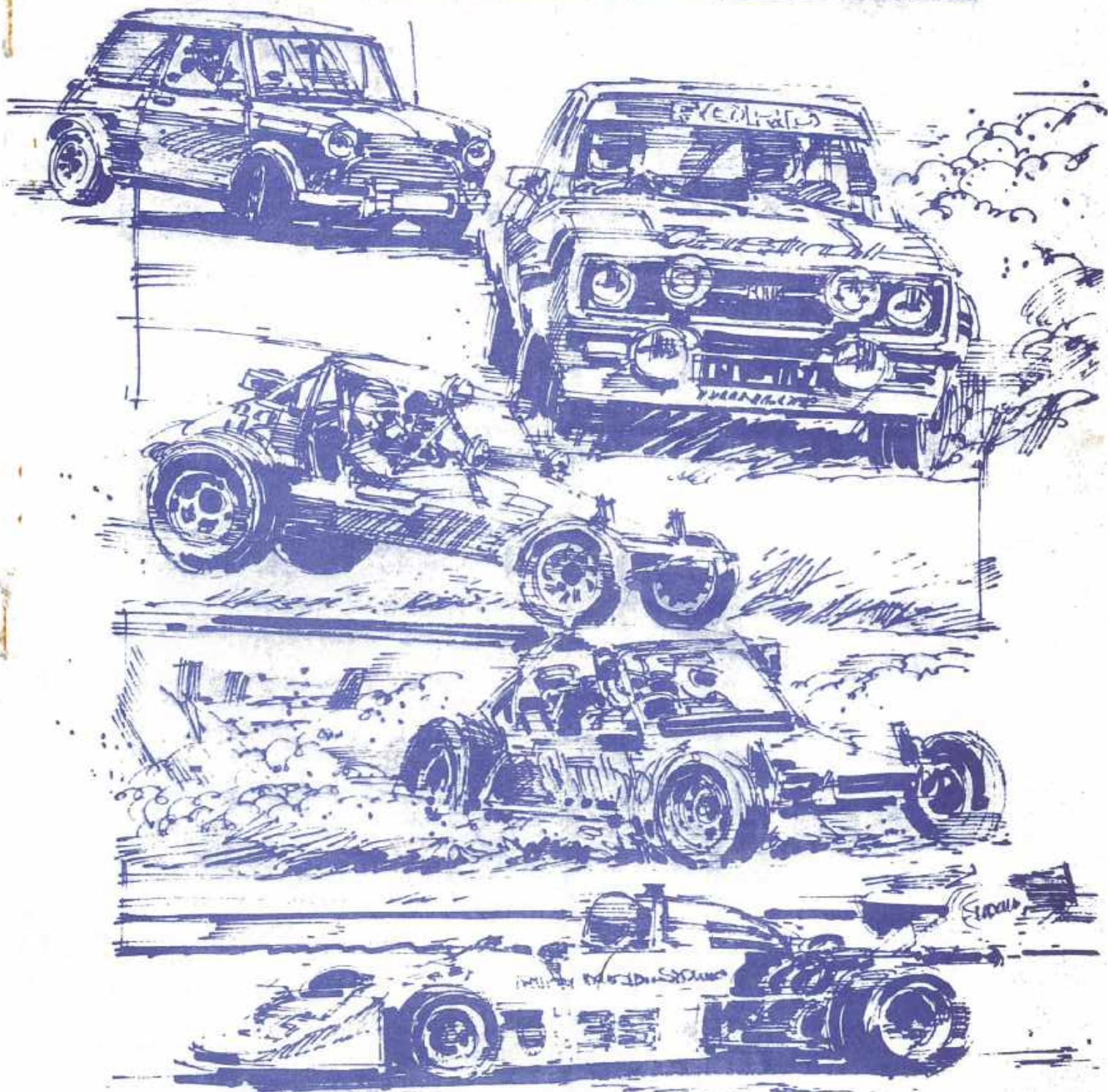




# BRISBANE SPORTING CAR CLUB MAGAZINE

Registered by Australia Post  
Publication No. QBH 1880

DEC 1985



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# STRAIGHT ON

Not much to say this time except a big thanks to Norm Perring, Rod Browning, Brian Swinton and all the others who contributed to this mag over the year. A special thanks to Esme Gibson for putting up with me being late with copy and generally trying to confuse her! It takes an enormous amount of work to get this rag out every month and it was good to hear some of the positive remarks made to me during the year, thanks, it gives me some incentive at 1.00 in the morning hanging over a steaming typewriter.

There is no January issue but the February one will be full of interesting things, probably, as soon as I find some I'll know!

HAPPY CHRISTMAS

NEWS.....NEWS.....NEWS.....NEWS.....NEWS.....

## Sprinters let loose!

Don't forget the H.P.A.E. Sprint Rally series presentation night on the 10th of January which is a Friday. The venue is Sybils and it starts at 7.30 PM. It is a bit late already but let Paul Mason down at Holland Park know A.S.A.P. Cost is \$10.00 per head and payable in advance.

### Kooralbyn

Hopefully by the next mag I'll have some information regarding the outcome of the protest on the Goodyear/Wrangler 400.

### Interclub

Don't forget the interclub motor-khana is being held on the 2nd of February by the H.S.C.C. I presume at Beenleigh Rum Distillery.

### Videos

On Wednesday the 22nd of Jan. it's Video night. We have a N.Z. Rallysprint with Quattros and everything. (I hope nobody puts the '83 2GO on again. I couldn't stand it). If you've got any WRC stuff we haven't seen bring it along.

### McConnell says thanks

Alan McConnell would like to thank his sponsor Toyo for their help during the year. Alan used Toyo tyres all through the year to record a fine 4th Outright in the '85 Qld. Motorkhana Championship.

Don't forget to pay your membership as soon as your bill arrives. It speeds the system up and gives the club a nice financial base for the forthcoming year.

STOP PRESS.....STOP PRESS.....

Alan McConnell won the final club motorkhana for 1985 last Sunday at Beenleigh. In second place was Ray Kemp and this result gives Ray the Championship by just 2 points. Third was Don Tainton who is also third in the championship.

The day run held in conjunction with the above event was won by Tainton/McConnell with second place going to Laurie Garth. Third was Ray Kemp/Neil Bennink. Alan and Don are equal winners of the Night Run Championship.

HOLLAND PARK AUTO ELECTRICS SPRINT RALLY

This, the last round of the 1985 Sprint Rally series was held on the 17th of November at Beerburum in what could only be described as stifling conditions. Only Peter Phillips or Greg Whitaker were in positions to win the series but any one of about 10 cars had potential to win the event. Over sixty crews entered for the event with about 36 of them being Datsun 1600's! Peter Phillips borrowed Phil Coleman's car and another leading entry, Marc Roach was in Wayne Lemons Datsun. The Stock Exchange Hotel Datsun was having a run in the hands of regular driver Barry Mann but it was Barry's first sprint in a while (Ever?). Coote was listed to drive the infamous 200B turbo which was repaired after a rollover in a previous sprint.

Crews were informed prior to the event that it would not be the same as most sprints in that this event used four different courses for the four runs on the day. A full route chart was used and kept even the experienced navigators on their toes. At least they had something to do! As the heat wave started so did the first section over 10 km's.

WILSON'S WANDERINGS      10.09 km                      Section 1

1 Roach	C 8.16	16 Williams	N 9.02	31 Clay	N 9.38	46 Colledge	N 10.03
Feron	N 8.16	Reville	N 9.02	32 G.Zaver	N 9.43	47 Malcolm	N 10.07
3 Phillips	C 8.20	18 Lanham	N 9.03	33 C.Reid	N 9.43	48 Long	N 10.13
4 Whitaker	A 8.26	19 Summervi	N 9.04	34 A.Zaver	N 9.44	49 F.Ball	N 10.18
5 Gees	A 8.28	20 McCabe	N 9.05	35 Fackera	N 9.46	50 Edwards	N 10.24
6 Hendrickson	C 8.32	21 Lingard	B 9.09	36 O'Brien	N 9.47	51 Rogers	N 10.26
7 Gray	A 8.33	22 Harvey	A 9.11	37 Kemp	N 9.48	52 Charalam	N 10.34
Halliday	N 8.33	23 D.Guyatt	B 9.17	38 Russell	B 9.50	53 Crase	N 10.38
9 Cutts	A 8.35	24 Hill	B 9.18	Stacey	N 9.50	54 Mann	R 11.00
10 Reddiex	B 8.39	25 Cox	N 9.26	40 Walsh	N 9.52	Coleman	A 11.00
11 Keeley	R 8.46	26 Whitchur	N 9.31	41 G.Barry	N 9.54	Siddins	N 11.00
12 Gatton	A 8.51	27 J.Guyatt	N 9.32	42 S.Reid	R 9.55	VanDerBr	N 11.00
P.Ball	N 8.51	28 Browning	N 9.33	43 Clunes	N 9.56	Garth	N 11.00
14 M.Barry	B 8.56	29 Bennink	N 9.34	44 Grundy	N 9.58	Lattimer	N 11.00
15 Cook	N 9.01	30 Dummet	N 9.37	Cooper	N 9.58	Hayward	A 11.00

A few crews were spotted taking short cuts, whether accidental or intentional is probably known only to themselves. Barry Mann had fuel pump problems and Kevin Harvey gearbox woes. At this point everyone was a bit doubtful about Feron's time but those doubts were soon dispelled after the next run. Good performances from Ian Reddiex and Peter Ball. The latter driver having blown the diff in his Datsun previous to the event and was running with a 3.7 open diff which, on some of the course may have been a blessing! Steve McCabe in the 'Turbo' Citroen puts in a top 20 time.

Lawrence's Way                      7.87 km                      Section 2

1 Feron	N 6.10	16 Lanham	N 6.40	31 G.Zaver	N 7.11	46 G.Barry	N 7.44
2 Gray	A 6.11	17 M.Barry	B 6.42	Halliday	N 7.11	47 Stacey	N 7.49
3 Phillips	C 6.13	18 P.Ball	N 6.47	33 Dummet	N 7.14	48 Charala	N 8.00
4 Roach	C 6.16	19 Hill	B 6.50	34 Colledge	N 7.15	C.Reid	N 8.00
5 Mann	R 6.22	20 Siddins	N 6.51	35 J.Guyatt	N 7.19	50 Lattime	N 8.05
6 Gatton	A 6.24	21 A.Zaver	N 6.54	36 Russell	B 7.21	51 Garth	N 8.06
7 Reddiex	B 6.25	Whitchur	N 6.54	37 Walsh	N 7.23	52 Malcolm	N 8.15
8 Whitaker	A 6.27	23 O'Brien	N 6.55	38 Crase	N 7.26	53 Fackera	N 9.00
Harvey	A 6.27	24 Cox	N 6.56	39 Grundy	N 7.28	Cutts	A 9.00
10 Reville	N 6.33	25 Lingard	B 6.57	40 Edwards	N 7.29	William	N 9.00
11 Gees	A 6.34	26 Summervil	N 6.58	41 Long	N 7.32	F.Ball	N 9.00
12 Coleman	A 6.36	D.Guyatt	B 6.58	42 Bennink	N 7.34	Clunes	N 9.00
13 Keeley	R 6.37	28 McCabe	N 7.03	Cooper	N 7.34		
Cook	N 6.37	29 Kemp	N 7.07	44 Vandenbr	N 7.37		
		30 Clay	N 7.10	45 Rogers	N 7.42		

PETER'S PLEASURE

5.18 km

Section 3

1	Roach	C	4.18	15	Siddins	N	4.45	29	M. Barry	B	5.04	43	Vandenb	N	5.21
2	Feron	N	4.22	16	Halliday	N	4.46	30	Gees	A	5.07		Malcolm	N	5.21
3	Hendricks	C	4.25		Cook	N	4.46		A. Zaver	N	5.07	45	Clunes	N	5.23
4	Keeley	R	4.29	18	Williams	N	4.48	32	Crace	N	5.08		G. Barry	N	5.23
5	Phillips	C	4.30	19	D. Guyatt	B	4.54		Edwards	N	5.08	47	Cooper	N	5.25
	Gatton	A	4.30	20	Hill	B	4.55	34	G. Zaver	N	5.10	48	F. Ball	N	5.26
7	Whitaker	A	4.31		Lingard	B	4.55	35	Fackera	N	5.12	49	Grundy	N	5.29
8	Gray	A	4.34	22	Summervi	N	4.57	36	Long	N	5.13		Charala	N	5.29
9	Coleman	A	4.37		Reville	N	4.57	37	Clay	N	5.15	51	Rogers	N	5.30
10	Cutts	A	4.38		McCabe	N	4.57		Stacey	N	5.15	52	Colledg	N	5.31
	Lanham	N	4.38	25	Dummet	N	4.59	39	Bennink	N	5.16	53	Lattime	N	5.44
12	Mann	R	4.41	26	O'Brien	N	5.01	40	Kemp	N	5.17	54	Garth	N	6.00
13	P. Ball	N	4.42	27	Cox	N	5.02	41	C. Reid	N	5.18	55	Whitchu	N	6.00
14	Harvey	A	4.43		J. Guyatt	N	5.02		Russell	B	5.18				

Coote's Datsun died in the first run and Ian Stewart didn't even get a drive. Neil Whitchurch took a short cut due to a malfunctioning Halda and although he wasn't spotted he volunteered the above information.

Greg Whitaker had just finished putting a new motor in the Celica during the week and although competitive, wasn't in his customary front running position. Dave Feron proved the surprise of the event with his ultra-competitive times. Ian Reddix didn't complete the third run.

MASON'S JOY

4.59 km

Section 4

1	Roach	C	3.06	14	M. Barry	B	3.28	27	Garth	N	3.37		G. Barry	N	3.56
2	Hendrick	C	3.12		Williams	N	3.28	28	Bennin	N	3.38	41	Charalam	N	3.57
3	Phillips	C	3.16	16	Cook	N	3.29	29	D. Guya	B	3.40	42	Kemp	N	3.58
	Gray	A	3.16	17	Reville	N	3.31	30	Lingar	B	3.42	43	Rogers	N	4.02
5	Whitaker	A	3.18	18	McCabe	N	3.32		Cox	N	3.42	44	Malcolm	N	4.10
6	Feron	N	3.19	19	Gees	A	3.33	32	C. Reid	N	3.43	45	Fackeral	N	4.16
7	Harvey	A	3.20		A. Zaver	N	3.33	33	Stacey	N	3.44	46	Grundy	N	4.23
	Mann	R	3.20	21	P. Ball	N	3.34	34	F. Ball	N	3.45	47	Cutts	A	4.30
9	Gatton	A	3.24		G. Zaver	N	3.34	35	O'Brie	N	3.48	48	Halliday	N	4.43
	Summervi	N	3.24		Edwards	N	3.34		Vanden	N	3.48	49	Long	N	4.55
11	Siddins	N	3.25	24	Clay	N	3.36	37	Lattim	N	3.54	50	Hill	B	5.17
12	Dummet	N	3.26		J. Guyatt	N	3.36		Russel	B	3.54	51	Crace	N	6.00
13	Clunes	N	3.27		Whitchur	N	3.36	39	Cooper	N	3.56				

RESULTS, H.P.A.E. SPRINT RALLY

1	Marc Roach/Terry Gusterson	Datsun 1600	21:56	1st Cl. & R
2	Dave Feron/Terry Gusterson	Datsun 1600	22.07	1st Novice
3	Peter Phillips/Peter Young	Datsun 1600	22.19	2nd Cl. & R
4	Tony Gray/Ian Hamwood	Datsun 1600	22.34	1st 3A
5	Greg Whitaker/Alan Staib	Toyota Celica	22.42	2nd 3A
6	Ron Hendrickson/Del Garbett	Datsun 1600	22.47	3rd Cl & R
7	Laurie Gatton/Keith Morrison	Datsun 1600	23.09	3rd 3A
8	Kevin Harvey/Kasiman Seden	Datsun 1600	23.41	3A
9	Vivian Gees/Noel Gees	Ford Capri	23.42	3A
10	Barry Cook/Tim Blake	Mazda RX-3	23.53	2nd Novice
11	Peter Ball/Martin Ball	Datsun 1600	23.54	3rd Novice
12	Bruce Reville/Ray Edwards	Peugeot 504	24.03	Novice
13	Mick Barry/Adrian Dillon	Datsun 1600	24.10	1st 3B
14	Greg Summerville/Martin Darch	Datsun 1600	24.23	Novice
15	Steve McCabe/Janet McCabe	Citroen Turbo	24.37	Novice

Good results for Peter Ball, Bruce Reville and Steve McCabe in the big 'Turbo'. A demon time by Roach in Sec.4 gave him the win. Alan Clunes shows his stuff with a great last section after problems all day.

## THE GALLANGOWAN FOREST RALLY (Q.R.C. 5)

Sponsored by: Bryant Engineering Works, West End.  
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One thing I think nobody ( except perhaps Murray Coote) wanted during this event was rain. And after a glorious day on the Saturday it didn't look possible but we got it anyway.

And it was a real pain in the ass! A good entry of 60 cars was recieved including two from NSW which was a welcome change.

Notable absentees were Denis Brown who's car was still licking it's wounds from Kooralbyn and Peter Phillips who is without a car after the Grand Prix Mazda event. Gregg Hansford was also an absentee as the team are more concerned with next year.

There was big drama before the start when Mark Taylors Escort blew its motor on the way up to Gallangowan. It looked as though the championship had been handed to Coote ( who had done major work on Marks motor during the week prior to the event. Mmmm...) on a platter until Wayne Lemon generously offered his Datsun 1600 (which had won the sprint rally in the hands of Marc Roach only two weeks previously) to Mark to use. A fine gesture.

The first section in the daylight ran competitivly through the rally H.Q. and provided great spectating for service crews.

### ADVANCE AUSTRALIA FAIR 10.83 km SS2

1 Zaver/Zaver	N 8.00	19 Jones/Jeffery	A 8.43	37 Shirley/Shin	B 9.25
2 Glennie/Smith	C 8.03	20 Palmer/Gray	N 8.46	38 Bailey/Baile	A 9.26
3 Burnett/Bennet	N 8.09	McLoughlin/Cl	A 8.46	39 Vandersee/Va	N 9.28
Roach/Price	C 8.09	22 Hill/Hill	B 8.49	40 Bailey/Swint	N 9.29
5 Hendrickson/Ga	C 8.14	Waples/Kalie	B 8.49	41 Lockhart/Bru	A 9.37
6 Coote/Stewart	C 8.15	24 Cook/Blake	N 8.52	42 Wirth/Mogg	N 9.45
7 Harvey/Weale	A 8.21	25 Whitaker/Stai	A 8.53	43 Hetherman/Te	N 9.50
Gray/Hamwood	A 8.21	26 Dawson/Gibson	N 8.55	44 Feron/Guster	N 9.58
Marshall/Golds	A 8.21	27 Anderson/Unde	N 9.00	45 Boyd/Pilgrim	N 10.05
10 Coleman/Garth	A 8.28	28 Kabel/Kabel	A 9.01	46 Jonkers/Dela	N 10.11
11 Browning/Kortl	R 8.34	29 Dillon/Gaines	N 9.06	47 Lattimer/The	N 10.17
Gees/Gees	A 8.34	30 Acreman/Jean	N 9.07	48 Fritz/Webste	N 10.29
13 Reddiex/Perry	B 8.37	31 Harrison/Rank	N 9.10	49 Krebs/Reddie	N 10.35
14 Taylor/Young	C 8.40	32 Lewis/Hetheri	N 9.11	50 Rogers/Joyce	N 10.51
Mann/Young	R 8.40	33 Clay/Spearing	N 9.12	51 Mills/Mills	N 10.54
Bell/Bell	R 8.40	34 Potts/Sherwoo	N 9.15	52 Sudiro/Young	R 12.20
17 Reid/Browning	R 8.41	35 Reville/O'Kan	N 9.19	53 O'Brien/Hilt	B 16.38
Johanson/Wrigh	N 8.41	36 Donovan/Colle	N 9.21		

I'll have to have a word to Andrew Zaver <sup>see</sup> and how he got the Datsun 1600 shell over the Quattro mechanicals. A good time for Tony Burnett from Coffs Harbour and a bad time for Peter Sudiro who obviously had a problem.

Mark Taylor, although not used to a Datsun shows his class with a competitive time first up. George Kahler was entered but did not start.

The event was running a bit behind schedule due to a bit of tardiness on the part of some helpers but it was still hoped to get all of the daylight stages actually in the daylight!

ROCK ME GENTLY 5.27km SS4

1	Marshall/Golds	A	3.07	Acreman/Jeane	N	3.22	Shirley/Shinn	B	3.39
2	Whitaker/Staib	A	3.08	20 Zaver/Zaver	N	3.23	Wirth/Mogg	N	3.39
3	Mann/Young	R	3.09	Cook/Blake	N	3.23	39 Bailey/Swinto	N	3.40
4	Feron/Gusterao	N	3.11	22 Roach/Price	C	3.24	Vandersee/Van	N	3.40
5	Waples/Kalie	B	3.12	23 Kabel/Kabel	A	3.25	41 Sudiro/Young	R	3.42
	Reid/Browning	R	3.12	Anderson/Und	N	3.25	Palmer/Gray	N	3.42
7	Browning/Kortl	R	3.14	Potts/Sherwoo	N	3.25	43 Lockhart/Bruc	A	3.46
8	Harvey>Weale	A	3.16	26 Hill/Hill	B	3.26	44 Krebs/Reddiex	N	3.51
9	Coote/Stewart	C	3.17	27 Dawson/Gibson	N	3.28	45 Jonkers/Delan	N	3.52
	Coleman/Garth	A	3.17	28 Gray/Hamwood	A	3.30	46 Lewis/Hetheri	N	3.54
11	Bell/Bell	R	3.18	Reville/O'Kan	N	3.30	47 lattimer/Ther	N	3.56
12	Taylor/Young	C	3.19	Clay/Spearing	N	3.30	48 Mills/Mills	N	3.59
	Bailey/Bailey	A	3.19	Dillon/Gaines	N	3.30	49 Boyd/Pilgrim	N	4.01
	Gees/Gees	A	3.19	32 Jones/Jeffrey	A	3.32	50 Rogers/Joyce	N	4.06
15	Reddiex/Perry	B	3.20	O'Brien/Hilto	B	3.32	51 Glennie/Smit	C	4.18
16	Johanson/Wrig	N	3.21	34 Hetherman/Tew	N	3.38	52 Fritz/Webster	N	4.44
	Burnett/Bennet	N	3.21	Harrison/Rank	N	3.38	53 Donovan/Coll	N	11.14
18	McLoughlin/Cla	A	3.22	36 Hendrickson/G	C	3.39			

Peter Glennie came across non-rally traffic in this stage as did Hendrickson/Garbett. Wayne Parker retired the Stanza due to a non-functioning Diff.

SHORT PEOPLE 4.11 km SS 6

1	Coote/Stewart	C	3.01	Reid/Browning	R	3.18	37 Bailey/Swinto	N	3.34
2	Hendrickson/Ga	C	3.03	Reddiex/Perry	B	3.18	38 Clay/Spearing	N	3.41
3	Glennie/Smith	C	3.07	Dawson/Gibson	N	3.18	Dillon/Gaines	N	3.41
4	Browning/Kortl	R	3.08	Feron/Gusters	N	3.18	40 Shirley/Shinn	B	3.42
	Coleman/Garth	A	3.08	23 Johanson/Wrig	N	3.20	Lewis/Hetheri	N	3.42
	Sudiro/Young	R	3.08	Hill/Hill	B	3.20	42 Lockhart/Bruc	A	3.43
	Gees/Gees	A	3.08	25 Reville/O'Kan	N	3.21	43 Vandersee/Van	N	3.46
8	Marshall/Golds	A	3.09	Anderson/Unde	N	3.21	44 Wirth/Mogg	N	3.47
9	Taylor/Young	C	3.10	27 Zaver/Zaver	N	3.22	45 Jonkers/Delan	N	3.49
10	Gray/Hamwood	A	3.12	28 Whitaker/Stai	A	3.24	46 Hetherman/Tew	N	3.50
	Waples/Kalie	B	3.12	Potts/Sherwoo	N	3.24	47 Krebs/Reddiex	N	3.55
12	Roach/Price	C	3.14	Burnett/benne	N	3.24	Donovan/Colle	N	3.55
13	Mann/Young	R	3.16	31 Cook/Blake	N	3.25	49 Mills/Mills	N	4.02
	Bailey/Bailey	A	3.16	32 Kabel/Kabel	A	3.26	50 Lattimer/Ther	N	4.06
15	Harvey>Weale	A	3.17	33 O'Brien/Hilt	B	3.27	51 Rogers/Joyce	N	4.09
	Bell/Bell	R	3.17	Acreman/Jeane	N	3.27	52 Boyd/Pilgrim	N	4.10
	Jones/Jefferys	A	3.17	35 Palmer/Gray	N	3.28	53 Fritz/Webste	N	4.32
18	McLoughlin/Cla	A	3.18	36 Harrison/Rank	N	3.31			

TAKE IT TO THE LIMIT 4.55 km SS 8

1	Everyone on except	2.45	O'Brien/Hilto	B	2.54	44 Krebs/Reddiex	N	3.10	
			Clay/Spearing	N	2.54	45 Jonkers/Delan	N	3.12	
28	Acreman/Jeane	N	2.46	37 Dillon/Gaines	N	2.55	46 Vandersee/Van	N	3.15
29	Burnett/Bennet	N	2.47	38 Shirley/Shinn	B	2.58	47 Lattimer/Ther	N	3.21
30	Harrison/Ranki	N	2.48	39 Bailey/Swinto	N	3.00	48 Boyd/Pilgrim	N	3.27
31	Potts/Sherwood	N	2.51	40 Mills/Mills	N	3.05	49 Rogers/Joyce	N	3.35
	Cook/Blake	N	2.51	41 Lewis/Hetheri	N	3.06	50 Fritz/Webster	N	3.41
33	Dawson/Gibson	N	2.52	Lochhart/Bruc	A	3.06			
34	Anderson/Under	N	2.54	Wirth/Mogg	N	3.06			

More than half of the field beat the 100 kmh average. This must have been the stage where some crews reported using 8000 rpm in fifth and that's flying!

## FLIGHT OF THE BUMBLE BEE

6.17 km

SS 10

1	Coote/Stewart	C	4.50	Hill/Hill	B	5.12	35	Lockhart/Bruc	A	5.47	
2	Hendrickson/Ga	C	4.55	19	Browning/Kortl	R	5.13	36	Lewis/Hetheri	N	5.53
	Roach/Price	C	4.55	20	Harvey/Weale	A	5.14	37	Dillon/Gaines	N	6.02
4	Taylor/Young	C	4.59	21	Coleman/Garth	A	5.15	38	Mills/Mills	N	6.10
5	Mann/Young	R	5.01		Reddiex/Perry	B	5.15	39	Bailey/Swinto	N	6.20
6	Bell/Bell	R	5.03		Cook/Blake	N	5.15	40	Shirley/Shinn	B	6.22
	Reid/Browning	R	5.03	24	Potts/Sherwood	N	5.17	41	Dawson/Gibson	N	6.28
	Gees/Gees	A	5.03		Jones/jefferys	A	5.17	42	Vandersee/Van	N	6.29
9	Sudiro/Young	R	5.05	26	Palmer/Gray	N	5.28	43	Krebs/Reddiex	N	6.37
	Whitaker/Staib	A	5.05	27	Harrison/Ranki	N	5.29	44	Boyd/Pilgrim	N	7.08
	Feron/Gusterso	N	5.05		Acreman/Jeaner	N	5.29	45	Lattimer/Ther	N	7.22
12	Johanson/Wrigh	N	5.06	29	O'Brien/Hilton	B	5.33	46	Fritz/Webster	N	7.25
13	Gray/Hamwood	A	5.07	30	Kabel/Kabel	A	5.38	47	Jonkers/Delan	N	8.33
	Glennie/Smith	C	5.07	31	Zaver/Zaver	N	5.40	48	Rogers/Joyce	N	9.15
	Waples/Kalie	B	5.07	32	Anderson/Under	N	5.41	49	Marshall/Gold	N	10.56
16	Bailey/Bailey	A	5.10	33	Burnett/Bennet	N	5.44	50	Wirth/Mogg	N	24.57
17	McLoughlin/Cla	A	5.12	34	Clay/Spearing	N	5.45	51	Donovan/Colle	N	27.41

## LIKE A BAT OUT OF HELL

2.33 km

SS 12

1	Glennie/Smith	C	2.01	18	McLoughlin/Cl	A	2.12		Burnett/Benne	N	2.28
2	Coote/Stewart	C	2.04		Reid/Browning	R	2.12	36	Palmer/Gray	N	2.35
	Gray/Hamwood	A	2.04		Feron/Gusters	N	2.12	37	Dillon/Gaine	N	2.37
4	Hendrickson/Ga	C	2.07	21	Potts/Sherwood	N	2.13	38	Bailey/Swinto	N	2.39
	Bell/Bell	R	2.07		Waples/Kalie	B	2.13	39	Acreman/Jeane	N	2.41
	Browning/Kortl	R	2.07	23	Harvey/Weale	A	2.14	40	Dawson/Gibson	N	2.45
	Johanson/Wrigh	N	2.07		Jones/Jefferys	A	2.14	41	Vandersee/Van	N	2.47
	Taylor/Young	C	2.07	25	Cook/Blake	B	2.15	42	Mills/Mills	N	2.48
9	Roach/Price	C	2.08	26	Kabel/Kabel	A	2.17	43	Wirth/Mogg	N	2.51
	Mann/Young	R	2.08		Anderson/Under	N	2.17	44	Krebs/Reddiex	N	2.56
	Sudiro/Young	R	2.08		Zaver/Zaver	N	2.17		Lattimer/Ther	N	2.56
12	Gees/Gees	A	2.09	29	O'Brien/Hilton	B	2.20	46	Boyd/Pilgrim	N	3.00
13	Marshall/Golds	A	2.10	30	Shirley/Shinn	B	2.21	47	Fritz/Webster	N	3.01
	Reddiex/Perry	B	2.10	31	Clay/Spearing	N	2.22		Jonkers/Delan	N	3.01
15	Whitaker/Staib	A	2.11	32	Lewis/Hetheri	N	2.26	49	Rogers/Joyce	N	3.15
	Bailey/Bailey	A	2.11	33	Harrison/Rank	N	2.27	50	Coleman/Garth	A	6.43
	Hill/Hill	B	2.11	34	Lockhart/Bruc	A	2.28				

## POSITIONS AFTER 6 STAGES AND 33.26 km

1	Coote/Stewart	C	24.12	18	McLoughlin/Cl	A	25.35	35	Lewis/Hether	N	28.12
2	Roach/Price	C	24.35	19	Hill/Hill	B	25.44	36	Lockhart/Bru	A	28.27
3	Hendrickson/G	C	24.43	20	Jones/jeffery	A	25.48	37	Bailey/Swint	N	28.42
4	Gees/Gees	A	24.58	21	Burnett/Benne	N	25.53	38	Sudiro/Young	R	29.08
5	Mann/Young	R	24.59	22	Cook/Blake	N	26.01	39	Vandersee/Va	N	29.25
	Gray/Hamwood	A	24.59	23	Bailey/Bailey	A	26.07	40	Coleman/Gart	A	29.36
7	Taylor/Young	C	25.00	24	Potts/ Sherwo	N	26.25	41	Marshall/Gol	A	30.28
8	Browning/Kort	R	25.01	25	Feron/Gusters	N	26.29	42	Mills/Mills	N	30.58
9	Harvey/Weale	A	25.07	26	Kabel/Kabel	A	26.32	43	Krebs/Reddie	N	31.04
10	Bell/Bell	R	25.10	27	Anderson/Unde	N	26.38	44	Boyd/Pilgrim	N	31.51
11	Reid/Browning	R	25.11	28	Palmer/Gray	N	26.44	45	Lattimer/The	N	31.58
12	Waples/Kalie	B	25.18	29	Acreman/Jeane	N	26.52	46	Jonkers/Dela	N	32.38
13	Jonanson/Wrig	N	25.20	30	Harrison/Rank	N	27.03	47	Fritz/Webste	N	33.52
14	Glennie/Smith	C	25.21	31	Shirley/Shinn	B	27.07	48	O'Brien/Hilt	B	34.24
15	Reddiex/Perry	B	25.25	32	Clay/Spearing	N	27.24	49	Rogers/Joyce	N	35.11
16	Whitaker/Stai	A	25.26	33	Dawson/Gibson	N	27.46	50	Wirth/Mogg	N	48.05
17	Zaver/Zaver	N	25.27	34	Dillon/Gaines	N	27.51				



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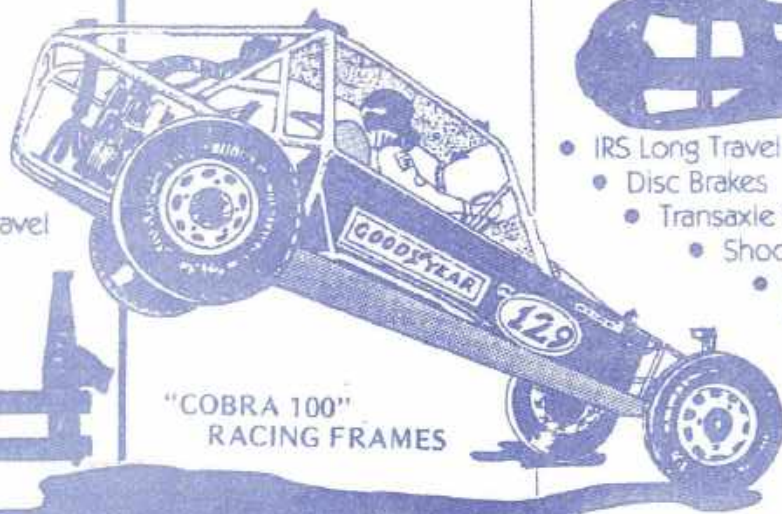
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The rain started to come down towards the end of the daylight stages and the cars running down the field were at a disadvantage, road wise.

The surprise position so far is that of Vivian Gees in 4th O/R and 1st 3A driving in his Ford Capri. All the stages up to this point were fast open roads and Murray Coote managed 2 fastest times and is leading the event in the 'little' 323. Marc Roach retired at this point after a good showing and Stephen Hetherman stopped after 3 stages as did the Peugeot of Bruce Reville. Coleman had trailing arm problems and is down in 40th position. Garry Marshall got one fastest time but called it a night after 6 stages.

200 M.P.H.            6.28km            SS 15

1	Glennie/Smith	C	6.02	17	Reddiex/Perry	B	6.36	33	McLoughlin/C	A	7.02
2	Hendrickson/Gar	C	6.14		Burnett/Bennet	N	6.36	34	Wirth/Mogg	N	7.03
3	Feron/Gusterson	N	6.15		Dawson/Gibson	N	6.36	35	Lockhart/Br	A	7.04
4	Coote/Stewart	C	6.18	20	Anderson/Underw	N	6.37	36	Shirley/Shin	B	7.06
5	Jones/Jefferys	A	6.20		Acreman/Jeanere	N	6.37		Clay/Spearin	N	7.06
	Waples/Kalie	B	6.20	22	Reid/Browning	R	6.38	38	Harrison/Ran	N	7.10
7	Sudiro/Young	R	6.21	23	Vandersee/Vande	N	6.39	39	Krebs/Reddie	N	7.11
8	Coleman/Garth	A	6.22	24	Potts/Sherwood	N	6.42	40	Donovan/Coll	N	7.15
9	Bailey/Bailey	A	6.25	25	Mann/Young	R	6.43	41	Fritz/Webste	N	7.21
10	Zaver/Zaver	N	6.29		Lewis/Hethering	N	6.43	42	Boyd/Pilgrim	N	7.27
11	Bell/Bell	R	6.30	27	Hill/Hill	B	6.44	43	Mills/Mills	N	7.35
12	Taylor/Young	C	6.30	28	Kabel/Kabel	A	6.48	44	Rogers/Joyce	N	8.07
	Palmer/Gray	N	6.30	29	Lattimer/Therke	N	6.55	45	O'Brien/Hilt	N	21.16
14	Gees/Gees	A	6.31	30	Whitaker/Staib	A	6.57	46	Cook/Blake	N	26.03
15	Johanson/Wright	N	6.32		Bailey/Swinton	N	6.57				
16	Browning/Kortla	R	6.33	32	Harvey/Weale	A	7.00				

THE LONG AND WINDING ROAD            30.67 km            SS 19

1	Wirth/Mogg	N	21.54	16	Johanson/wri	N	28.27	31	Lewis/Hethering	N	29.59
2	Glennie/Smit	C	25.09	17	Jones/jeffer	A	28.29	32	Clay/Spearing	N	30.10
3	Coote/Stewar	C	25.59	18	Hill/Hill	B	28.30	33	Waples/Kalie	B	30.32
4	Sudiro/Young	R	26.20	19	Burnett/Benn	N	28.34	34	Donovan/Colledg	N	30.57
5	Hendrickson	C	26.40	20	Reddiex/Perr	B	28.51	35	Lockhart/Bruce	A	31.52
6	Feron/Guster	N	26.43	21	Harvey/Weale	A	28.56	36	Krebs/Reddiex	N	31.53
7	Taylor/Young	C	27.00	22	Dawson/Gibso	N	29.00	37	Boyd/Pilgrim	N	33.09
8	Browning/Kor	R	27.06	23	O'Brien/Hilt	B	29.13		Lattimer/Therke	N	33.09
9	Coleman/Gart	A	27.14	24	McLoughlin/C	A	29.16	39	Anderson/Underw	N	34.23
10	Mann/Young	R	27.39	25	Shirley/Shin	B	29.24	40	Fritz/Webster	N	34.45
11	Gees/Gees	A	27.41	26	Bailey/Swint	N	29.40	41	Acreman/Jeanere	N	36.02
12	Bailey/Baile	A	27.47		Vandersee/Va	N	29.40	42	Rogers/Joyce	N	41.23
13	Palmer/Gray	N	28.10	28	Mills/Mills	N	29.42	43	Zaver/Zaver	N	44.32
14	Bell/Bell	R	28.11	29	Whitaker/Sta	A	29.52				
15	Potts/Sherwo	N	28.15	30	Kabel/Kabel	A	29.53				

The phone at the rally HQ rang not long after this section. It was Jean Todd, manager of Peugeot Talbot Sport. He wanted to speak to Peter Wirth to see if he was doing anything for the World Championship next year.

After 8 stages Coote leads Glennie by 3 seconds with Hendrickson a further minute and a bit behind them. Taylor is up to 4th. Tony Gray went off the road and nudged a tree but couldn't get back on due to the slippery conditions. He and navigator Ian Hamwood then watched a gaggle of other competitors do the same trick including Adrian Dillon's Galant which totalled itself in the process. Special Stage 17 was deleted 'cause of the water on it.

## LIFE IN A NORTHERN TOWN

20.18 km

SS 2-2

1	Glennie/Smith	C	17.06	15	Johanson/Wrig	N	18.30	29	Clay/Speari	N	20.31
2	Coote/Stewart	C	17.26	16	Harvey/Weale	A	18.38	30	Mills/Mills	N	20.49
3	Hendrickson/G	C	17.37	17	Burnett/Benn	N	18.42	31	Lockhart/Br	A	21.42
4	Gees/Gees	A	17.41	18	Hill/Hill	B	18.55	32	Krebs/Reddi	N	21.58
5	Taylor/Taylor	C	17.49	19	Potts/Sherwo	N	18.59	33	Boyd/Pilgri	N	22.32
6	Sudiro/Young	R	17.54	20	McLoughlin/Cl	A	19.17	34	Bailey/Swin	N	22.33
7	Mann/Young	R	17.56	21	Reddiex/Perry	B	19.21	35	Zaver/Zaver	N	23.27
8	Browning/Kort	R	17.58	22	Kabel/Kabel	A	19.27	36	Bailey/Bail	A	24.32
	Feron/Gusters	N	17.58	23	Whitaker/Stai	A	19.34	37	Fritz/Webst	N	25.12
10	Coleman/Garth	A	18.07	24	Anderson/Unde	N	19.36	38	Vandersee/V	N	39.57
11	Jones/Jeffery	A	18.16	25	Lewis/Hetheri	N	19.40	39	Dawson/Gibs	N	40.04
12	Palmer/Gray	N	18.25	26	Shirley/Shinn	B	20.01	40	Lattimer/Th	N	42.36
13	Waples/Kalie	B	18.26	27	Acreman/Jeane	N	20.04	41	Rogers/Joyc	N	44.56
14	Bell/Bell	R	18.27	28	Wirth/Mogg	N	20.16				

Someone get the Gees's a good car! I mean how good can a Capri be?

Glennies firmly in charge now setting 3 fastest times in a row, well clear of the rest. This was one of Peter Sudiro's good sections and his was one of the drives of the rally coming from 38th after 6 sections up to 10th at the end. Dave Feron did much the same thing to finish up 7th.

## HIGHWAY STAR

5.40 km

SS 2-4

1	Glennie/Smith	C	3.24	15	Bell/Bell	R	3.48	29	Shirley/Shin	B	4.01
2	Coote/Stewart	C	3.32		Palmer/Gray	N	3.48		Lewis/Hether	N	4.01
3	Hendrickson/G	C	3.36	17	Whitaker/Staib	A	3.50	31	Bailey/Swint	N	4.04
4	Coleman/Garth	A	3.38	18	Hill/Hill	B	3.51	33	Clay/Spearin	N	4.07
	Sudiro/Young	R	3.38		Gees/Gees	A	3.51	34	Mills/Mills	N	4.12
6	Taylor/Young	C	3.41		Jones/Jefferys	A	3.51	35	Krebs/Reddie	N	4.17
	Waples/Kalie	B	3.41	21	Harvey/Weale	A	3.52	36	Lockhart/Bru	A	4.19
8	Feron/Gusters	N	3.43		Anderson/Under	N	3.52	37	Fritz/Webste	N	4.27
	Zaver/Zaver	N	3.43		Potts/Sherwood	N	3.52	38	Boyd/Pilgrim	N	4.29
	Acreman/Jeane	N	3.43	24	Kabel/Kabel	A	3.55	39	Vandersee/Va	N	4.39
11	Browning/Kort	R	3.45		Burnett/Bennet	N	3.55	40	Rogers/Joyce	N	4.55
	Bailey/Bailey	A	3.45	26	McLoughlin/Cla	A	3.58	=31	Wirth/Mogg	N	4.04
13	Mann/Young	R	3.47		Rediex/Perry	B	3.58				
	Johanson/Wrig	N	3.47		Dawson/Gibson	N	3.58				

## SOME LIKE IT HOT

18.30 km

SS 2-6

1	Hendrickson/G	C	12.57	14	Jones/Jeffery	A	14.13	27	Kabel/Kabel	A	15.17	
2	Glennie/Smith	C	12.58	15	Gees/Gees	A	14.16	28	Acreman/Jea	N	15.29	
3	Coote/Stewart	C	13.20	16	Bell/Bell	R	14.22	29	Lewis/Hethe	N	15.34	
4	Mann/Young	R	13.29	17	Hill/Hill	B	14.26	30	Clay/Speari	N	15.38	
	Coleman/Garth	A	13.29	18	McLoughlin/C	A	14.27	31	Wirth/Mogg	N	15.40	
	Taylor/Young	C	13.29	19	Reddiex/Perr	B	14.33	32	Krebs/Reddi	N	15.56	
7	Sudiro/Young	R	13.35	20	Anderson/Und	N	14.36	33	Vandersee/V	N	16.09	
8	Waples/Kalie	B	13.38	21	Mills/Mills	N	14.39	34	Lockhart/Br	A	16.18	
9	Browning/Kort	R	13.42	22	Whitaker/Sta'A	A	14	51	35	Fritz/Webst	N	17.33
10	Feron/Gusters	N	13.46	23	Shirley/Shin	B	14.56	36	Boyd/Pilgri	N	17.36	
11	Palmer/Gray	N	13.50	24	Potts/Sherwo	N	14.59	37	Rogers/Joyc	N	18.34	
12	Zaver/Zaver	N	13.59	25	Dawson/Gibso	N	15.09	38	Johanson/Wr	N	20.07	
13	Harvey/Weale	A	14.02	26	Bailey/Swint	N	15.12	39	Burnett/Ben	N	24.11	

We've lost Rod Bailey with electrical trouble. Glennie leads comfortably from Coote and Hendrickson. Phil Coleman and Graig Garth make a late charge after their earlier suspension troubles to finish up 16th. The Stanza of Burnett must have played up in this section.

## AULD LANG SYNE

5.82 km

SS 2-10

1	Glennie/Smith	C	3.22	14	Harvey/Weale	A	3.47	27	Vandersee/V	N	4.07
2	Henrickson/Garb	C	3.25		Acreman/Jeane	A	3.47	28	Burnett/Ben	N	4.12
3	Browning/Kortla	R	3.30	16	Bell/Bell	R	3.51	29	Coleman/Gar	A	4.13
4	Sudiro/Young	R	3.37	17	Wirth/Mogg	N	3.52	30	Lewis/Hethe	N	4.16
	Taylor/Young	C	3.37	18	Potts/Sherwoo	N	3.54	31	Mills/Mills	N	4.17
	Waples/Kalie	B	3.37	19	McLoughlin/Cl	A	3.55		Krebs/Reddi	N	4.17
	Zaver/Zaver	N	3.37	20	Gees/Gees	A	3.56	33	Bailey/Swin	N	4.22
8	Jones/Jefferys	A	3.40		Reddiex/Perry	B	3.56	34	Clay/Spearl	N	4.23
9	Mann/Young	R	3.41	22	Whitaker/Stai	A	3.58	35	Lockhart/Br	A	4.26
10	Palmer/Gray	N	3.42		Kabel/Kabel	A	3.58	36	Boyd/Pilgrim	N	4.49
11	Anderson/Underw	N	3.43	24	Hill/Hill	B	4.01		Fritz/Webst	N	4.49
12	Coote/Stewart	C	3.44	25	Shirley/Shinn	B	4.03	38	Rogers/Joyc	N	4.57
13	Feron/Gusterson	N	3.46		Dawson/Gibson	N	4.03	39	Johanson/wr	N	9.15

## RESULTS 1985 GALLANGOWAN FOREST RALLY (QRC 5)

1	Peter Glennie/Brian Smith	Datsun 1200	93.22	1st Class.
2	Murray Coote/Iain Stewart	*Mazda 323 GTS	94.31	2nd Class.
3	Ron Hendrickson/Del Garbett	Datsun 1600	95.12	3rd Class.
4	Mark Taylor/Peter Young	Datsun 1600	97.06	Class.
5	Rod Browning/David Kortlang	*Holden Gemini	97.35	1st Rec.
6	Barry Mann/Ian Young	Datsun 1600	98.14	2nd Rec.
7	Dave Feron/Terry Gusterson	Datsun 1600	98.40	1st Nov.
8	Vivian Gees/Noel Gees	Ford Capri	98.54	1st 3A
9	Robert Bell/Jan Bell	Ford Escort	100.19	3rd Rec.
10	Peter Sudiro/Simon Young	Datsun 1600	100.33	Rec.
11	Paul Jones/Dale Jefferys	Alfa Sud	100.37	2nd 3A
12	John Palmer/Mark Gray	Mazda RX-2	101.09	2nd.Nov.
13	Kevin Harvey/Greg Weale	Datsun 1600	101.22	3rd.3A
14	Ken Waples/Dennis Kalie	Datsun 1600	101.32	1st.3B
15	Alan Hill/Tony Hill	Datsun 1200	102.10	2nd 3B
16	Phillip Coleman/Craig Garth	Datsun 1600	102.39	3A
17	Harvey Potts/William Sherwood	Mitsubishi Lancer	103.06	3rd Nov.
18	Phil McLoughlin/Graham Clark	Toyota Corolla	103.30	3A
19	Greg Whitaker/Alan Staib	Toyota Celica	104.28	3A
20	Henk Kabel/Tony Kabel	*Mazda RX-7	105.50	3A
21	John Shirley/Mal Shinn	Mazda RX-2	107.58	3rd 3B
22	Terry Lewis/Edwin Hetherington	Ford Escort	108.25	Novice
23	David Clay/Micheal Spearing	Datsun 1600	109.19	Novice
24	Richard Anderson/David Underwood	Subaru Brumby	109.25	Novice
25	David Johanson/Andrew Wright	Datsun 1600	111.58	Novice
26	Tony Burnett/Andrew Bennet	Datsun Stanza	112.03	Novice
27	Graham Acreman/Marc Jeanerette	Datsun 1600	112.34	Novice
28	Peter Lockhart/Mick Bruce	*Isuzu PF60	114.08	3A
29	Bruce Mills/Brenda Mills	Mazda RX-3	114.12	Novice
30	Micheal Bailey/Brian Swinton	Mazda RX-2	115.03	Novice
31	Tony Krebs/Andrew Reddiex	Holden Torana	116.36	Novice
32	Peter Wirth/Graham Mogg	Datsun 1600	120.54	Novice
33	Andrew Zaver/Greg Zaver	Datsun 1600	121.14	Novice
34	Wilson Boyd/Jim Pilgrim	Datsun 1600	121.53	Novice
35	Rod Dawson/Dennis Gibson	Holden Gemini	126.36	Novice
36	Martin Fritz/Peter Webster	Mazda RX-3	128.59	Novice
37	John Vandersee/Rob Vandersee	Ford Escort	130.36	Novice
38	John Rogers/Meryl Joyce	Toyota Corolla	158.03	Novice

54 starters, 38 finishers, average speed 81.48 kmh Total Distance 119.91km.

Average speed for the daylight was 85.13 kmh.

Murray Coote prepared cars 1st, 2nd, 3rd and 4th. Is it just a coincidence?

ADELAIDE ALIVE (Just....) Cont.

We left off last month with us having found a spot on the fence at the chicane, waiting for the F1 practice session.

Ayrton Senna's Lotus was the first car that came into sight. The stickers on the brand new Goodyears flashing as he drove past at warm up speed. The noise of these cars is incredible. We had noticed a lot of people wearing earplugs but we thought that was a bit wimpish. As Senna and the cars following went past we had second thoughts. After a few laps of practice we realised the Renault engined cars were much louder than any others. They were almost painful to the ears but we felt earplugs would defeat the purpose of making the trip to Adelaide. Our vote for the best sounding cars went to the Alfa's of Patrese and Cheever who were surprisingly competitive during practice.

The sight of these cars coming out of the chicane was awesome with most of the quick ones giving a nervous twitch just on the exit under full power for the next short straight. Senna and Rosberg particularly.

The straight under the Olivetti bridge was probably 300 metres long and they picked what I think was second as they roared past us then up through the gears until the braking marker for the 90° right when they went back to second with flames licking the rear wings on deceleration. And again a horrible noise from the Renault cars.

On the barriers opposite us were some tyre marks and gouges and someone told us they were from Capelli's accident on Thursday. There were no such incidences that we saw, in the F1's, on the whole weekend.

The Cordia turbo's came out for their practice after the F1's and they were dead boring. Any sort of rear drive car would have been more exciting. By this time Steve had found a temporary bar which was one of many the brewer's had set up in big marquees around the track. So we tried one or two cans of Coopers Grand Prix lager which wasn't too bad. The variety of foods available at the track was enormous and we developed a taste for the 'Yiros' which I think is Lebanese, also available was Chinese, chicken etc.

We watched the F1 qualifying after lunch which was exciting with the cars having their boosts turned up and the drivers putting in that extra effort. The quicker ones were jumping off the curbs on the apexes with the two inside wheels about a foot of the ground, the driver catching the resultant slide instantly all this about 15 metres away from our spot. After the qualifying had finished we decided to take a walk around the track to see if any spot offered more. The Flinders St. area was a bit too 'Mickey Mouse' and the corporate platforms took up a lot of space in the spectator area so we wandered up to East Terrace opposite the 'Stag Hotel' to watch the Mondiale practice.

These cars aren't real exciting to watch especially after F1's but Ross Cheever had a spin right in front of us. We stayed there to watch the touring car practice as we thought it wasn't a bad spot.

The track surface was quite slippery judging from the way the Group A machines were sliding on exiting the 'esses' at Grenfell St. Dick Johnson's car looked and sounded ~~superb~~ as he slid sideways out of the last part of the 'esses', a short straight and then the 90° right into Rundle Rd. Along the outside edge of the short straight there was a piece of curbing all the way and Gerhard Berger in the Bob Jane BMW was up on it every time, then across to the apex and up on that curb then sideways out of the corner and up on the exit curb-unreal!

He did it every lap and we decided to cheer him on in the Grand Prix after this performance. John Smith in the Toyota was equally spectacular.

The people on the balcony of the 'Stag' had a top view, right on the edge of the track and just above but I bet they paid for it.

ADELAIDE ALIVE (Just....) Cont.

The touring car session finished so we headed back to 'our' bar and met up with Steve who had been walking around trying to find a spot to take photos without 'The Wire' getting in the way but was finding it pretty frustrating. The bar didn't close till about six so we had a few more Coopers while we talked about the days highlights.

After a walk back into the city Steve decided to chase up a friend of his who owed him one so as he headed inside the Hilton we waited outside. First we saw Ken Tyrell pull up in a Supra, which he promptly left in the traffic. He'd lost one car in a crash and lost a motor in another car so I don't think he was in a jovial mood at the time.

Then a Marlboro bus pulled up and Niki Lauda jumped out to be set upon by 6 or 7 young girls with autograph books of which he signed a couple. The guy is a runt, fair dinkum and those burn scars are worse than they look on T.V. I don't think the girls who missed **out on the** autographs were too upset, they wanted your Johansson or Tambay type.

Steve obtained a media pass from his friend which allowed him access to all the gold areas and best of all, the gap between the barriers and the spectator fence. So now he had permission to get killed just like all the other press. All during the weekend photographers would walk back and forth along this restricted area and naturally stop occasionally to take a few shots. As soon as they attempted to set up to snap a few, the crowd behind that spot would launch into a chorus of abuse, hurled at the unfortunate photographer. Every shot you see of a F1 at Adelaide was taken with the cameraman on his knees I can assure you.

On Friday night Tom, Brett and I ventured out to Speedway Park where a big meeting was being held for sprintcars. These are the winged wonders with about 500 bhp on tap. All the top names were there including Gary Rush who wrecked his car on the Thursday night and had new bits flown in on the Friday only to demolish it again against the fence right in front of us. Derek Warwick had a drive of one of these cars and apparently was quite impressed and full of respect for the drivers. A crowd of about 7000 witnessed this meeting and it was a pretty good nights entertainment.

We headed to the track bright and early on Saturday morning and stopped off at a pub just outside the track for breakfast. There were people hanging around out the front with glasses of beer, still raging on from the night before! We grabbed our spot at the chicane again while Steve headed off with his camera. For the first twenty minutes of the F1 practice I managed to grab a top spot up a gum tree, about 14 ft of the ground overlooking the exit of the chicane. I could see right down into the cockpits of the cars and it was interesting to see how some chaps arms hardly moved while others were all over the place with correction. The friendly S.A. police shot me out of the tree as they did to about 6 other blokes who'd found this great new spot. On race day one bloke lasted all day without them noticing. Swine!

The Cordia practice session provided a highlight when Channel 10's Gordon Elliot lost it in the middle of the chicane, corrected once, twice, three times before he managed to slam into the inside wall head on, rendering his car unfit for the race on Sunday. A huge roar of approval from the crowd accompanied his exit from the drivers seat. For the afternoon F1 session we headed for the straight. Standing only a few metres from a car travelling at 300 kmh is mind blowing. Especially when they're side by side. Very loud and very fast and as it was all weekend, pretty hot. The kink was equally spectacular as they rode up the outside curb at some ridiculous speed with the boot still right into it.

TO BE CONTINUED, YET AGAIN.

1985 QUEENSLAND RALLY CHAMPIONSHIP

<u>DRIVERS</u>		<u>NAVIGATORS</u>		
1 Murray Coote	1 *Mazda 323 GTS	94	Iain Stewart	94
2 Mark Taylor	1 Ford Escort/Datsun 1600	89	Peter Young	70
3 Barry Mann	2 Datsun 1600	68	Noelle Drummond	69
4 Dennis Brown	1 *Subaru RX Turbo	61	Ian Young	68
5 Kevin Harvey	3A Datsun 1600	61	Greg Weale	61
6 Robert Bell	2 Ford Escort	53	Jan Bell	53
7 Garry Marshall	3A Datsun 1600	51	Ian Goldsworthy	51
8 Peter Phillips	1 Datsun 1600	50	David Kortlang	50
9 Rod Browning	2 *Holden Gemini	50	Del Garbett	41
10 Peter Glennie	1 Datsun 1200	48	John Hall	40
11 Henk Kabel	3A*Mazda RX-7	41	Gary Kabel	33
12 Marc Roach	1 Datsun 1600	32	Mick Price	32
13 George Kahler	2 Ford Escort	28	Brian Smith	25
14 Gregg Hansford	1 Mazda RX-7	24	Dale Payne	24
15 Peter Sudiro	2 Datsun 1600	24	Ian Hamwood	24
16 Ron Hendrickson	1 Datsun 1600	22	Coral Taylor	23
17 Rod Bailey	3A Mitsubishi Lancer	20	Warren Tegg	21
18 Rodney Cross	3B*Suzuki Swift	20	Errol Bailey	20
19 John Palmer	4 Mazda RX-2	19	Mark Gray	19
20 Phillip Coleman	3A Datsun 1600	17	Terry Gusterson	15
21 Dave Feron	4 Datsun 1600	15	Hayden Batstone	15
22 Simon Passlow	2 Datsun 1600	15	Terry Allen	15
23 Tony Gray	3A Datsun 1600	15	Ross Julien	15
24 Lisle Neumann	2 Datsun 1600	14	Peter Garbett	14
25 Vivian Gees	3A Ford Capri	14	Noel Gees	14
26 Jim Reddiex	1 Citroen GS	12	Tony Kabel	14
27 Peter Lockhart	3A*Isuzu PF60	12	Alan Stean	14
28 John Shirley	3B Mazda RX-2	10	Don Gibson	13
29 Simon Kabel	3A*Mazda RX-7	8	Andrew Reddiex	13
30 Phil McLoughlin	3A Toyota Corolla	7	Mick Bruce	12
31 Paul Jones	3A Alfa Sud	7	Mal Shinn	10
32 Peter Johnson	3A Datsun 1600	6	Simon Young	9
33 Ronnie Burns	4 Mazda RX-2	5	Dale Jefferys	7
34 Laurie Gatton	3A Datsun 1600	4	Graham Offer	7
35 Tony Tipper	4 *Mazda RX-4	4	Tom Smith	6
36 Russell Reid	2 Mazda RX-2	3	Craig Smith	5
37 Alan Hill	3B Datsun 1200	3	Keith Morrison	4
38 Wayne Parker	3A Datsun Stanza	2	Richard Tipper	4
39 Ken Waples	3B Datsun 1600	2	Tony Hill	3
40 Ian Reddiex	3B Citroen GS	1	Chris Michel	2
41 Greg Whitaker	3A Toyota Celica	1	Dennis Kalie	2
			Alan Staib	1

\* = P.R.C.

These are provisional only. Wait for the official CAMS results.

Congratulations to Murray Coote and Iain Stewart for a good win, first year in the Mazda 323. I don't think anyone predicted it earlier in the year.

Bad luck to Peter Phillips who won the first two rounds but suffered from going off the road too often. A great comeback for Mark Taylor in the ex-Marcovich Escort after a few years off. Kevin Harvey had his best year ever after an injection of horsepower before round 1. Seventh place in the championship was Garry Marshall's reward for deciding to move to Queensland and Ian Goldsworthy was his navigator. A disappointing year for Gregg Hansford in the QRC but the team was much more involved in the ARC but they would probably rather not talk about that either! Next year should be a better series with six rounds and more Group A cars.



## HELPFUL HINTS/TECHNICAL TIPS

### COMPETITION SEATING

Ten years ago, any competition car fitted with anything but the standard seats was considered exotic. Some of the more serious people even fitted seats out of another model (Celica seats were very popular). Since then we have been spoiled to the extent where almost all rally cars and off road racers use some form of aftermarket seating.

The first seat to be readily available here in about 1977 was the Marsh seat. Marketed by "Swampy" Marsh, a competitor from Victoria, Marsh seats were the ultimate, offering a fibreglass chassis with plenty of side support with the bonus of a lambswool cover for comfort, ease of cleaning and flame resistance. One of "Swampy's" first customers was George Fury and that was probably the breakthrough in acceptance of seats as one of the necessities for rally cars. His seats soon found their way into the works Datsun 710's and Stanzas and were always identifiable by the large shoulder support or "wing" almost extending outside the car through the drivers window.

So, what's available now?

Most of the aftermarket seating manufacturers produce at least one competition seat in their range these days so the choice is quite varied.

MARSH are still available priced from about \$450 and are produced with or without "wings".

SPARCO, the Italian competition parts and accessories manufacturer, has a number of models available ranging from a Kevlar job with wings and nomex covering through to a clubman type model which offers the same safety standard but is built to a price and pays the penalty in being a little heavier. I have one of the less expensive models in my rally car and its normal occupant, Kortlang wonders how we managed without it.

Price range in Sparco is from about \$350 upwards. The Kevlar models etc are dearer because of the materials used.

RECARO, a German company, is probably the best known name in seating. They have two seats available for sport. The RALLYE seat offers a compromise between creature comforts and competition type support requirements. To my knowledge it is the only seat that has plenty of lateral support and yet can still tilt to give access to the rear. It has also cut aways to enable use of ordinary lap/sash seat belts. It weighs in at 12.5kg.

The PROFI seat is their other model and it is designed with one purpose in mind. It is available in either fibreglass, kevlar or carbon fibre. The carbon fibre unit weighs 2.5 kg. This seat is used by the JPS/BMW people here in Australia together with Dick Johnson. Prices for Recaro are in the \$620 - \$700 area.

SAAS, an Australian company make their competition seat on a tubular steel chassis. This, together with no import duty, enable Saas to market this seat in competition with the imports despite our high labour costs. I believe the price is about \$550.

G.P.CARS have a fibreglass "wing" type seat available made in Queensland. Very much in the style of the Profi and Marsh styles, this one can be bought with or without the lambswool cover. This allows the user to custom shape the

Over/

padding and supply his own covering if desired. I have seen some of these when trimmed professionally and they present very well. Prices start around \$350.

#### NOTES ON FITTING SEATS

1. Most importantly.... do it right. I have seen seat fitted using pk screws, hard to believe, but true. Most of the seats have either tapped holes in their base or provision for the user to tap into steel or aluminium plates in the seat inside the fibreglass. In this way, you can use the original runners from the old seats or manufactured ones (Recaro etc.) The other alternative is to bolt the seat directly to the floor should you not need any forward/rear adjustment.

2. In any case, when mounting, anything less than 6mm bolts should not be contemplated so on the list of things not to use are pk screws, small bolts, blocks of wood, thin guage steel or aluminium. In the case of fixed mountings, the original seat mounting points may not be useable. If so, extra attention to strength in that area is essential. Extra material should be welded in around the mounting point.

If using the original mounting points, its not a bad idea to run around them with the welder as well. The original mounts may not last a season in the forest if not attended to.

3. At this point you could make a note to add another line to your list of pre event checks.

Seats and mountings.

Any hard work or accident can weaken these items. Check the runners too!

4. Ensure the seat belt mounts complement the seat position. The belt should not rub on any rough or sharp corners of the seat. The belt has also to sit in the correct position on the occupant when being used.

5. If you are an owner/driver, do not forget to consult the navigator before rushing out and buying seats. He/she may have need of a different seat with different features to those required by a driver. The nav. may even want to buy their own! Inspect second hand seats carefully.

When it comes to mounting the seat, refer to the navigator again regards positioning of his seat. Most navigators want to be low in the car and back away from possible accidents. A footrest may also be considered at this point.

6. As a general guide for fitting seats, if in doubt, ask an older competitor (Peter Phillips, Murray Coote etc.) and they will probably have struck the problems before and may be able to show you some short cuts.

There are, no doubt, other seats and ideas on mounting seats that I have not covered here. If you have some useful information, drop the editor a note and in that way all members can benefit.

*Paul Beer*

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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 1/ 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.

B.S.C.C. CLUB CHAMPIONSHIPS FINAL RESULTS, FOR 1985

CLUB CHAMPION	FINAL	CLUB CHAMPION	CONTD	RALLY CHAMPION	CONTD
1 LANCE ZIVEC	22	=44 SANDRA WHITE	2	=57 BARRY COOK	2
2 ALAN McCONNELL	21	GREG WEALE	2	TIM BLAKE	2
= 3 WILSON BOYD	20	BRETT WRIGHT	2	TONY KREBS	2
DON TAINTON	20			GREG ZAVER	2
5 RAY KEMP	19	<u>RALLY CHAMPION FINAL</u>		ANDREW ZAVER	2
= 6 NEIL BENNINK	12	1 IAIN STEWART	43	=62 ROSS PERRY	1
CHRIS BRAND	12	2 ROD BROWNING	29	LAURIE STREITBERG	1
= 8 ROSS McDOUGALL	11	3 MARK TAYLOR	28	CHRIS LANE	1
IAIN STEWART	11	= 4 JIM REDDIE	19	PETER BALL	1
ED VAN AMSTEL	11	NOELLE DRUMMOND	19	PAUL CADELL	1
=11 RON BROWNING	10	LAURIE GATTON	19	PAT HETHERMAN	1
DAVID GEERS	10	= 7 PETER MARSHALL	18	SHERIDAN HETHERMAN	1
=13 RON LANGE	9	TONY BEST	18	BRIAN BLAIR	1
KEN STEVENS	9	= 9 ROD BAILEY	13	WILSON BOYD	1
MARK TAYLOR	9	DEL GARBETT	13	JIM PILGRIM	1
ALAN BALL	9	11 TERRY LEWIS	11	MARTIN FRITZ	1
=17 NOELLE DRUMMOND	8	=12 GREG HANSFORD	10	PETER WEBSTER	1
LAURIE GATTON	8	DALE PAYNE	10	JOHN ROGERS	1
SHARON GAYLARD	8	ALAN CLUNES	10	MERYL JOYCE	1
NEIL JORY	8	MICHAEL BAILEY	10		
JIM REDDIE	8	PETER JOHNSON	10	<u>SPEED EVENT CHAMPION</u>	
=22 JOHN BRIXEY	7	KEITH MORRISON	10	1 LANCE ZIVEC	28
PETER GARBETT	7	=18 IAN REDDIE	9	2 DAVID GEERS	21
LAURIE SVENSON	7	DENNIS BROWN	9	3 KEN STEVENS	18
JANELLE SVENSON	7	JOHN HALL	9	5 RON LANGE	13
=26 TONY BEST	6	CORAL TAYLOR	9	6 JOHN BRIXEY	12
RON DORMER	6	PETER MARCOVICH	9	= 7 LAURIE SVENSON	11
STEVE McCABE	6	BRIAN SWINTON	9	RON DORMER	11
PETER PHILLIPS	6	=24 JOHN SHIRLEY	8	PETER PHILLIPS	11
NORM PERRING	6	VIVIAN GEES	8	4 GREG WHITAKER	16
ROD SAMS	6	NOEL GEES	8	=10 PHIL UNICOMB	9
JAMES SAMS	6	DAVID KORTLANG	8	STEPHEN JEFFERY	9
NEV TAYLOR	6	=28 MIKE MITCHELL	7	LAURIE GATTON	9
=34 DEL GARBETT	5	GARY MARSHALL	7	WILSON BOYD	9
PETER MARSHALL	5	IAN GOLDSWORTHY	7	PAUL MASON	9
GREG WHITAKER	5	PETER APEL	7	=15 DAVE WESTWOOD	8
=37 ROD BAILEY	4	BRUCE MILLS	7	LINDA MILLER	8
BERYL BOYD	4	BRENDA MILLS	7	TOM POOTS	8
DAVID MARTIN	4	=34 ROD CROSS	6	KEVIN HARVEY	8
CAMERON NEILSON	4	ALAN STEAN	6	=19 SCOTT KRIEDEMANN	7
=41 STEPHEN JEFFERY	3	GEORGE KAHLER	6	VIVIAN GEES	7
PAUL MASON	3	MICHAEL VERITY	6	=21 JOHN GORDON	6
LINDA MILLER	3	PAUL TOOHEY	6	CEDRIC LOY	6
=44 FAYE BALL	2	PETER SUDIRO	6	DON WILLIAMSON	6
PETER BALL	2	=40 ERROL BAILEY	5	BARRY COOK	6
BRENDON BOYD	2	PAUL WILLIAMSON	5	=25 MAL CLARKE	5
CAMERON CLARK	2	KEVIN HARVEY	5	PETER BALL	5
ALAN CLUNES	2	GREG WEALE	5	=27 RUSSELL SAXBY	4
CRAIG GARTH	2	=45 PAUL FRITZ	4	TIM DODDRIDGE	4
MARTIN FRITZ	2	MICK PRICE	4	GREG SUMMERVILLE	4
VIVIAN GEES	2	LINDSAY MORRISON	4	=30 DARYLL STEVENS	3
CAMERON GARTH	2	PHILIP COLEMAN	4	BRETT KELLY	3
PETER JOHNSON	2	CRAIG GARTH	4	STEVE McCABE	3
GARY HAEUSLER	2	=50 PETER WICKHAM	3	=33 GARY HAEUSLER	2
TONY KREBS	2	JAN WICKHAM	3	ALAN BALL	2
CEDRIC LOY	2	RUSSELL REID	3	HENK KABEL	2
HENK KABEL	2	HENK KABEL	3	ALAN CLUNES	2
ROBERT MOWBRAY	2	TONY KABEL	3		
BERNARD RIPOLL	2	ALAN STAIB	3		
STEPHEN SULLIVAN	2				

MOTORKHANA CHAMPION FINAL

1 RAY KEMP	56
2 ALAN McCONNELL	54
3 DON TAINTON	52
4 WILSON BOYD	35
5 ALAN BALL	26
6 PETER GARBETT	23
7 STEVE McCABE	19
= 8 DAVID MARTIN	15
NEIL BENNINK	15
10 CAMERON CLARK	13
11 CAMERON NEILSON	12
=12 MARTIN FRITZ	10
PETER JOHNSON	10
DEL GARBETT	10
=15 PHIL STEPHAN	9
ROSS PERRY	9
=17 ROSS WALSH	8
RAY EVANS	8
19 RAY WHITE	7
=20 BERNARD RIPOLL	5
PAUL WILLIAMSON	5
BRETT WRIGHT	5
CRAIG REID	5
=24 TONY KREBS	4
FAYE BALL	4
26 STUART SEAH	3
=27 PAUL MASON	2
CAMERON GARTH	2
BRENDON BOYD	2
PAUL HALLIDAY	2

NIGHT RUN CHAMPION FINAL

= 1 ALAN McCONNELL	101
DON TAINTON	101
3 WILSON BOYD	94
= 4 NEIL JORY	89
SHARON GAYLARD	89
RAY KEMP	89
NEIL BENNINK	89
8 BERYL BOYD	76
9 CAMERON NEILSON	61
=10 FAYE BALL	40
SANDRA WHITE	40
13 ALAN MITCHELL	27
14 BERRY MELTON	20
=15 LINDA MILLER	19
CHRIS BRAND	19
17 RICHARD McCOLM	18
=19 CHRIS CAMPBELL	15
ALLYSON MURFIN	15
ALAN BALL	15
=21 PETER GARBETT	14
DEL GARBETT	14
=23 CHRIS JOHNSON	12
BRETT WRIGHT	12
25 LAURIE GARTH	10
26 GREG WEALE	9
27 BERNARD RIPOLL	7

NIGHT RUN CHAMPION CONTD

=28 BOB CARPENTER	6
DAVID JAMIESON	6
ROD BAILEY	6
CRAIG BENTLEY	6
BRIAN BLAIR	6
CRAIG GARTH	6
CAMERON GARTH	6
=35 JIM DOYLE	4
GLEND A CASELLI	4

LADIES CHAMPION FINAL

1 LINDA MILLER	26
2 DEL GARBETT	24
3 FAYE BALL	19
4 CHRIS BRAND	17
=5 NOELLE DRUMMOND	11
SHARON GAYLARD	11
= 7 JANELLE SVENSON	10
BERYL BOYD	10
= 9 CORAL TAYLOR	9
CHRISTINE CROUCHER	9
CATHY GURDON	9
SANDRA WHITE	9
13 BRENDA MILLS	8
=14 JAN WICKHAM	7
BETTY MELTON	7
=16 SHERIDAN HETHERMAN	6
MERYL JOYCE	6
KATE MOORE	6
19 LYNNE CATTON	5
=20 LYN MACKAY	4
ALLYSON MURFIN	4
22 GLEND A CASELLI	2

FINAL

OFF ROAD CHAMPIONSHIP

= 1 Ed van Amstel	21
Chris Brand	21
Lance Zivec	21
Ross McDougall	21
5 Janelle Svenson	20
= 6 Nev Baylor	18
Norm Perring	18
Rod Gams	18
James Sams	18
=10 Robert Cowbray	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
A'an 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 Pritchard	2
Ken Smith	2
Tom Orcher	2
=45 Rod Brand	1
Bill McCarthy	1
Barry Macfarlane	1
Lynne Catton	1
Ron Lange	1
Lyn Mackay	1
Ian MacDonald	1
Lyndall Mackay	1
=45 Paul Fleming	1
Scott Kriedman	1
Michael O'Brien	1
Paul Jefferys	1



CONFEDERATION OF AUSTRALIAN MOTOR SPORT

1985 TROPHY DINNER

18TH JANUARY 1986 - AXON ROOMS,  
QUEENSLAND UNIVERSITY, ST. LUCIA.

COMMENCING 7.30 P.M.

TICKETS; \$20.00 EACH INCLUDING SOME BEER OR SOFT DRINK  
TO GO WITH THE DINNER.

CLOSING DATE FOR BOOKSING POSITIVELY 3RD JANUARY 1986.

TICKETS AVAILABLE FROM CAMS OFFICE, 9 NASH ST., ROSALIE

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TO ALL MEMBERS AND THEIR FRIENDS:

When you are away at a rally and a member of your party suffers from asthma, if you go to spectate or do a control, please make sure you don't separate that person from their medication.

Not only can it be dangerous, IT CAN BE FATAL.

It is a little known fact that 80 young adults die every year from asthma in Queensland. There is already one member of the B.S.C.C. in that number. Please help make sure there is never another one.

Betty Melton

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ERRATUM!!

In the Q.R.C. pointscore list

TONY KABEL should be on 24 points

GARY KABEL " " " 23 points.

+++++

P.J.

## SATURDAY NIGHT FEVER

The 6000 plus fans certainly got their money's worth at the Astradome on the night of the 2nd of November. They saw four heats and a feature race of Knock-em-down, drag-em-out off Road racing from 26 off roaders of various classes.

In the line up was "Ol' Leadfoot" Harold Gill all the way up from Newcastle in his spectacular class 1 Quicksilver buggy. The "Angry Ant" Ron Bunker turned up from Melbourne for a demonstration on what not to do in Tom Poots' single seater.

Ed "The Mountain Man" Van Amstel thought he needed a little more height, so he had a look around the track on top of a tractor tyre- with a little help from a friend (Ex-friend?).

Nev and I know how to stop the Jeffery's yellow Baja, when they get close in future we'll just wave a black flag at Noel and he'll pull over and stop.

Whether it's daylight or not in our next race in the 'Australian Racing Red' Baja, rest assured we will be running with the lights on just in case there is a tunnel, so Nev can find his way out the other side-with all four wheels on the ground.

For those of you who don't know (and please don't tell Nev I told you), he was leading the feature race when he flipped poor old 444 on her lid right in the middle of the crossover tunnel.

Ronnie Bunker thrilled the crowd when he barreled rolled Pootsies single seater coming off the bridge.

Ron Lang put on a good display of negotiating the prangs to take the chequered flag just in front of the 'flying grasshopper' Steve Hilton. I believe Steve knows something about mountains and tractor tyres. The 'quiet achiever' Wayne Cambie limped into third spot with re-arranged suspension. All in all a lot of fun for the price of admission. With so few races this year it was a good chance for the boys to let their hair down.

It was good to see Jim Adness getting around on his crutches. We all wish you a 100% recovery, Jim.

We are in need of venues for next year. If we want to race we have to have somewhere to race. Let's all put in a concerted effort to locate possible properties or areas for both short and long course events where we can run some good, low budget races. A long course of about 40 km's would be great and there must be someone who knows someone in the Kilcoy area (Hey that's rally territory, Fella - Ed.) or between Ipswich and Toowoomba or out the back of Boonah. We need your help so we can race next year. Please pass any possibilities on to Phil or myself (or Ron Wilson- Ed. ) for follow up.

Norm Perring

STOP PRESS AD : Ken Smith is offering for sale his Qld. Class 8 championship winning Suzuki LJ50 Rotary. Runner up National Series. Never failed scrutineering. All the good bits. 13B, Holley, Detroit locker rear, 12 shocks, 90litre tank, plus, plus. Ph. 200 9779 H, 208 9666 W \$ 5000.



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	<u>HOME</u>	<u>WORK</u>
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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	

CLUBROOMS

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

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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

FORTHCOMING EVENTS

1986

JANUARY 26TH LONG COURSE OFF ROAD - GOONDIWINDI  
SUPPLEMENTARY REGULATIONS OUT AS SOON AS POSSIBLE.

FEBRUARY 15TH MOTORKHANA (WILSON BOYD) SUBJECT TO AVAILABILITY  
OF VENUE.  
WATCH THE NOTICE BOARD.

22ND SPRINT RALLY

23RD I.W.M.A.C. QLD.MOTORKHANA CHAMPIONSHIP ROUND 1

26TH B.S.C.C. NIGHT RUN - CLUBROOMS 8 P.M. (WILSON BOYD)

MARCH 9TH Q.M.C. ROUND 2 S.C.S.C.C.

16TH M.G.C.C.Q. RALLY Q.R.C. ROUND 1

22ND B.S.C.C. MAPPING RALLY

APRIL 5TH QMC. ROUND 3 C.A.C.A.

12TH I.W.M.A.C. RALLY QRC ROUND 2

27TH 1ST ROUND AUSTRALIAN OFF ROAD CHAMPIONSHIP - KOORALBYN

27TH QMC ROUND 4 T.S.C.C.

MAY 3RD Q.R.C. ROUND 3 T.S.C.C.

24TH R.C.C.Q. RALLY

25TH B.S.C.C. Q.M.C. ROUND 5

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JULY 19TH 4TH ROUND AUSTRALIAN RALLY CHAMPIONSHIP "KEEMA CLASSIC RALLY"

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PLEASE NOTE!!

THE B.S.C.C. CLUBROOMS AND OFFICE WILL BE CLOSED OVER THE  
CHRISTMAS PERIOD.

WARREN TEGG WILL BE AVAILABLE AT THE CLUBROOMS FROM 8 p.m. WEDNESDAY  
15th JANUARY 1986 FOR MEMBERS WISHING TO PAY THEIR SUBSCRIPTIONS.

THE OFFICE WILL RE-OPEN MONDAY 20th JANUARY 1986.

FESTIVE GREETINGS

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