not have the same downward vertical view of the dam on the left of the track that I did- I'm only glad we only went past it once. Some more bitumen, more torturous track then out onto the speed bend at the bottom of the spectator area.

As we sailed through the air over the jump at the bottom of the hill for what seemed like an eternity, Nev's words of wisdom re our race tactics returned vividly to mind- " We won't go over the jump until the last lap. If we do prang we will have enough momentum to roll to the finish line".

Through the start-finish line for the first time and off onto one of the most demanding, torturous, rough, thrilling and exhilarating, Off Road tracks ever experienced. Too numerous to recall were the close stumps, logs, gullies, drop-offs, off-camber corners, speed sections, trees and rocks. A track that had it all.

It's history now but one flame out cost us a class win and two or three places outright. We stalled in the last creek on the fifth lap, had to be towed out and clutch started. Time lost-6 to 7 minutes.

Our total elapsed time 6 Hrs. 20 mins. 40 secs.

Doug Ryans elapsed time 6 Hrs. 20 mins. 52 secs. We had won by 12 secs. However Doug Ryan claimed time, after the event was over, for stopping at Jim Adness' accident and was awarded 30 secs.- we lost by 18 secs.

On Jim's accident, I am sure you will all join with me in expressing our most sincere regrets to Jim and wishing him a speedy and complete recovery. (See letter elsewhere in mag- Ed.)

At the time of writing final positions are unavailable. (Again see elsewhere- Ed.) However, it is known that 38 finished out of 155 - 24.5% finished compared to less than 20% at Dubbo. Average speed of the fastest competitors- 60 kph.

Congratulations to fellow " real race cars do have doors " competitors the Jeffery boys for their 3rd in class.

This class "bunfight" regarding rules continues and is not made any easier by officials who arrogantly declare at briefings that they will sit on a tricycle at the start line and drag any competitor out of the race who does not have tail lights- This statement made after all vehicles have been "thoroughly" scrutinized. We want to be talked sensibly with, not dictated down to.

The ultimate dread of any event director is to experience a major problem on the day of the event and sure enough poor Phil copped it. Months of planning, track preparations, sub-committees, etc., the heartache of organising timekeepers to handle the computerised process of times for quick, up-to-date competitor convenience- then find out that the computer is inoperable for the event. The only alternative, - hastily arrange to do it all manually.

Mistakes were made, incorrect times recorded, maybe some cards lost, navigators who handed cards in at the wrong place, time-out cards delayed resulting in heated arguments and spur -of-the-moment accusations.

I am not trying to justify what happened. What happened, happened and I don't think J.C himself could have prevented it. I do not want to be embroiled in the aftermath, so lets talk of the race.

Heckle and Jeckle did it again and finished in a place. Well done chaps.

Even though the Sams boys finished in a place in class 3 also, I am sure they will be checking their fuel consumption after running out of gas 300 meters from the finish line.

Congratulations Laurence and Janelle on a brilliant effort in getting home third outright. With such a fine field of top competitors, Laurence left no doubt in my mind that he is one of the best.

Apart from our "if only" that cost us our class by 18 secs., the hard luck story of Ken Smith and his Suzuki was most unfortunate.

Ken has spent a hell of a lot of time, money and effort to battle his way through the fields in National Championships this year and he only needed to finish to win the national 4WD championship for himself and Queensland. Unfortunately, Ken missed the 3.30pm cut off point for the last lap by a few minutes and was not allowed to go out on the final lap- thus being declared a non-finisher. Sorry Ken. We all feel for you, but rules are rules.

All in all an eventful weekend with plenty of bun fights, hard luck stories, good performances and "if onlies".

Let's keep in mind as to what we are there- To compete, have fun and maybe have a victory.

Let's hope that scrutineers and officials keep these criteria in mind as well.

Another thing we all need to keep in mind is that it is great to put on an event to please spectators but without pleased competitors there will not be an event.

NORM PERRING
23/10/85

WANTED.....WANTED.....WANTED.....WANTED.....

Properties are wanted for the running of Off Road events Obviously a fairly large piece of land would be required so if you have or know of such an area within about 250 miles of Brisbane ring Ron Wilson on 07 356 4356 and have a chat. It seems we have lots of people to run events but not too many venues. So have a bit of a think about it.

GOODYEAR WRANGLER 400-SECTION BY SECTION

SECTION 1 OUTRIGHT

1 Gill/Metcraft	1 1.13.03	9 Bently/Rodda	1 1.16.18
2 Croft/Jones	2 1.14.13	10 Knight/Knight	2 1.17.30
3 Boyes/Gill	2 1.14.34	11 Rose/Rose	1 1.17.31
4 Mendham/Bolton	1 1.14.37	12 Collins/Collins	1 1.17.35
5 Knott/Drummond	1 1.14.59	13 Martin/Croll	1 1.17.48
6 Svenson/Svenson	1 1.15.23	14 Kent/Calvert	2 1.18.20
7 Merriman/ ?	1 1.15.54	15 Ryan/Guest	4 1.19.02
8 Wells/McPhee	2 1.16.05	16 Lange/Mackay	2 1.19.19

Class 1 & 2 placings as above after 1 section.

<u>Class 3</u>		<u>Class 4</u>		<u>Class 5</u>	
Power/Heawood	1.20.50	Ryan/Guest	1.19.02	Ogilvie/K	1.40.17
Lord/Lewis	1.22.40	McFarlane/P	1.20.58	Potts/She	1.54.26
Richards/Nowel	1.23.51	Baulch/Coll	1.21.20	Davies/Ba	2.23.38
Nicholl/Nichol	1.26.12	Taylor/Perr	1.24.21		
Fletcher/Reid	1.33.07	Campbell/Ca	1.24.30		

<u>Class 6</u>		<u>Class 7</u>		<u>Class 8</u>	
Conner/Conner	1.27.05	Sivour/Moo	1.30.02	Hall/Scho	1.21.21
Smith/Hammond	1.32.09	Smith/Smith	1.30.16	Brown/Hal	1.28.21
Howard/Robins	1.36.17	Hadlow/Hadl	1.33.54	Bloem/Joh	1.31.45
O'Brien/Walsh	1.40.53	Cooper/Chri	1.44.41	Ryan/Ryan	1.36.18
Briggs/Fuller	1.41.02	Muldoon/Bur	1.46.40	Jenson/Zi	1.37.00

The Ian Swan Nissan rolled out of the event in the first loop as did the Blazer of Jim Hunter.

SECTION 2 OUTRIGHT

1 Boyes/Gill	2 1.02.22	9 Bently/Rodda	1 1.06.14
2 Svenson/Svenson	1 1.03.14	10 Milton/Callcut	2 1.06.22
3 Merriman/ ?	1 1.03.24	11 Ryan/Guest	4 1.07.05
4 Wells/McPhee	2 1.03.37	12 Power/Heawood	3 1.07.12
5 Croft/Jones	2 1.03.42	13 Johnson/Johnson	1 1.08.12
6 Knott/Drummond	1 1.03.43	14 Loy/Loy	1 1.09.00
7 Martin/Croll	1 1.04.04	15 Kent/Calvert	2 1.09.02
8 Brown/ ?	1 1.04.19	16 Terren/Lawson	2 1.09.11
		Hall/Schope	8 1.09.11

<u>Class 3</u>		<u>Class 4</u>		<u>Class 5</u>	
Power/Heawoo	1.07.12	Ryan/Guest	1.07.05	Davies/Bats	1.19.26
Lord/Lewis	1.11.32	Baulch/Coll	1.10.51	Ogilvie/Kei	1.24.59
Richards/Now	1.12.19	Taylor/Perr	1.11.09	Potts/Sherw	1.43.20
Lee/Brown	1.17.32	Jeffery/Jef	1.15.08		
Penning/Fube	1.18.52	Campbell/Ca	1.21.43		

<u>Class 6</u>		<u>Class 7</u>		<u>Class 8</u>	
O'Brien/Wals	1.24.05	Smith/Smith	1.15.41	Hall/Schope	1.09.11
Smith/Hammon	1.24.27	Sivour/Moor	1.16.36	Bloem/Johns	1.17.25
Schipp/Steane	1.25.34	Hadlow/Hadl	1.18.08	Ryan/Ryan	1.21.50
Saxby/Turner	1.26.52	Wood/Martin	1.28.27	Jensen/Zieg	1.23.34
Howard/Robin	1.27.21	Cooper/Chri	1.28.45	Smith/Orche	1.32.24

POSITIONS AFTER 2 SECTIONS

OUTRIGHT

1 Boyes/Gill	2 2.16.56	9 Gill/Metcraft	1 2.22.34
2 Croft/Jones	2 2.17.55	10 Ryan/Guest	4 2.26.07
3 Svenson/Svenson	1 2.18.37	11 Milton/Callcut	2 2.27.15
4 Knott/Drummond	1 2.18.42	12 Kent/Calvert	2 2.27.22
5 Merriman/ ?	1 2.19.18	13 Power/Heawood	3 2.28.02
6 Wells/McPhee	2 2.19.42	14 Hall/Schope	8 2.30.32
7 Martin/Croll	1 2.21.52	15 Loy/Loy	1 2.31.33
8 Bentley/Rodda	1 2.22.32	16 Baulch/Collis	4 2.32.11

Class 3

Power/Heawood	2.28.02
Lord/Lewis	2.34.12
Richards/Nowel	2.36.10
Lee/Brown	2.51.05
Fletcher/Reid	2.55.27

Class 4

Ryan/Guest	2.26.07
Baulch/Colli	2.32.11
Taylor/Perri	2.35.30
Jeffery/Jeff	2.45.59
Campbell/Cam	2.46.13

Class 5

Ogilvie/K	3.05.16
Potts/She	3.37.46
Davies/Ba	3.43.04

Class 6

Smith/Hammond	2.56.36
Howard/Robinso	3.03.39
O'Brien/Walsh	3.04.58
Saxby/Turner	3.08.02
Briggs/Fuller	3.08.43

Class 7

Smith/Smith	2.45.57
Sivour/Moore	2.46.38
Hadlow/Hadlo	2.52.07
Cooper/Chris	3.13.26
Muldoon/Burt	3.21.24

Class 8

Hall/Scho	2.30.32
Bloem/Joh	2.49.10
Ryan/Ryan	2.58.08
Jensen/Zi	3.00.34
Brown/Hal	3.11.07

Look at the Svensons go ! But what about the two Class 2 buggies up front? What's going on?

SECTION 3

OUTRIGHT

1 Boyes/Gill	2 47.12	9 Power/Heawood	3 50.12
2 Martin/Croll	1 47.47	10 Burrows/Waller	2 51.18
3 Merriman/ ?	1 48.21	11 Knight/Knight	2 51.52
4 Svenson/Svenson	1 48.47	12 Mendham/Bolton	1 52.16
5 Wells/Wells	2 48.48	13 Kent/calvert	2 53.31
6 Croft/Jones	2 48.57	14 Collins/Collins	1 54.04
7 Gill/Metcraft	1 49.14	15 Lord/Lewis	3 55.53
8 Bentley/Rodda	1 49.19	16 Lange/Mackay	2 55.56

Class 3

Power/Heawood	50.12
Lord/Lewis	55.53
Richards/Nowel	57.38
Penning/Fubell	58.53
Curry/Waldon	1.00.01

Class 4

Taylor/Perrin	54.37
Baulch/Collis	56.57
Jeffery/Jeffe	58.22
Ryan/Guest	58.50
Campbell/Camp	59.49

Class 5

Ogilvie/K	37.44 ?
Potts/She	1.16.43
Davies/Ba	2.31.20

Class 6

Saxby/Turner	41.14?
Smith/Hammond	1.01.06
Clarke/Moore	1.02.55
Briggs/Fuller	1.05.22
Schipp/Steane	1.12.33

Class 7

Martin/Luxon	58.36
Sivour/Moore	59.25
Hadlow/Hadlo	59.23
Muldoon/Burt	1.08.02
Smith/Smith	1.08.08

Class 8

Hall/Schop	57.07
Bloem/Joh	1.00.27
Ryan/Ryan	1.03.12
Smith/Orc	1.04.15

Already we've lost over 30 cars. Craig Martin steps up the pace a bit . The Collins have a good one as do Ron Lange and Lyn Mackay. And Nev Taylor puts in a blinder in Class 4 to beat Ryan by over 4 mins.

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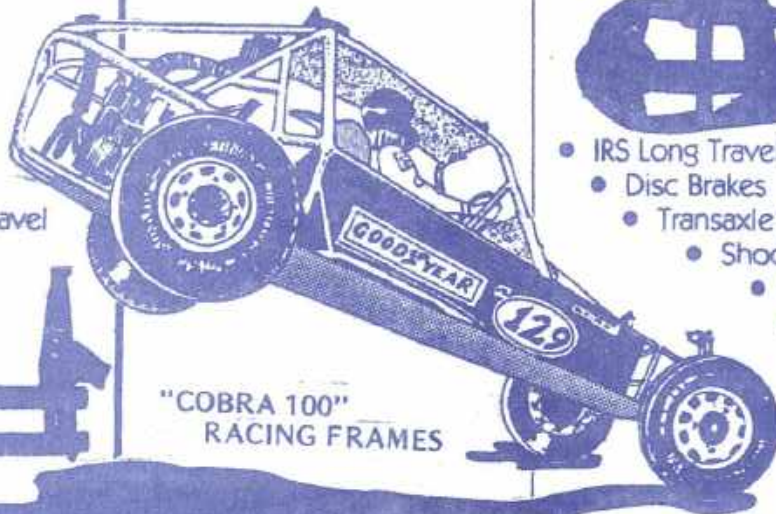
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POSITIONS AFTER 3 SECTIONS

Outright

1 Boyes/Gill	2	3.04.08	9 Power/Heawood	3	3.18.14
2 Croft/Jones	2	3.06.52	10 Milton/Callcu	2	3.19.52
3 Svenson/Svens	1	3.07.24	11 Kent/Calvert	2	3.20.53
4 Merriman/ ?	1	3.07.39	12 Ryan/Guest	4	3.24.57
5 Wells/McPhee	2	3.08.30	13 Hall/Shope	8	3.27.39
6 Martin/Croll	1	3.09.39	14 Baulch/Collis	4	3.29.08
7 Gill/Metcraft	1	3.11.48	15 Knott/Drummon	1	3.29.40
8 Bently/Rodda	1	3.11.51	16 Lord/Lewis	3	3.30.05

12
KNIGHT 2
3.24.23

Class 3

Power/Heawood	3.18.14
Lord/Lewis	3.30.05
Richards/Now	3.33.48
Willis-Lynch	4.00.44
Lee/Brown	4.03.11

Class 4

Ryan/Guest	3.24.57
Baulch/Col	3.29.08
Taylor/Per	3.30.07
Jeffery/Je	3.44.21
Campbell/C	3.46.02

Class 5

Ogilvie/K	3.43.00
Potts/She	4.54.29
Davies/Ba	6.14.24

Class 6

Saxby/Turner	3.49.16?
Moedt/Smith	3.57.42
Briggs/Fulle	4.14.05
Schipp/Steane	4.22.55
Howard/Robin	4.26.03

Class 7

Sivour/Moo	3.46.03
Hadlow/Had	3.52.00
Smith/Smit	3.54.00
Cooper/Chr	4.24.59
Muldoon/Bu	4.29.26

Class 8

Hall/Scho	3.27.39
Bloem/Joh	3.49.37
Ryan/Ryan	4.01.20
Smith/Orc	4.19.43

SECTION 4

Outright

1 Boyes/Gill	2	47.56	9 Croft/Jones	2	50.49
2 Svenson/Svenson	1	48.30	10 Power/Heawood	3	51.06
3 Martin/Croll	1	48.43	11 Knight/Knight	2	52.24
4 Wells/McPhee	2	49.21	12 Collins/Collins	1	53.06
5 Gill/Metcraft	1	49.27	13 Burrows/Waller	2	53.53
6 Merriman/ ?	1	49.41	14 Hall/Shope	8	54.54
7 Johnson/Johnson	1	50.21	15 Terren/Lawson	2	55.04
8 Bentley/Rodda	1	50.27	16 Loy/Loy	1	55.09

Class 3

Power/Heawood	51.06
Lord/Lewis	57.02
Richards/Nowe	58.10
Curry/Walde	1.00.00
Sams/Sams	1.00.52

Class 4

Taylor/Perri	55.52
Ryan/Guest	55.55
Baulch/Colli	56.24
Campbell/Cam	57.45
Jeffery/Je	1.04.58

Class 5

Potts/Sher	1.18.39
Ogilvie/K	2.15.42

Class 6

Moedt/Smith	56.08
Howard/Robi	1.16.47
Briggs/Full	1.18.28
Schipp/Steane	1.21.29

Class 7

Hadlow/Had	1.01.20
Smith/Smit	1.05.59
Cooper/Chr	1.10.48
Muldoon/Bu	1.12.58
Sivour/Moo	1.40.23

Class 8

Hall/Shop	54.54
Bloem/Joh	1.00.27
Ryan/Ryan	1.03.41
Smith/Orc	1.04.37

The Svensons are getting quicker and quicker but Neville Boyes is just flying. Gary Moedt took over the lead in class 6 when Saxby retired in Section 4. I had Gary down in the wrong car in the previous sections, so where it says Smith/Hammond read Moedt/Smith and that car was crewed by Mason/Crowe/Hinz but they stopped in Section 3.

POSITIONS AFTER 4 SECTIONS

OUTRIGHT

1 Boyes/Gill	2	3.52.04	9 Power/Heawood	3	4.09.20
2 Svenson/Svenso	1	3.55.54	10 Knight/Knight	2	4.16.47
3 Merriman/ ?	1	3.57.10	11 Milton/Callcut	2	4.17.08
4 Croft/Jones	2	3.57.41	12 Kent/Calvert	2	4.18.28
5 Wells/McPhee	2	3.57.51	13 Ryan/Guest	4	4.20.52
6 Martin/Croll	1	3.58.22	14 Hall/Shope	8	4.22.33
7 Gill/Metcraft	1	4.01.15	15 Knott/Drummond	1	4.25.26
8 Bentley/Rodda	1	4.02.18	16 Baulch/Collis	4	4.25.32

Class 3

Power/Heawo	4.09.20
Lord/Lewis	4.27.07
Richards/No	4.31.58
Willis-Lynch	5.03.14
Lee/Brown	5.06.13

Class 4

Ryan/Guest	4.20.52
Baulch/Coll	4.25.32
Taylor/Perr	4.25.59
Campbell/Ca	4.43.47
Jeffery/Jef	4.49.19

Class 5

Ogilvie/K	5.58.42
Potts/She	6.13.08

Class 6

Moedt/Smith	4.53.40
Briggs/Full	5.32.33
Howard/Robi	5.42.50
Schipp/Stea	5.44.24

Class 7

Hadlow/Hadl	4.53.20
Smith/Smith	5.00.04
Sivour/Moor	5.26.26
Cooper/Chri	5.35.47
Muldoon/Bur	5.42.24

Class 8

Hall/Shop	4.22.33
Bloem/Joh	4.50.04
Ryan/Ryan	5.05.01
Smith/Orc	5.24.20

The battle for the lead is very close and look at the times for the 3rd to 5th places. The Power/Heawood car is in a class of its own in the Class 3 times as is Rod Hall in Class 8 and Moedt in Class 6. Class 5 is a bit of a joke with only the two survivors left.

SECTION 5

OUTRIGHT

1 Boyes/Gill	2	47.19	9 Mendham/Bolto	1	52.33
2 Martin/Croll	1	47.56	10 Cooper/Christ	7	52.35 ?
3 Gill/Metcraft	1	50.14	11 Bentley/Rodda	1	53.34
4 Merriman/ ?	1	50.28	12 Buchanan/Buch	2	53.35
5 Svenson/Svenso	1	51.10	13 Ryan/Guest	4	54.13
6 Croft/Jones	2	51.14	14 Burrows/Waller	2	55.20
7 Knott/Drummond	1	51.25	Hall/Shope	8	55.20
8 Kent/Calvert	2	52.27	16 McMillan/McMil	2	55.57

Class 3

Lord/Lewis	57.07
Sams/Sams	59.39
Willis-Lync	1.01.37
Richards/No	1.02.49
Curry/Waldo	1.03.08

Class 4

Ryan/Guest	54.15
Baulch/Co	57.38
Campbell/Ca	1.00.18
Taylor/Per	1.00.20
Jeffery/Jef	1.05.23

Class 5

Ogilvie/K	1.13.17
Potts/She	1.29.50

Class 6

Howard/Robi	1.10.23
Briggs/Full	1.13.00
Schipp/Stea	1.28.04

Class 7

Cooper/Chr	52.35?
Hadlow/Had	1.03.03
Sivour/Moo	1.06.10
Muldoon/Bu	1.09.01
Smith/Smit	1.36.43

Class 8

Hall/Shope	55.20
Ryan/Ryan	1.00.59
Bloem/Joh	1.02.03
Smith/Orc	1.09.42

Lindsay Cooper's time is very much quicker than all of his previous runs hence the '?'. The Power/Heawood car which was demoralising Class 3 stopped in this section. Lord/Lewis took over the lead in that class.

POSITIONS AFTER 5 SECTIONSOUTRIGHT

1 Boyes/Gill	2	4.39.23	9 Milton/Callcut	2	5.14.19
2 Martin/Croll	1	4.46.18	10 Ryan/Guest	4	5.15.07
3 Svenson/Svenson	1	4.47.04	11 Knott/Drummond	1	5.16.51
4 Merriman/ ?	1	4.47.38	12 Hall/Shope	8	5.17.53
5 Croft/Jones	2	4.48.55	13 Loy/Loy	1	5.22.02
6 Gill/Metcraft	1	4.51.29	14 Baulch/Collis	4	5.23.10
7 Bentley/Rodda	1	4.55.22	15 Lord/Lewis	3	5.24.14
8 Kent/calvert	2	5.10.55	16 McMillan/McMill	2	5.24.35

Class 3

Lord/Lewis	5.24.14
Richards/Nowe	5.34.47
Willis-Lynch/	6.04.51
Curry/Walden	6.14.19
Sams/Sams	6.18.15

Class 4

Ryan/Gues	5.15.07
Baulch/Co	5.23.10
Taylor/Pe	5.26.19
Campbell/	5.44.05
Jeffery/J	5.54.42

Class 5

Ogilvie/K	7.11.59
Potts/She	7.42.58

Class 6

Briggs/Fulle	6.45.33
Howard/Robins	6.53.13
Schipp/Steane	7.12.28

Class 7

Hadlow/Ha	5.56.23
Cooper/Ch	6.28.22
Sivour/Mo	6.32.36
Smith/Smi	6.36.47

Class 8

Hall/Sho	5.17.53
Bloem/Jo	5.52.07
Ryan/Rya	6.06.00
Smith/Or	6.34.02

SECTION 6OUTRIGHT

1 Martin/Croll	1	46.46	9 Buchanan/Buchan	2	54.32
2 Boyes/Gill	2	47.08	10 Croft/Jones	2	55.00
3 Merriman/ ?	1	49.11	11 Mendham/Bolton	1	55.29
4 Svenson/Svenson	1	49.26	12 Burrows/Waller	2	56.31
5 Knott/Drummond	1	49.53	13 Knight/Knight	2	56.44
6 Gill/Metcraft	1	51.52	14 Milton/Callcut	2	57.36
7 Bentley/Rodda	1	52.27	15 Mendham/Kelly	2	57.38
8 Taylor/Perring	4	54.21	16 McMillan/McMill	2	58.34

Class 3

Lord/Lewis	59.28
Richards/Nowe	59.44
Kenah/Potter	59.53
Willis-L/Wuth	1.00.55
Curry/Walden	1.02.44

Class 4

Taylor/Perr	54.21
Jeffery/Je	1.01.17
Ryan/Guest	1.05.15
Campbell/C	1.12.46

No Class 5 or
Class 6 vehicles
completed Section
6

Class 7

Sivour/Moore	1.03.02
Hadlow/Hadlo	1.04.49

Class 8

Hall/Shope	1.01.13
Ryan/Ryan	1.02.55
Bloem/Johnst	1.16.00

Douglas and Darren McMillan made a late charge to finish fourth in Class 2. See Norm Perring's story on the Class 4 antics. Jonathan Willis-Lynch and Kerry Wuth picked up 3rd in Class 3. Cedric and Geoff Loy came home 16th Outright and of course Laurie and Janelle Svenson a fantastic 3rd outright. Rodney and James Sams survived to finish in 36th Outright and 6th in Class 3.

Noel Jeffery and Stephen Jeffery placed third in Class 4 in their Roy Jeffery Motors Baja, just behind Nev Taylor and Norm Perring in car 444.

RESULTS, 1985 GOODYEAR WRANGLER KOORALBYN VALLEY 400

1	Neville Boyes/Geoff Gill	Rivmasta	5.26.31	2
2	Craig Martin/Frank Croll	Rivmasta	5.33.04	1
3	Laurence Svenson/Janelle Svenson	Boss	5.36.30	1
4	Terry Merriman/ ?	Scorpion	5.36.49	1
5	Harold Gill/Kevin Metcraft	Rivmasta	5.43.21	1
6	Bill Croft/Wayne Jones	Buggy	5.43.55	2
7	Neil Bentley/Kym Rodda	Buggy	5.48.19	1
8	Steve Knot/Dave Drummond	Buggy	6.06.44	1
9	Ron Milton/Cliff Callcut	Ace	6.11.55	2
10	Rodney Hall/Richard Shope	Dodge	6.19.06	8
11	Douglas Ryan/Rodney Guest	Baja	6.20.22	4
12	Neville Taylor/Norm Perring	Baja	6.20.40	4
13	Douglas McMillan/Darren McMillan	Rivmasta	6.23.09	2
14	Stuart Lord/Darren Lewis	Sou'ern Cross	6.23.42	5
15	Mark Burrows/Ross Waller	Trekka	6.26.28	2
16	Cedric Loy/Geoffrey Loy	Blackmore	6.27.16	1
17	Grant Knight/Bill Knight	Rivmasta	6.28.57	2
18	Rodney McGregor/Robert Hutt	Rivmasta	6.29.30	2
19	Peter Richards/Wayne Nowell	Rivmasta	6.34.31	3
20	Bruce Mendham/R. Kelly	Datsun	6.35.29	2
21	Bill Buchanan/Micheal Buchanan	Buggy	6.45.59	2
22	Tom Fitzgerald/Pat Burchall	Sou'ern Cross	6.47.09	1
23	John Fawbert/Stephen Powe	Trekka	6.54.40	2
24	Noel Jeffery/Stephen Jeffery	Baja	6.55.59	4
25	Malcolm Campbell/Gregory Campbell	Baja	6.56.51	4
26	Peter Hadlow/Glen Hadlow	Mitsubishi	7.01.12	7
27	Jonathan Willis-Lynch/Kerry Wuth	Cobra	7.05.46	3
28	John Bloem/Colin Johnston	Lada	7.08.07	8
29	Wayne Ryan/David Ryan	Toyota	7.08.55	8
30	Bruce Curry/Geoffrey Walden	Rivmasta	7.17.03	3
31	Bruce Kenah/Robin Potter	Datsun	7.19.13	3
32	David Mendham/Steve Bolton	Scorpion	7.19.42	1
33	Barry Johnson/ ?	Buggy	7.20.38	1
34	Micheal Kent/Peter Calvert	Buggy	7.29.30	2
35	Les Sivour/John Moore	Nissan	7.35.38	7
36	Rodney Sams/James Sams	Cobra	7.49.16	3
37	Jim Terren/Ian Lawson	Irons	12.09.15	2

<p>GOODYEAR WRANGLER 400 KOORALBYN VALLEY 20th October 1985 KOORALBYN VALLEY RESORT Q.D.</p>	<p>QUEENSLAND'S PREMIER OFF ROAD RALLY</p>
	<p>1985</p>
	<p>GOODYEAR-WRANGLER KOORALBYN VALLEY 400</p>
	<p>Australian Off Road Championship Round 4.</p>

30/10/85

To all the people who assisted me after my accident at Kooralbyn on October 20th may I offer my sincerest thanks.

There were many people present, competitors, non-competitors, and Ambulance bearers who all helped in various ways and without whom the situation would have been very grave indeed. I AM INDEBTED TO ALL OF YOU.

It was a freak accident, unlikely ever to happen again and I hope it does not deter anybody from the sport of Off Road Racing.

My leg has repaired very well and at the time of writing I am walking with the aid of crutches and I am looking forward to a complete recovery.

Thanks again to all who helped on the day and to all who sent good wishes while I was in hospital.

SINCERLY,
JIM ADNESS.

FURTHER BULLETIN FROM THE OFF ROAD SCENE.

Yes, we did go to the Astradome, no we did not finish-well one out of two isn't to bad. Both Cedric and Geoff managed to survive the early heats but Cedric seems to have an aversion to having his behind touched. Maybe if it had been one of our charming lady drivers it would have been different. Anyway he retired with a broken CV joint.

Unfortunately we were about five minutes short of time to repair the damage, only had to put the wheel on to get out but the gate was closed.

Still, with the attrition rate for the event maybe it was a good thing. We now have a whole truck to fight with another day. See you next event.

PAT.

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

Laurie Streitberg still has his Mazda R100 rally car for sale at a reduced cost of \$4000. This car is less than one season old and has never been bent. 12 A engine with porting, Weber, big alternator, 5 speed, 4.8 LSD, Discs all round with balance bar, Bilsteins, all the rally equipment ready to go rallying. Must sell. Ph 398 1124 H

Ditto for Russell Reid with his RX-2. Close ratio 4 speed, Bilsteins, Discs all round (ventilated at front), Datsun struts, 5 link rear end, Webered 12 A and Dunlops. Pnone Russell on 359 6518 H. \$4000

(Will someone hurry up and buy these cars, I'm on %10 you know)

Brett Wright wants a pair of 240K front springs only, not struts. Phone me -Ed. on 397 5784 and I'll let him know if you've got some.

Big Ed (2)

Put a big chalk mark on the wall !!!!! we FINISHED!!!!!!

Maybe not in the top money, but at least we lasted out the event.

Maybe the 'old man' isn't quite so over the hill as reported in various circles. (If he had listened to his crew maybe he would have been in the 'big bikkies'.)

On the way to the track on Saturday morning, at some ungodly time of the morning, someone threw a wheel off the trailer - he has a bad habit of doing this type of thing - attacking his crew - but anyway, on Sunday we didn't follow him quite as closely.

Cedric did a fairly restrained prologue - allowing him to start about number 31 for the actual event. Seemed pretty good at the time, but boy - some of those buggies were flying.

During the time between the reconnaissance and the prologue, someone was heard to say how boring it was just sitting around waiting for some action. At that, his faithful crew almost threw him bodily out from under the very leaky fly and into the rain, with cries of 'now you know what it feels like up here while you are out having fun on the track'. Somewhere in there a physical discussion took place, but nobody got too wet in the exchange.

Sunday was hot and dusty - where did all that water go?

From the crew point of view (and aren't we the largest number of spectators at these events) the start on the bitumen wasn't of any great interest, as it was too far to walk down from the pits.

However, talking of the pits - great - at last a decent amount of room for a crew or driver car as well as a service area.

After having to get a crew member to bring down cleaning things from the pits after they had been splashed with mud by a Subaru, a sedate start, however, the tortoise managed to catch most of the hares after only a short distance.

Lost a bit of time giving aid to the wounded fellow who will infuture stay away from trees (somehow we didn't get any allowance off our times for that - even though a report was put in).

Much faster on the second lap, some 12 minutes I think. Lost some time in the third loop replacing a shock absorber bolt. Fourth loop he lost clutch fluid - but the old master was equal to the challenge - you see when Cedric learnt to drive there was no synchro invented - or maybe his Kenworth trucks still dont. (I think I shall have to do a bit of running when he reads this)

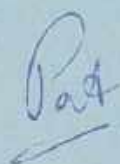
Fifth loop he lost the radio - never could take directions could he Geoff.

6th loop he ran out of petrol - just wouldn't listen to his crew - it's going to take quite a bit of time to live this one down.

All in all - a good weekend - now all we have to do is cure all these little problems for next time.

See you at the Astrodome - or maybe by the time of printing - I will have seen you all at the Astrodome.

Pat McCreery



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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 CHAMPIONSHIPSClub Champion

1	Lance Zivec	22
=2	Don Tainton	21
	Alan McConnell	21
4	Ray Kemp	17
5	Wilson Boyd	15
6	Chris Brand	12
=7	Sharon Gaylard	11
	Neil Jory	11
	Ross McDougal	11
	Iain Stewart	11
	Ed van Astel	11
=12	David Geers	10
	Ron 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
	Rod Sams	7
	James Sams	7
	Steve McCabe	7
	Peter Marshall	7
	Neil Bennink	7
	Nev Taylor	7
	Norm Perring	7
=28	Ron Dormer	6
	Peter Garbett	6
	Rod Bailey	6
31	Stephen Jeffery	5
=32	Phil Unicomb	4
	Gregg Hansford	4
	Terry Lewis	4
	Dale Payne	4
	Alan Clunes	4
	Laurie Gatton	4
	Keith Morrison	4
	David Martin	4
	Cameron Neilson	4
=41	Robert Howbray	3
	Stephen Sulliv	3
	Beryl Boyd	3
	Stephen Hilton	3
	Perry Hilton	3
	Cameron Clarke	3
	Del Garbett	3

NIGHT RUN CHAMPIONSHIP.

= 1	Neil Jory	79
	Sharon Gaylard	79
	Alan McConnell	79
	Don Tainton	79
5	Wilson Boyd	76
= 6	Ray Kemp	71
	Neil Bennink	71
8	Beryl Boyd	67
9	Cameron Neilson	46
=10	Faye Ball	40
	Sandra White	40
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 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 Morrison	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 Evens	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	24
2	Del Garbett	21
3	Faye Ball	19
4	Chris Brand	15
5	Jan Wickham	13
= 6	Sharon Gaylard	11
	Noelle Drummond	11
= 8	Janelle Svenson	10
	Beryl Boyd	10
	Coral Taylor	10
=11	Christine Croucher	9
	Cathy Gurdon	9

Ladies Championship contd

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

OFF ROAD CHAMPIONSHIP

= 1	Ed van Amstel	21
	Chris Brand	21
	Lance Zivec	21
	Ross McDougall	21
5	Janelle Svenson	20
= 6	Nev Taylor	18
	Norm Perring	18
	Red Sams	18
	James Sams	18
=10	Robert Mowbray	12
	Stephen Sullivan	12
12	Laurence Svenson	11
=13	Stephen Hilton	10
	Terry Hilton	10
=15	Cedric Loy	9
	Geoff Loy	9
	Phil Unicomb	9
	George Croucher	9
	Christine Croucher	9
	Ron Wilson	9
	Tony Best	9
	Linda Miller	9
	Cathy Gurdon	9
	Steven Blackburn	9
	Terry Coneely	9
	Ross Stanfield	9
	J. Willis-Lynch	9
	Kerry Wuth	9
	Stephen Jeffery	9
	Noel Jeffery	9
=31	Greg Nicoll	6
	Alan Nicoll	6
=33	Brian Kennedy	4
	Kerry Barry	4
=35	Geoff Hayes	3
	Brian Herriman	3
	Gary Haeusler	3
	David Haeusler	3
=39	Malcolm Clarke	2
	Kate Moore	2
	Bernard Mowen	2
	Robert Britchard	2
	Ken Smith	2
	Tom Orcher	2
=45	Red Brand	1
	Bill McCarthy	1
	Barry Macfarlane	1
	Lynne Catton	1
	Ron Lange	1
	Lyn Mackay	1
	Ian MacDonald	1
	Lyndall Mackay	1

Off Road Championship contd.

=45	Paul Fleming	1
	Scott Kriedman	1
	Michael O'Brien	1
	Paul Jefferys	1

SPEED EVENT CHAMPIONSHIP

1	Lance Zivec	28
2	David Geers	21
3	Ken Stevens	18
4	Ron Lange	13
5	John Brixey	12
= 6	Laurie Svenson	11
	Ron Dormer	11
= 8	Phil Unicomb	9
	Stephen Jeffery	9
=10	Dave Westwood	8
	Linda Miller	8
	Tom Poots	8
13	Scott Kriedeman	7
=14	John Gordon	6
	Greg Whitaker	6
	Cedric Loy	6
	Don Williamson	6
18	Mal Clarke	5
=19	Russell Saxby	4
	Tim Doddridge	4
=20	Daryll Stevens	3
	Brett Kelly	3
=22	Gary Haeusler	2
	Alan Ball	2
	Henk Kabel	2

WELCOME!!

A warm welcome is made to the following people who have recently joined the B.S.C.C.

MICHAEL SHIELS.....	ROCHEDALE
DALE BOOTH.....	JINDALEE
ROBIN ARDNT.....	GEEBUNG
STEVE RENN.....	THORNLANDS
GAYLE CATO.....	PALLARA (ASSOCIATE)
STEVE HETHERMAN.....	FERNY HILLS
STEPHEN JOHNSON.....	UNDERWOOD
BRETT BEECH.....	STONES CORNER
JOHN BEECH.....	STONES CORNER

HELPFUL HINTS/TECHNICAL TIPS

SAFETY GEAR

When we think of safety gear, we tend to think in terms of seat belts, helmets roll cages and the like but from the little bit of information that escapes out of the Rally Advisory Committee, it seems that rally competitors may have to consider what type of fire resistant clothing they will wear (as has been the case for off road competitors for some time now in Queensland events).

This subject is a ' hot potato ', as fire retardent clothing being more than just recommended is considered by many as just another expense heaped upon the already over spent competitor by C.A.M.S. One highly seeded rally driver does not wear his driving suit because his wife has told him 'it makes you look like a Rock Hudson deciple and besides Dunkerton doesn't wear one and he is OK'.

On the other side of the coin, it deserves some thought considering the environment in which we compete, many kilometers away from any help should a fire start in an off road or rally vehicle. The competitor in these events has more need of safety clothing than his motor racing cousins who have fire marshalls every three or four hundred metres around the course to give aid.

At this time I must state that I am not putting forward a personal view either way but rather I will try to fill some detail of what is available, what is most suitable and what sort of money is required.

As things stand now, the recommened clothing for off road competitors in Queensland is as per the minimum requirements for circuit racing which is a one piece suit made in either wool or a flame and heat retardent synthetic. This is a minimum standard as per C.A.M.S. - certainly better than a T shirt and jeans but not the ultimate.

There is another material, Proban, which is a chemically treated cotton fibre. Proban loses its resistance to flame with every washing, so although still available, it is not allowable for circuit racing. Any recommendations from now would be unlikely to include this material so from here on I will not refer to it further.

The logical minimum standard for rally use would be similar to that set down for other branches of the sport and the following details are based upon this assumption.

Available Materials:

WOOL: Good resistance to fire, relatively low price but must be dry cleaned and not washed. Available in Royal, Navy, Black, Red and Cream

NOMEX: Equal to wool for retardation of the effects of flame and heat. Dearer than wool but is washable (a plus for use in rallies and off-road). Available in Cream and Royal.

Styles and Brands:

FASTMAN: Australian made and has two styles available in both Nomex and Wool.

PROFESSIONAL: Single layer, styled cut, triple stitched for strength and has set in pockets

CLUBMAN: Single layer with a more basic cut and exposed pockets. Same material as the PRO suit but made to a price.
over/

Double layer is available in the professional sui as are colour flashes etc.

RACE & RALLY: Local manufacturer again. Nomex only available in Blue, Red and Cream. Single layer only. Well presented suit with contrasting piping.

SPARCO: Italian manufacturer. Supplies suits to the Blomqvists and Salonens in Europe and the Johnsons, Brocks etc in Australia. Excellent quality and fit in Blue, red or Cream Nomex. Double layer is the normal issue.

ACCESSORIES:

All of the above can be worn with flame retardent underwear to give extra protection. Also available are boots, gloves, socks, balaclavas etc as used in circuit racing.

PRICES:

This can vary greatly dependant on the style and brand selected. One can spend as little as \$130.00 (Wool Clubman Suit) to over \$600.00 on a top of the range double layer job.

A typical average choice would be a one piece single layer clubman Nomex suit (Nomex for its washing qualities). This suit would cost about \$180.00.

All that I have mentioned here will be of benefit should you be on the market for a driving suit. If it became part of the rules that all had to wear this type of clothing, C.A.M.S. would not expect everyone to have the right thing tomorrow. There would have to be a lead in time and according to them, if it happened (which is not for sure) then there would be a lead in of at least 12 months.

This is just a quick run over what is available. There is much more information available so should you want more details, give me a call at work on 356 9544.

Red Browning

WELCOME:

A WARM WELCOME IS EXTENDED TO THE FOLLOWING MEMBERS WHO HAVE RECENTLY JOINED THE B.S.C.C.

MICHAEL SHIELS.....	ROCHEDALE
DALE BOOTH.....	JINDALEE
ROB ARNDT.....	GEEBUNG
STEVE RENN.....	THORNLANDS
GAYLE CATO.....	PALLARA (ASSOCIATE)
STEPHEN HETHERMAN.....	FERNY HILLS
STEVE JOHNSON.....	UNDERWOOD

ADELAIDE ALIVE (Just...)

" The radio's not working".

Oh great, I thought. There we were at 3000 ft and that little gem of information had come via a big cheesy grin from the occupant of one of the two middle seats (I was in the rear. I'm not silly, I know the rear occupant is always the safest.)

Yes, only two middle seats as this was not a beautiful, big, solid 727 (that the radio probably always works in) but a six seat Cessna over-wing, throw-back to the Kitty Hawk type affair. I had heard static mutterings from the cockpit but as my eardrums were a bit funny because of the ascent I couldn't really understand what was going on. Besides I was too busy looking down at the coal mines and houses and backyard pools in the Ipswich area. Although there wasn't many of the latter.

This was the scene just after leaving Archerfield on the Thursday morning before the Australian Grand Prix at Adelaide. I'd been waiting for a real Australian Grand Prix since I was 14 and there was no way I was going to miss out on going to Adelaide. I even bought my ticket about 5 months in advance and arranged a weeks holiday. A decision to play it economical and buy the General Admission ticket only was one that was regretted later. The thought of seeing genuine full-on formula 1 cars in a round of the World Championship was one which resulted in us actually counting the days down like excited schoolkids.

The bunch that ended up going (I had actually bought 4 tickets early certain that I would never be stuck with them) consisted of Tom Smith, well known as a navigator of countless Queensland Rally Drivers and also general do-all for the Q.L.C.C., Brett Wright joined the club this year after helping with my rally car for a couple of years and now has his own 1600, Steve Briggs who rides a BMW road bike and a wartime Harley and I tagged along too.

Steve is more into bike racing and I think he only came because he knew the pubs were open 24 hours during Grand Prix week. The rest of us were dyed in the wool Formula 1 fans from way back.

" Be there at 4.45, we want to be up in the air at 5 AM".

No worries we thought. A bit early but you know, it's a 'Grann Free' mate. We had decided months earlier to rent a car to take but Steve, who filled up the last vacancy we had, got offered this plane deal by a friend of his who for various reasons we shall just call 'Biggles'.

After much discussion we decided that 6 hours flying beats 25 hours driving even for the little extra in expense. Brett had never even been in a 'proper' plane before so his was a baptism of fire. I was an old hand at this light plane caper having been flown over Ayers Rock for about 15 minutes eight years ago to the accompaniment of " Baarf " from the rear half of the aircraft. We told Brett not to worry about these things as they supplied a special little bag for such occurrences but I'm still not sure whether he believed us.

So therewe were in the car park at Archerfield at 4.50 AM with our luggage . So there we were in the car park at Archerfield at 5.30 AM with our luggage. So there we were..... " This is him". Our pilot Biggles had arrived a wee bit late in what could only be described as a large piece of rust with four wheels that was once a Landcruiser.

Seriously, when he got out of the vehicle he checked the roof because he thought it was about to fly off on his way there! Luckily our plane was a hire job so I knew (hoped) that it wouldn't be in a similiar condition.

First we had to weigh our luggage and I must admit I had the most and the heaviest and Biggles had a peculiar look on his face when he saw it all. Much the same look as he might have had had he just crunched a tablet between his teeth and been hit with the over whelmingly bad taste.

ADELAIDE ALIVE (Just...) Cont.

None of this just jump in the plane and off you go. Biggles had to spend 45 mins. checking weather charts, making flight plans etc. before we were ready to go. We planned to stop in Bourke (a la Back o' Bourke) for eats and fuel and the charts said there was a bit of a storm after that which didn't worry Biggles but that sort of news doesn't exactly make one delirious with confidence. It turned out we had perfect weather all the way albeit with a 30 knot headwind.

The luggage and passengers had to be situated strategically for weight purposes so all the light stuff went in the rear with the weight spread progressively toward the front with the heaviest chaps also in the front.

This left me in the rear seat with my bag (no she didn't come) which I was secretly quite happy about. After a briefing on what to do in case of a crash (I would have thought die would be right up there) and checking the aircraft over we jumped in.

Imagine a Fiat Bambino with six people in it. Well that's what this was like and we only had five. No room for luxuries and I kept wondering how the air hostess was going to get up the aisle.

"The radio's not working".

"Yeah. I know I heard". I said faking a big cheesy grin back. "Laugh". Apparently the controllers could hear us but we couldn't hear them. Rippa. They'll be telling us to ' Look...out...for...that...big...Jumbo ' and we'll be leisurely flying along trying to pick out landmarks before we become one. They'll fix it, I thought. Biggles is fairly experienced even though he calls himself Kamikaze Airlines.....

Well it was just a temporary problem, something to do with transmitting and receiving antennas covering each other and there was an almost audible sigh of relief from all when Biggles gave the thumbs up.

Before we knew it we were crossing the range and after that we played "Spot the great Rally Road" and weren't there some beauties but mostly shire or public type roads I would think. A top way to set a rally.

"The auto-pilot's not working properly".

What is this, a Cessna or a Leyland, I thought. it was the classic Irish joke. You know, anything else goes wrong and we'll be up here all day. It seems the auto-pilot was varying a couple of thousand feet in altitude when normally it should be level. We were constantly climbing so every so often Steve (who was assisting Biggles) had to switch off the Auto and give the wheel a shove to bring us back down. The direction finder was working fine but the height adjustment had to be looked after all the way which was a pain for the cabin crew.

Meanwhile I decided to get into the mood and dragged the Grand Prix official programme out of my bag while Biggles was busy trying to convince everyone that everything was "O.K. ..really"

Once we got further West naturally civilisation all but disappeared and we thought what a great place for a rally. Sort of, 14.00 TL @ T, 12.50 TR. Probably like that in the Wynn's anyway.

Most of the rest of the way to Bourke was used for sleeping by most of us with Tom in his unique 'navigator on the way home from a rally sleeping position' with the head horizontal and way back and the mouth completely open to the world. I'd hate to see his chiropractors bills.

Bourke stuck out in the semi-desert like a sore thumb and we made our slow descent onto the airstrip. Someone forgot to tell me about your ears. Maybe it doesn't happen to everyone but it felt like my eardrums had grown legs and were trying to drag themselves out on to my shoulders to cop a view or something. Youch.

Anyway it was a perfect landing and we taxied up to the bowser for some Avgas but the airport(?) was unattended so we grabbed a lift into town with a chap who appeared as if on cue.

ADELAIDE ALIVE (Just...) Cont.

Well there wasn't much at Bourke except the pub so we sauntered in for a counter lunch at 11.15 but the lunches weren't on until 12.00. They said "Oh that'll be alright...I'll get the cooks to fix ya up". I don't think the cooks were too happy because we didn't get it till 12 anyway. This gave us time for a few drinks with the locals and I was surprised that they new there was a Grand Prix on.

We got our cab driver back to the airport to arrange the fuel man to meet us there and after filling up we were off.

About halfway along the runway the plane started this horrible shudder that shook the whole thing. Everyone sort of thought flat tyre and looked at the wheels but they were O.K. Biggles aborted the take off and drove back to the terminal, full of expletives with regard to the parenthood of said plane. He got out and checked it all over and nothing was falling off so we had another go and this time no worries. Phew.

I managed to stay awake for a while but the scenery between Bourke and Adelaide is dead boring except for all the billabongs on the Darling River which we followed nearly all the rest of the way. Also just after you cross into S.A. there ~~are~~ these huge, almost dry lakes which someone has thought of planting crops in. So there's all this desert and then suddenly these big, round, green and yellow patches which stick out like you know what.

We landed at Parafield (Adelaide) no worries but my ears did their trick again. This time I was prepared and started sucking lollies madly as that was supposed to help but didn't really.

Biggles said that he had never seen so many light planes parked at Adelaide and we felt like we were some of the 'Jet set', we couldn't spot Niki's Lear though.

We were too late for the first day of F1 practice anyway and then we had to wait an hour for a cab so we sampled one of the local brews at the airport bar and all agreed it was ordinary.

Our accomodation for the next four days was in a unit of a friend of a cousin (It's amazing how many people found old friends who lived in Adelaide) only 4 km's from the track. We plonked our stuff down and then went out for tea with Steve's cousin (who wasn't the cousin who's friends place we were at. That was my cousin.).

The first sign we saw of 'Grand Prix' (except for all the F1 paraphernalia in every shop) was when we saw Howard Marsden, Fred Gibson and John French going into a swanky restaurant folowed by a rather merry David Hookes who was to drive in the celebrity race. We went to a pub after but the flight was catching with us so we had an early night. Unfortunately the tenant of 'our' unit didn't get home till about 5AM and preceded to make as much noise as possible for one person as well as having a conversation with her cat for a good half hour. Grrr.

In the morning we got to the track about 9.30 and crossed the Olivetti bridge and headed straight for the chicane. The first thing that hit us was the sight of those big concrete barriers around the whole track and the wire fence on top which was to ruin many a photo over the weekend. They had about a two metre gap between the barriers and another small wire fence which spectators had to keep behind.

Even still the cars were very close, not like a permanent track were one needs a telescope to see the action. So we picked a spot on the exit of the chicane, and waited for the sight of the cars for the first time.

CONTINUED NEXT MONTH. P.J.

POINTSCORES.....POINTSCORES...:.....POINTSCORES.....

1985 HOLLAND PARK AUTO ELECTRICS/BEARS BODY WORKS SPRINT
RALLY SERIES

1 Peter Phillips	1	DATSUN 1600	55.5
2 Greg Whitaker	3A	TOYOTA CELICA	53.5
3 Marc Roach	1	DATSUN 1600	44
4 Laurie Gatton	3A	DATSUN 1600	40
5 Tony Gray	3A	DATSUN 1600	37.5
6 Kevin Harvey	3A	DATSUN 1600	37
7 Ron Hendrickson	1	DATSUN 1600	35.5
8 Greg Summerville	4	DATSUN 1600	24
9 Robert Bell	2	FORD ESCORT	21
10 Keith Fackrell	4	FORD ESCORT	20.5
11 Harvey Potts	4	MITSUBISHI LANCER	20
12 Mick Barry	3B	DATSUN 1600	20
13 Dave Feron	4	DATSUN 1600	14
14 Ian Reddiex	3B	CITROEN GS	13.5
15 Rod Browning	2	HOLDEN GEMINI	13
16 Bruce Reville	4	PEUGEOT 504	11.5
17 Murray Coote	1	MAZDA 323 GTS	10.5
18 Keith Tapsall	3A	SUBARU RX TURBO	10.5
19 Jim Reddiex	1	CITROEN GS	8.5
20 Peter Ball	4	DATSUN 1600	8.5

These are the final top twenty placings after 5 rounds.
Congratulations to Peter Phillips, Greg Whitaker (1st 3A)
and Greg Summerville (1st Novice)

I haven't got the final points for the A.R.C. but Barry
Lowe placed second to Hugh Bell in the Akademos and this
should give him enough points for the win in the series.
Peter Glennie/Iain Stewart placed seventh in the rally
after an off in the last stage. Only about 90 odd km's
of rallying was run due to heavy rain in the days leading
up to the event. Provisional placings had Wayne Bell third
and Peter Clark fourth. Looks like P.R.C. has arrived.

WORLD DRIVERS CHAMPIONSHIP (FINAL)

1 Alain Prost (France)	McLaren-TAG	73
2 Michele Alboreto (Italy)	Ferrari	53
3 Keke Rosberg (Finland)	Williams-Honda	40
4 Ayrton Senna (Brazil)	Lotus-Renault	38
5 Elio De Angelis (Italy)	Lotus-Renault	33
6 Nigel Mansell (Britain)	Williams-Honda	31

The first Frenchman ever to win the World Championship.
I'm glad he's won it now we can really hate him.

The R.A.C Rally is on this month and that is the final round
of the World Rally Championship but Timo Salonen has won it
anyway and Peugeot has won the Makes series. Ford are scheduled
to debut (In the W.R.C.) the RS200, Lancia the Delta S4 and
Leyland (or whatever they're called this month) the Metro 6R4.

CLUB OFFICIALS	PHONE NUMBERS	
	HOME	WORK
PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.	
PRESIDENT.....	848 4558	44 8061
VICE PRESIDENT.....	848 0546	375 3777
IMMEDIATE PAST PRESIDENT.....	264 1738	52 7177
SECRETARY.....	848 3889	394 1922
TREASURER.....	351 3921	52 3331
ASSISTANT TREASURER.....	59 8785	52 5391
CLUB CAPTAIN.....	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....	264 1738	52 7177
ADMINISTRATION OFFICER.....	345 3435	391 8881
CAMS DELEGATE.....	395 1484	390 5907
CAMS OBSERVER.....	205 3724	
AUDITOR.....	266 8241	358 1022
BUILDING & PROPERTY OFFICER....	288 8958	280 2156
REGISTRAR.....	379 2066	379 6182
EDITOR.....	397 0475	44 1800
REFRESHMENTS OFFICERS.....	209 2843	369 4310
	369 7206	369 4310
SPORTING SUB-COMMITTEE.....	(Meet last Tues each mth 7.30 pm.)	
CHAIRMAN.....	349 8053	349 8053
NIGHT RUN OFFICERS.....	38 1639	
	379 2754	345 5834
MOTORKHANA OFFICERS.....	38 1639	
	379 2754	345 5834
SPRINT RALLY OFFICERS.....		
	205 3603	205 3603
OFF-ROAD OFFICERS.....	205 3871	205 4377
	357 5294	266 4460
	390 1145	
	273 4597	277 4911
RALLY OFFICERS.....	351 6742	
	356179	
	395 7752	208 4333
	264 1738	52 7177
SOCIAL SUB COMMITTEE (Meet 2nd Tues each mth)		
	351 6742	
PROMOTIONS OFFICERS.....	45 1214	
	372 1048	
	32 7742	58 2577
	261 1848	221 0144
	399 7031	
	353 2647	
FINANCE SUB COMMITTEE (Meet weekend prior to 1st Tues each month)		
CHAIRMAN.....	Vice President	
OFFICERS.....	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
WOOLLOONGABBA Q 4102

FORTHCOMING EVENTS

DECEMBER 1985

- 8TH S.C.V.W.C. Q.M.C. MAROOCHYDORE
- 15TH DAY RUN/LUNCH/MOTORKHANA (B.Y.O.)
COME ALONG AND HAVE AN ENJOYABLE DAY'S OUTING
FINISHING WITH A MOTORKHANA AT BEENLEIGH RUM
DISTILLERY (HOW'S THAT FOR A GOOD CLUE FOR THE
DAY RUN)
- 21ST B.S.C.C. CHRISTMAS PARTY,
PACIFIC GOLF CLUB, PINE MOUNTAIN ROAD, MT.GRAVATT
TICKETS NOW ON SALE \$15.00 PER PERSON
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JANUARY 1986.

AUSTRALIA DAY LONG WEEKEND: LONG COURSE OFF ROAD
GOONDIWINDI. DIRECTOR RUSSELL SAXBY,
SUPPLEMENTARY REGULATIONS WILL BE SENT OUT
IN DECEMBER.

NO NIGHT RUN IN JANUARY.

FEBRUARY

26TH NIGHT RUN - WILSON AND BERYL BOYD.

JULY

20TH AUSTRALIAN RALLY CHAMPIONSHIP

THE B.S.C.C. CLUB IS OPEN EVERY WEDNESDAY NIGHT FROM
8.00 P.M. ONWARDS BUT WILL BE CLOSED OVER THE CHRISTMAS
HOLIDAY PERIOD.

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6. Because we did a 'better' job in 1983 our Service Division was awarded 'Dealer of the Year'



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Service Manager -- Mazda Centre Springwood
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