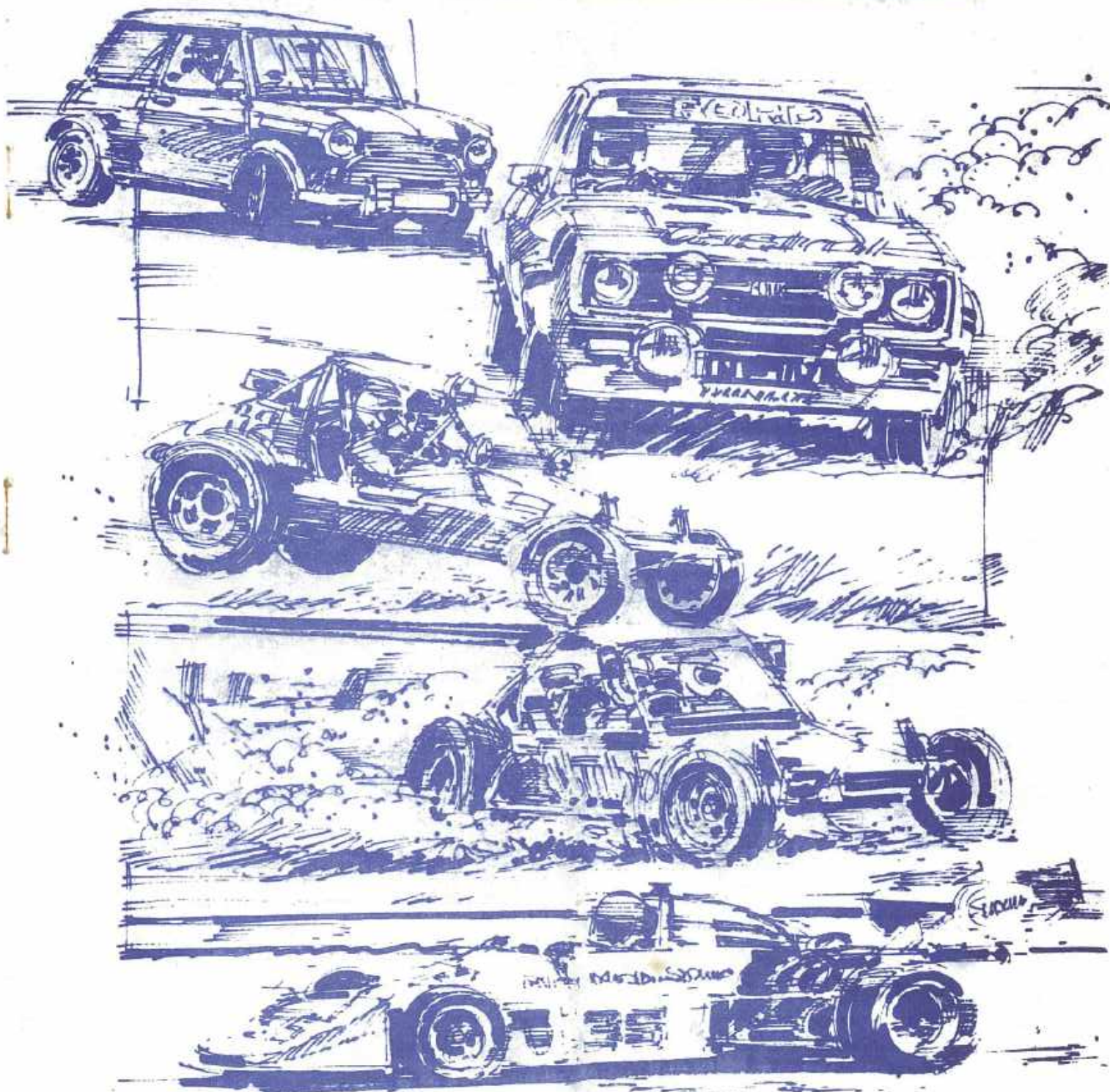




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RACING TAPE

STRAIGHT ON

The club's registrar has advised that contrary to belief in some circles, the 1985 Club Championship points are as printed in the December issue magazine. Except for one omission, that of Paul Watkinson who should be on 18 points in the OFF ROAD CHAMPIONSHIP for being assistant director on two occasions.

The registrar was rather upset that there could possibly be any doubt that his figures were correct and wished that fact to be made known. He was, in fact, almost violent in his assurances. Congratulations to all the club champions:

LANCE ZIVEC - Club Champion, IAIN STEWART - Rally Champion, ED VAN AMSTEL, CHRIS BRAND, ROSS McDOUGALL, LANCE ZIVEC - Off Road Champions, LANCE ZIVEC - Speed Event Champion, RAY KEMP - Motorkhana Champion, ALAN McCONNELL, DON TAINTON - Night Run Champions, LINDA MILLER - Ladies Champion.

Awards will be made at the Annual General Meeting in March.

BE THERE !

Please take note that the Kooralbyn A.O.R.C. event is on the

12th/13th APRIL 1986

The KEEMA Classic is on the 19th/20th JULY 1986 .

FORTHCOMING EVENTS.....FORTHCOMING EVENTS.....

The Grand Prix Mazda rally is being held on the 15th and 16th March. This is the first round of the '86 Q.R.C. and the second round of the GP Cars/Cibie Clubman Novice series. Starts at the Hypermarket, Aspley Saturday lunchtime and heads to Benarkin Picnic Ground for the forest stages. Entry fee is \$90.00 and they close on 6th March. The Director is Ann Thomson for the M.G. Car Club. If you are fastest on each stage outright and win the rally (obviously) you will pick up \$600 prizemoney. There are stage awards of \$20 for each class in ten stages.

CARS & BITS & PIECES.....CARS AND BITS AND PIECES....

HOLDEN GEMINI, Road Car, Fair condition mechanically, 1980 model TE Sedan SL, Hail Damage, Needs paint \$2700 O.N.O.
Phone Laurie on 398 1124 AH. (Potential rally car? -Ed.)

DATSUN 1600 RALLY CAR, 2.1 litre, 48mm Webers, Option 1 gearbox, 4.875:1 LSD, 4 Wheel discs, with balance bar, modified rear end, Bilsteins, Dunlop tyres, fibreglass all round.
Phone Tony Gray on 359 4856 AH.

WRECKING, 2 x Datsun 1600's, All parts, one good GEM recon. motor. Price for any bits 1/2 of what Wanless Wreckers want. Also Datsun 1000 \$75
Steven Grant. Phone 221 4099 w or 870 7663 h

RADIOS MISSING : Four of the clubs two-way radios are missing. The last time we had all units available was at the Keema '85. Replacement value is estimated at \$400-\$500 per unit. An amnesty will apply for anyone who wishes to return a radio. They are required URGENTLY for Kooralbyn.

BAILEY POWER LINE CONSTRUCTION RALLY

THE BRISBANE SPORTING CAR CLUB'S ANNUAL MAPPING RALLY.
DIRECTED BY LAURIE GARTH

GET OUT YOUR MAPS AND PENCILS BECAUSE IT'S ON AGAIN. THE ANNUAL NAVIGATORS NIGHTMARE THIS YEAR IS BEING HELD IN THE AREA. THE DATE IS THE 22nd AND 23rd OF MARCH, ONE WEEK AFTER THE FIRST ROUND OF THE Q.R.C. DON'T DESPAIR THOUGH BECAUSE ENTRIES WON'T CLOSE UNTIL THE SUNDAY NIGHT AFTER THAT RALLY. SO LONG AS LAURIE HAS YOUR VERBAL ENTRY BY THAT NIGHT IT'S O.K. AWARDS WILL BE GIVEN ON THE BASIS OF NAVIGATORS GRADING GIVEN BY LAURIE BEFORE THE EVENT. GRADES WILL BE AS FOLLOWS: EXPERT, NON-EXPERT AND NEW, AT THE DISCRETION OF THE DIRECTOR.

A ROAD CAR CLASS IS INCLUDED AGAIN. CARS ELIGIBLE FOR THAT CLASS CANNOT RUN RALLY TYRES OR ROLL CAGE BUT A HALDA, SPOT-LIGHTS AND COMPASS ARE O.K. BACK SEAT MUST BE THERE.

THE ROADS ARE GOOD BUT IT IS NOT RECOMMENDED THAT YOU RUN AN LTD OR SIMILAR VEHICLE. ALSO THE GRASS IS QUITE LONG. A SHIELD OVER THE RADIATOR WOULD BE A GOOD THING.

DISTANCE IS APPROXIMATELY 180km COMPETITIVE OVER 8 SECTIONS.

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HELD OVER THREE NIGHTS, MONDAYS 3rd, 10th and 17th MARCH AT THE CLUBROOMS. COST IS \$20 FOR THE THREE NIGHTS OR \$8 PER SINGLE NIGHT. Teachers are MR. BOB DANCER (Mapping), MR. IAIN STEWART (Route Chart) and MR. MURRAY COOTE (Car Preparation).

These nights are very interesting even for crews with some experience. There is always something to learn. Lots of little tricks from the older (Sorry-Ed.) competitors which you may otherwise never know. Contact the clubrooms during Business Hours on 391 8881 for further details or else just front on the first night.

Laurie Garth said if you have any questions on the mapping event give him a ring and he might be able to help you. Phone 349 8053 AH and have a chat.

By the way Craig Garth is looking for a navigator for the event. If someone went to the Navigation School they might be in with a show.

GOODYEAR WRANGLER 400 KOORALBYN VALLEY KOORALBYN VALLEY RESORT QLD	QUEENSLAND'S PREMIER OFF ROAD RALLY
	1986
	GOODYEAR-WRANGLER KOORALBYN VALLEY 400
	April 12/13 th Australian Off Road Championship Round 1

HELPERS NEEDED

This year the Goodyear Wrangler 400 at Kooralbyn Valley Resort complex is the first round of the 1986 Australian Off Road Championship. The date is the 12th/13th of April. Event Director is once again Phil Unicomb but there are of course still plenty of jobs to be filled. If you're not running this year any offer of assistance would be welcomed. Contact Phil on 208 5564 BH or Esme at the clubrooms. The earlier we can get people organised for specific jobs, the more the chances of a successful event being run, increase.

Don't forget it is only SEVEN WEEKS until the event.

PROVISIONAL RESULTS - GOONDIWINDI 200

			<u>CLASS POS.</u>	
1	Ed Van Amstel/Chris Brand	2	1.31.24	1
2	Jim Adness/Peter Meiers	1	1.31.43	1
3	Ken Stevens/Darryl Stevens	1	1.31.47	2
4	Doug Adams/Kathleen Adams	1	1.34.07	3
5	George Croucher/Nev Taylor	1	1.35.05	4
6	Pat Collins/Desley Collins	1	1.35.30	5
7	Cedric Loy/Geoffrey Loy	1	1.37.12	6
8	Doug McMillan/Darren McMillan	2	1.38.45	2
9	Ed Hopkins/Ian Baker	1	1.39.09	7
10	Stephen Jeffery/Noel Jeffery	4	1.41.46	1
11	Linda Miller/Cathy Gurdon	2	1.41.53	3
12	Geoffrey Butler/Greg Campbell	3	1.42.07	1

A narrow win to Ed Van Amstel over a great comeback drive for Jim Adness. Lance Zivec was leading the event after three laps but his buggies motor said goodnight and he retired after four laps. The Jeffery's won Class 4 by over eight minutes from Paul Fleming/Norman MacIntyre. Graham Cran and Peter Lamb came all the way down from Sarina for the event and finished 16th outright and 4th in Class 2. A good result too for Pat and Desley Collins after a recent run of outs. Esme tells me the straight to the finish control was quite spectacular with most cars overshooting the control. Lap by lap analysis next issue.

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

The Greg Chalk Memorial Trophy will, this year, be awarded to the first Queensland crew home, in the Kooralbyn A.O.R.C. event. It will then revert back to Tara when it's next run.

From Rod Browning.

GROUP A / PRC AS IT EFFECTS RALLY COMPETITORS IN 1986

Ok people, its 1986 and we are in changing times - Group G has served motor sport well for the last decade but PRC and Group A are upon us well and truly this year so it is probably timely to mention some of the new rules and how they apply to rally cars. The new rules are much more liberal than many believe them to be.

Firstly, Group G was a 'no holds barred' set of rules. Now we have a much tighter set of guidelines by which we are bound - Group A. They are more restrictive as they are straight from Europe BUT for Australia, they are localised and called PRC, that is, Group A rules applied to Australian cars. This in essence means that provided CAMS can provide a set of Homologation papers (recognition details at an excessive price) for a local vehicle, it will be eligible to compete as a PRC car, provided it complies with the Group A rules of course. This is where PRC is derived - Production Rally Car. The only snag in this seemingly simple formula is that to compete at a national level, ARC, the age limit for the vehicle must be respected as per CAMS.

To summarise, we can still run almost any car available in Australia at a state level with no age limit at this time e.g. your Datsun 1600/MkI Cortina etc. can still be used should it comply or be able to be made comply with the Group A rules

As more and more newer cars become available on the market, the top end of the sport is going to be very exciting, but that does not effect most of us. At the other end of the scale the majority of competitors who can afford an average Group G car are wondering how they can afford to update to the new formula.

Do you know that for example, you can run a twin carby 1800cc Datsun 1600 with a choice of LSD ratios, plus optional gearbox plus good suspension AND still be a PRC car. Such a car could run at state level for the next 5 or 6 years at least but would not be eligible for points in an ARC event.

From January 1st. this year, the motor of a PRC car may have free compression ratio, free camshaft profile, free head modification provided the basic dimensions in the papers are respected (bore, stroke, valve size etc.). The camshaft has been restricted up until now but is now free so that in itself is worth horsepower. Power from a motor modified to these specs will have enough HP to have fun without destroying tyres every 30Km.

SUSPENSION may be modified so long as the original mounts and pivots are retained and the original method of operations remains the same. These allowances are enough to make a car work.

EXHAUST systems are free after the manifold or turbocharger so a proper system may be utilised with the exception of extractors unless they are in the papers.

BODY mods are restricted in a few ways. The shell must be made in the same material as was supplied by the manufacturer e.g. no wheel arch extensions. Strengthening is permitted provided the added metal follows the form of the original sheet metal e.g. no gussets. Strut braces are permitted.

BRAKES are able to be changed provided you respect the original dimensions and method of operation.

From the above you can see that there is plenty of latitude in the new rules and it is possible to build or convert a rally car to PRC without spending a fortune.

Note: This is my interpretation of the rules as they are applied to PRC. Please refer to the CAMS manual before taking my ramblings as the final word.

THE DARLING DOWNS 4WD RALLY -

Tony Best

I thought BSCC members may like to hear about a recent event I had a bit to do with, a rally for four wheel drive vehicles only, the first in Queensland and possibly the first in Australia.

I don't know who originally thought of the idea, probably somebody at the Queensland Toyota Distributors or the Toowoomba radio station, 4AK. However the 4AK Promotions Manager approached the President of the Toowoomba Auto Club and asked him if the club was interested in organising the event. He also informed him that there was a sponsor available who wanted the event on as soon as possible.

I am not a member of the Toowoomba Auto Club but live only 80km from Toowoomba and am in contact with them reasonably regularly. A couple of their committee members asked me would I direct the event as they did not have a Director.

The major sponsor turned out to be Toyota, who provided \$2000 for cash awards and trophies and also some rally jackets. Later on Goodyear donated ten Wrangler tyres. We were also lent an almost new Toyota Sahara for setting the event and all our fuel was paid for. This is a lot more sponsorship than most people have for Queensland Championship rallies and we did not even have to go out chasing it.

By the time I became involved the sponsors had decided that the event was to be over a full weekend with an overnight stop and that the competitors would have to visit the Toyota dealerships at Toowoomba, Warwick, Dalby, Chinchilla, Goondiwindi and Gatton. Later on they also added Oakey and Pittsworth.

I worked out that the event would have to be 1200km long and in order to finish at a reasonable time on the Sunday it would have to start at 5 AM on the Saturday. The sponsors had no objection to a 5AM start, so that was what was decided on.

The next problem was deciding on a date for the event. There were not many spare weekends left and the sponsors wanted it held in 1985. The B.S.C.C. magazine (which I regard as a reasonably authoritative publication) listed the last round of the Queensland Rally Championship on the weekend of the 24/25 November (in their July, August and September editions) so I selected the weekend of the 30th November/1st December. By the time I found out that the Q.R.C. Rally was also on the 30th of November it was too late to change, as the posters for our event had been printed and the publicity started.

This cost us a few competitors and officials but I don't blame the B.S.C.C. as they would have been completely unaware of our event when they made their decision.

I contacted Peter Johnson and gave him information about the event in plenty of time for the October BSCC Magazine but he did not print it until the November Magazine by which time entries had closed. Perhaps he may give his reasons for not printing it. I also contacted Iain Stewart in plenty of time for the November 1st Issue of Auto Action but it was not printed until the November 15th issue. Perhaps Iain may care to comment also.

However, Radio 4AK gave the event extremely good publicity on the Downs and we recieved 33 entries, of which 31 started.

There were three entries from Brisbane (a couple of whom are B.S.C.C. members) who had heard about the event from friends in Toowoomba. The remainder were from the Downs and included former rally drivers Allan Lawson and John Osborne.

A reasonably interesting course was set. Fortunately I am reasonably familiar with the area to be used and was able to set it quickly. It was good to be able to set an event without worrying whether the creek crossings would be too rough. I even found a couple of gates with B.S.C.C. Signs on them, that the local landowner said had last been used for a rally in the 1960's.

Because of the towns that had to be visited, the event had to have a number of long transport sections but for a bit of variety I had a couple of mapreading sections and one maintained average speed section (which caught a lot of competitors early at a passage control). There were also a number of very good competitive sections on private and forestry roads.

The standard of preparation of some of the vehicles was very good, even though most crews had limited experience. One competitor went to the trouble of fitting a Terratrip but had not worked out how to calibrate it by the time the rally started. Another competitor in a borrowed vehicle had a puncture and could not find the jack handle (it was under the bonnet but the rest of the jack was under the seat). There were only three retirements, one rollover (definitely driver error) and two mechanical. All other competitors finished. Quite a few made the occasional error in navigation but nobody got hopelessly lost.

After completing over 700km on the Saturday, competitors arrived at Chinchilla for the overnight stop (via Warwick, Inglewood and Goondiwindi). Camping facilities were provided at the Chinchilla Football grounds. Our event coincided with the local Lions club Mardi Gras, which gave the competitors more entertainment and enabled the locals to look at the competing vehicles.

On the Sunday the competitors returned to Toowoomba via Barakula Forest, Dalby, Pittsworth, Oakey, Ravensbourne Forest and gatton. The last competitive section was at Echo Valley, Toowoomba where there was a good crowd of spectators.

The run on Sunday was shorter than on Saturday and the event finished mid afternoon.

I consider that the event was quite a success. It will be interesting to see whether the sponsors are prepared to put up the money (or more if possible) for a similar event in 1986. I would like to see a future event not have to cover such a large area and have more competitive distance.

There are an increasing number of four wheel drive vehicles on the road and not many motor sporting events to cater for them. There was a considerable amount of interest in our event which was a bit of an experiment and organised in a hurry. With more lead up time and publicity (and no date clash with another major event) it is likely that twice the number of entries that we got could be expected.

Sponsorship for this type of event appears to be readily available and I genuinely think B.S.C.C. should look seriously at organising an event such as this. I have also heard that the organisers of the Wynn's Safari are going to concentrate more on running their event for road-registered four wheel drives, which generally handled the course better than the rally cars.

Meanwhile I will let you know if there is to be another 4WD rally on the Darling Downs in 1986.

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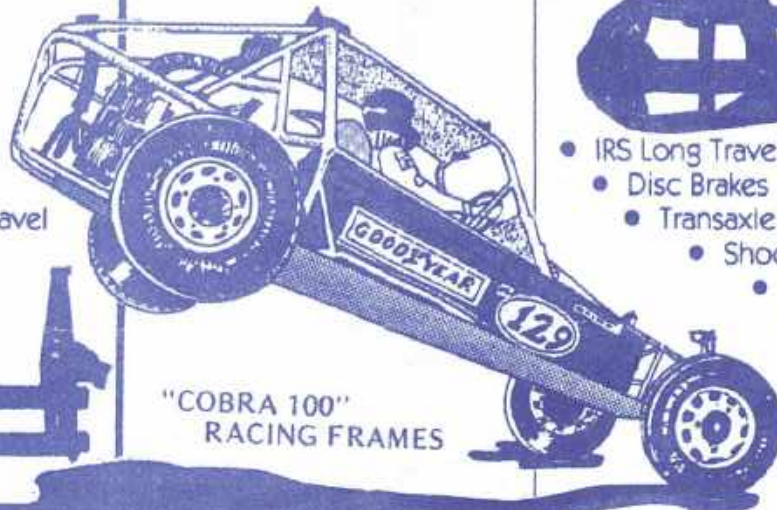
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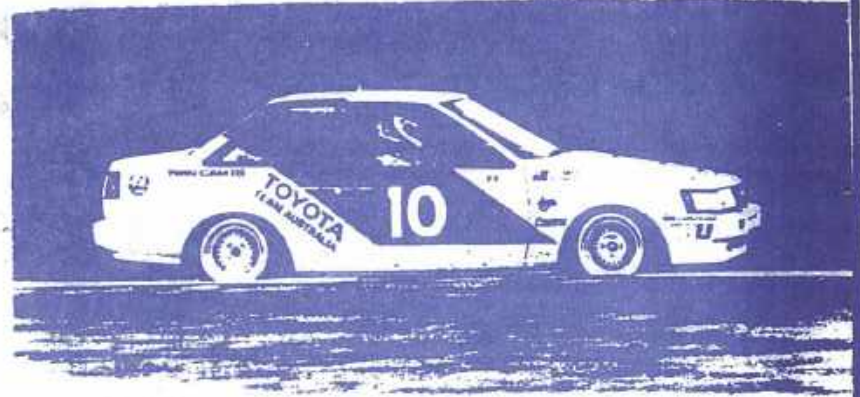
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GROUP 'A' ON A BUDGET

Only five kilometres of twisty, uphill, downhill and fast forestry road in the passenger seat of the Rod Browning Gemini was enough to convince me that a cheap, locally sourced Production Rally Car can be built to perform reasonably quickly.

I was invited by Rod to go for a thrash one night so I could pass on to you, gentle reader, how well a PRC can go (he hoped) . Rod wanted to convince the 'knockers' who complain that PRC cars are too slow and never get sideways. The piece of road chosen for this exercise was a well known stretch of about 2½ k's in a State Forest just outside of Brisbane. Our run that night was probably the last time a rally car will be seen on the road as when we returned a couple of weeks later for a similiar night in another well known Group 'A' car we discovered a new gate with a substantial locking device attached and a nice new sign telling us about the \$1000 fine if we trespass. This piece of road has a lot of history attached to it and a with a glint in his eye one well known rally driver descibed it as the 'end of an era'.

The car itself should be recognisable to most Queensland rallyists as Rod has been running it for over 12 months in QRC and other events. It started life as a 1980 model Holden Gemini which Rod bought from an auction for \$1500 , the car being in poor mechanical condition.

After the seam welding/strengthening process a Bond roll cage was added, with Rod drawing on his experience with a Group G Gemini he ran a few years ago to troubleshoot the weak spots.

The engine is the normal 1600cc unit with modifications restricted to higher compression ratio -about 9.4:1, better cam, valve springs, valve timing, ports. as per Group A regs. The compression ratio was changed by shaving the top of the block and then reshaping the pistons. The old rules stated that the camshaft was free so long as the valve lift was within .3mm of original. This rule has now been changed so that valve lift is free. This motor was built to the old rules and therefore has also got the original air filter arrangement which is also now a free area. The carburettor was modified from vacuum to mechanical secondary plus other minor adjustments by Iain Stewart at Automotive Carburettors.

The inlet and exhaust manifolds are stock. All this adds up to about 60kw at the rear wheels which compares favourably with the standard 42kw.

The red line is about 6500 rpm and there is nothing much happening under 4000. A 1600 motor built to the new rules would have much more torque than this engine. This power gets to the rear wheels via a Sachs clutch and a late model 4 speed gearbox which has acceptable ratios for rally work.

A 3.9: 1 diff ratio is one of two homologated the other being a 4.2. This car has the former set up with a Commodore LSD centre which fits into the Gemini housing. In hindsight Rod reckons an LSD not necessary with so little power. The weight of the car in rally trim is about 960 kg with the class minimum being 800kg which I think would be an impossible target for a rally Gemini. Rod says an earlier model shell is a bit lighter. Suspension improvements include the fitting of Bilstein dampers all round with Lovells Springs at the front and the removal of one coil from each of the rear springs. The lower front wishbones have been strengthened and camber is about 2° with castor at the standard 4-5°. Steering cannot be changed but the Gemini rack and pinion isn't too bad at 3.2 turns lock to lock. Brake modifications consist of DS11 pads at the front and more efficient shoes at the rear.

Climbing into the car for the first time you could be forgiven for thinking Rod had brought the wrong car. The only 'digitalia' confronting the navigator is a Terratrip mounted with a minimum of butchery to the dash, and a map light. On the drivers side a tacho is the obvious extra.

The navigator has the comfort of a Sparco seat while the driver sits in a Marsh 'wing' type. Harnesses are the only other obvious intrusion into the cabin, except of course, the roll cage.

Rod has retained the standard seat belts as this particular car doubles as a shopping car for his wife, Sharon! This situation is possible with a PRC vehicle such as this because the car is quite driveable for everyday use and cabin noise is minimal, unlike a Group G grunter.

Rod uses Dunlop 61's all round as tyre wear in a rally isn't a real problem. One could easily have a set of radials on some rims for regular road use. The Dunlops last for up to three events depending on conditions so one might as well go for the best available.

After we had cruised up and back our bit of road to check for obstacles we donned helmets, strapped ourselves in and away we went.

Rod obviously knew the road very well but I was amazed (shocked?) at the speed we were tackling some of the corners, particularly a blind, downhill right hander with a rut on the exit as it joined another road. The car was thrown sideways as we crested the rise and remained that way until we arrived on the other road. I thought the rut would be a problem but the car didn't even flinch. Rod uses all the road and then some, with the car constantly doing something whether it be accelerating quickly or braking suddenly or being flung about from side to side. On a flat piece of road the car is quick and downhill, with Rod behind the wheel, it is terrific especially the front end grip- it just turns in, no massive understeer.

Uphills is another story. It is just a case of leaving it in 2nd gear and waiting until you reach the top. On some of the hills at Jimna I'd say it must be an agonising wait for Rod and navigator David Kortlang.

At the end of our first run all Rod said was "Well, we didn't crash", which I had no comment for. Along the top of a ridge we hit third gear flat out a bit and the car was very stable as it was everywhere. By the end of the run I was thoroughly enjoying the ride after getting over the initial terror after a kilometre or so. I would say without exaggeration that those few kilometres saved about a year of learning how to drive the hard way, in rallies trying to teach yourself. Of course not that that isn't necessary as well. That final step from clubman standard up to classified type driver is one including experience and real driving ability.

Rod was mad enough to let me have a drive of the car and with an equally silly Colin Duckworth in the passenger seat I proceeded up the track.

Straight away the lack of instant response was noticed but once the revs were up over that magic 4000 the car was in its element. What it lacked in power was made up for in the handling which I thought was excellent, although my only experience was in my Datsun. It improved on that no end in the steering department but a lot more driving would be needed for a real comparison. I was driving at about half Rod's pace but was enjoying it none the less. Again a few more kilometres would be nice to learn how to keep the revs up which in my Datsun, with quite a bit of torque, wasn't essential.

Rod's results in the car speak for themselves. This particular project owes him about \$6000 but with an earlier model shell, no LSD and KYB's instead of Bilsteins that could be bought down to about \$4500. Unless you are of similar ability to Rod you won't go out and beat a Subaru but neither will most Datsun 1600's for \$6000. Don't forget there is no age limit on QLD. PRC's and with minor changes a Gemini is eligible for ARC until 1990. I was so impressed I went out and bought one! Now all I have to do is learn how to change up a gear where I used to be braking. Lot's of practice required I think.

A big thanks to Rod Browning for the use of his car. If you want more details on a Gemini project I'm sure Rod would be pleased to help you if you go and see him at G.P. Cars.

Peter Johnson

Driver of the Year - Murray Coote
 Best Rally - Gallangowan Forest Rally=Stock Exchange Hotel Rally
 Navigator of the Year - Iain Stewart
 Drive of the Year - Peter Phillips, Renault Rally
 Clubman of the Year - Tony Gray
 Novice of the Year - David Johanson=Dave Feron
 Car of the Year - Stock Exchange Datsun
 Worst Car of the Year - Ron Hendricksons Datsun(Flexible Chassis Type)
 Best Comeback - Mark Taylor
 Biggest Prang-Lisle Neumann, M.G. Rally
 Best Service Crew - Mazda Rally Team, Gearbox change,M.G.Rally
 Policeman of the Year-Duty Constable, Yarraman, Currie Motors.
 Engine of the Year - Mark Taylor's, Gallangowan
 Non-event of the Year - Astradome Sprint
 Most Used Navigator - Del Garbett
 Most Consistent - Kevin Harvey
 Most Optimistic - Steven Grant, Austin Healey Sprite,Rip Snorter.
 Disappointment of the Year - The Weather
 Joke of the Decade - $\frac{1}{2}$ Minute Timing

LET'S GET TOGETHER

Peter Garbett has decided to resurrect an idea that was around a while ago and that is, a register of drivers and navigators who are looking for each other for the purpose of doing one or more events. It works like this. If you are a driver with a rally car with a vacant left hand seat and its only, bloody hell, 1 week until the event, you give Pete a call and he will try and match you up with someone of suitable experience/ability.

Similarly, if you are a navigator (or want to be one) and don't have a ride for any particular event, get on the phone and leave your details with Pete and before you know it you'll be off to East Africa for the Safari. Seriously, I think it's a great idea. How many times do you see a lonely looking driver wandering, lost, around the clubrooms in search of someone to occupy the 'Silly seat'. This service will be for everyone, not just B.S.C.C. members and comes free. In order to be put on the list ring this man:

PETER GARBETT, 3 Lenner St. Slacks Creek. PH.808 1538 or 394 1051 W.

And you can't specify "Must be female and gorgeous"!

OFF ROAD CHAMPIONSHIP

These are the dates for the 1986 Australian Off Road Championship.

1 April	12/13	Kooralbyn	B.S.C.C.	QLD.
2 May	17/18	Rankins Springs	G.S.C.	NSW.
3 June	7/8	Sea Lake	L.C.C.A. (BCO)	VIC.
4 July	26/27	Kempsey	G.A.R.S.T.A.N.G.	NSW.
5 September	6/7	Waikerie	W.R.O.R.A.	SA.

Disregard the dates in the December '85 CAMS report. This information comes from a CAMS update recieved early January.

..CARS & BITS & PIECES.....CARS & BITS & PIECES....

DATSUN 1600 RALLY CAR, Balanced and lightened 1900 motor, ported head, high compression, twin 45mm Webers, 240z gearbox, 240k diff with locked 4.8:1 gears, new rear KYB rally gas shocks, new rear universal joints and half shafts, front 240k struts reinforced, with Tokico gold gas, 4 Dunlop Rally Tyres on mags. Heaps of spares including a spare Datsun 1600 rolling shell. \$3900. Offers considered. Home 381 974 Work 265 2122 Ask for Andrew Zaver.

MAZDA RX-2 RALLY CAR, Close ratio 4 speed, Bilstein shocks, Discs all round (ventilated at front), Datsun Struts, 5 link rear end, 12 A, Weber, Dunlop Tyres Ph. 359 6518 H. and speak to Russell (Sven) Reid. URGENT SALE.

ROTHMANS WORLD RALLYING 5, This book covers the 1982 season when Walter Rohrl won the World Championship in an Opel Ascona. Lots of specifications on various cars and top quality photos. Absolutely brand new. Three copies available. A steal at \$ 15 each. Ph Peter Johnson 397 5784 H.

OFF ROAD BUGGY, Ex Ian Bond, brand new Tom Poots 2180cc Motor, Motor cost \$4000, Urgent sale \$7500, Don Tainton 375 3594 AH.

SIMMONDS, 15 x 7 two piece wheels suit Volvo 360, BMW, Gemini, Camira (4 of). Cheviot 15 x 7 (4 of), Dunlop 220 x 15 slicks (8 of) \$1500 the lot, Neg. 2 of Girlock alloy calipers 4 spot, 2 of 11½ x 1 vented discs. \$500 the lot. 100 litre alloy, dry break, foam filled fuel tank \$300. Phone Russell (Sven) Reid 359 6518 H. BARGAIN PRICES.

DATSUN 1600 RALLY CAR, Marshall/Goldsworthy car, fully equipped as rallied this season. Phone Garry Jnr. on 343 7242 P.O.A.

1 HOPKIRK SEAT \$100, 1 Map light \$20, 2 Cibie Super Oscars \$100, 1 Sonic box \$50, 6 Performance Mags 13 x 6 \$280, 6 Dunlop SP52R \$180 or \$400 Mags and tyres, 1 Dominion Harness \$70, 1 Rainsford Harness \$50, 1 Roll Cage (DATSUN 120Y) \$100. ALL O.N.O. Phone Tim Charalambous on 44 6332 AH.

DATSUN 1600 RALLY CAR, 2150cc motor not yet run in, 2 x 45mm Webers, works copy extractors, big valve head. all 240K running gear, lots of good bits, 10 months rego. \$ 2500 Phone Kelvin Taylor on 265 2862 AH.

BOND ROLL CAGE, Celica, \$250, Dennis Frawley 283 2542 .

WANTED, One drivers seat for Mazda, Marsh or Recaro, Sharon Gaylard on 221 0144 W or 261 1848 H.

CIBIE SUPER OSCARS, 2 of, \$100 Phillip Stephan 262 2644

BRIDGESTONE RALLY TYRES, E41R-175 x 13 M & S \$92, E41R-175 x 14 M & S \$97. Pedders Suspension 265 7155 G/Bung or 808 2073 S/Creek.

NAVIGATOR FOR ABUSE, Pete Smith is looking for a ride for this years events, Lots of experience. Ph 379 6182 W or 379 2066 H. (If you've got a Mazda and want to finish an event, forget it. Ed).

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FROM ED. Re 4WD Rally.

The calendar that was used for the magazine was a CAMS draft which had our QRC event on the 24th of November. We go directly off that and it wasn't realised until fairly late that the event was actually being held on the 30th. Apologies from Esme and myself.

The reason a preview of the rally wasn't printed in the October issue was because I didn't discover the note with the relevant information on it until after the deadline for that issue. It was lost in my disorganised office, under other irrelevant matter. My fault. There was certainly nothing sinister being plotted to boost entries for our QRC event. Just a couple of coincidences made it look that way.

Iain Stewart had a bit of trouble remembering back that far but thinks that at a Rally Panel meeting held on the night of his deadline the 4WD Rally still wasn't confirmed so he felt it better to hold the information until it was confirmed.

It sounds like a good event and I congratulate Toyota and Goodyear and the Toowoomba Auto Club as well as Tony Best for directing.

Iain asked me to mention that the deadline for anything for his Auto Action column is the Monday evening immediately after publication of the current issue, as his column must be in Melbourne by the Wednesday morning. Any contributions would be welcomed.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 26th MARCH 1986 at 8 p.m.

The business to be conducted at the Annual General Meeting shall be:

- (1) The consideration of the accounts, balance sheets and reports of members of the Board and auditors as are prescribed by the Act.
- (2) The election of members of the Board, auditor or auditors and life members (if any).
- (3) Consideration of motions of which notice has been given.
- (4) Any other general business.

In accordance with the Articles of Association, the President, Vice-President, Secretary, Assistant Secretary, Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. Wednesday 12th March 1986. **at the latest**)

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine and are available from the Club Secretary - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are also enclosed with this Magazine - please use one if you cannot attend in person.

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED

I,.....of.....

being a member of the Brisbane Sporting Car Club Limited

hereby appoint.....of.....

as my proxy to vote for me and on my behalf at the General Meeting

of the Company to be held on the 26th day of March, 1986 and at

any adjournment thereof. My proxy is hereby authorised to vote

in favour of/against*the following resolutions:

Signed this.....day of.....19

In the presence of.....Witness

Note: In the event of the member desiring to vote for or against any resolution he shall instruct his proxy accordingly. Unless otherwise instructed, the proxy may vote as he thinks fit.

*Strike out whichever is not desired.

ADELAIDE ALIVE (Just....) Cont.

We headed back to the chicane for the rest of Saturday's programme which included the race for Mondiales and the touring car event. First they had the 'Mitsubishi Cavalcade' which was as about as exciting as watching lawn bowls. Each of the vehicles (mostly trucks) had a model standing on the back. The gorgeous females got the usual whistles and cheers (and offers of marriage) from the crowd but the "thweet" male models copped yells of "Poofta" or "Fag".

The Mondiale race was also not very exciting from where we were. Ross Cheever ran away and hid from all the locals except John Bowe until his engine went off. This formula is DEAD but I haven't got an answer to what should be our Formula 1. Group B rally cars would be nice!

The touring car race was different, there being no shortage of excitement. Dick Johnson came into the chicane well in front but behind him all hell broke loose as Charlie O'Brien and Gerhard Berger tried to occupy the same piece of road on entry to the chicane. Charlie was forced onto the gravel while Berger followed the road. As O'Brien rejoined the track the two BMW's collided and O'Brien's car slewed sideways right in front of us. A piece of mudguard flare flew up in the air as the yellow BMW was almost at rightangles to the wall but he kept the power full on and straightened up with a loss of three or four positions resulting from the whole incident. Remember on this circuit it all happens within a few metres of the spectators and really gets the heart going. The race was a good one with some top dices but it was only after seeing it on T.V. later that one realised how good it was.

We were disappointed when Berger went off into the bunkers as he was probably the only one who could have seriously challenged Johnson. The Mustang was magnificent through the chicane, it must be one of the best handling Group A cars in the world. And that exhaust note-superb.

As in practice John Smith was worth watching, always flat out. It'll be interesting to see him in a Commodore in Europe this year.

The Saturday programme finished on that note so we headed back to our favourite 'bar' for a few more Coopers.

Hindley St. was the place to be over the whole weekend and we headed there Saturday night. After dining Italian we headed for the nearest pub. I was busy checking times etc. in the evening paper whilst the others were just generally chatting and it wasn't until we were about to order some drinks that we realised what sort of pub it was. You know, a very happy one. So we did a quick about face and headed for a more conservative tavern across the road. The whole of the street was alive with people, bulging out into the street from the various pubs.

We decided that the chicane was the place to be on race day and planned to be at the nearest entrance at 6.30 am with the gates due to open at 7.30.

Because Steve had his Media pass and would be trackside throughout the day, he was able to sleep in. Our cab arrived promptly at 6.15 but then he preceeded to take us to the wrong gate. The cab drivers in Adelaide are unique. The one that took us to Speedway Park spent the best part of the trip telling us about his adventures the day before when whilst washing his car he was attacked by one or more mosquitoes, which he swatted with great precision and skill. Absolutley rivetting stuff.

Upon arrival at the gate we observed that the que was already about 150 people long so we decided near enough was good enough and lined up.

Tom headed towards town to see if he could scavenge us some breakfast. He came back with some coffee that was so strong I asked him for a fork and to make matters worse he forgot the sugar, so we resorted to dunking the Kit-Kats which were the closest things to food he could get. A pretty horrible breakfast but as it was a bit chilly we didn't complain too much.

By the time the gates opened at 7.30 we were at the half way point in the que and after the big rush to get across the bridge we sprinted the 500 meters to our spot. Unfortunately the first row on the fence was taken all the way along so we had to settle for 2nd row. We wouldn't have minded

too much except there was a group of about six people (which seemed to grow by the end of the day) in front of us and they were all Ferrari fans, which might give some clue as to their origin, but judging from their comments over the day I don't think they had ever been to a motor race before. It almost makes you wish there was a rule 'Enthusiasts only for the front row.' It was quite a while before anything happened so there wasn't much to do except mind your spot. The que's at the food stalls were almost non-existent so there wasn't much waiting unlike Surfers where you can wait anything up to 40 mins for a grotty hamburger and a frozen pie.

The Formula 1 warmup was the first event for the day and it was about then that the viewing situation became apparent for those behind the front row. Luckily Tom had his camera case to stand on which helped a lot. The ground actually sloped down away from the fence so if you were four rows back you would have to be about 7' tall to be able to see anything.

Just behind the food stalls there was a huge portable generator which had a wall of haybales around it, presumably for noise reduction. Some bright spark decided the haybales would make excellent mini grandstands and before long the third and fourth rows were crowded with haybales. For some strange reason the police decided this was a no-no and proceeded to confiscate all undisguised haybales. One bloke behind us covered his with a groundsheet and sat his kid on it and was able to keep it all day. There were all sorts of cunning stunts (phew!) being performed by spectators on the day including using periscopes. I saw a T-shirt which had obviously been printed after the first few days of practice, which said "General Admission" then below that "Up Periscope" with a big picture of a 'scope above a crowd of people, in the middle. Which reminds me I did see a few 'Keema Classic' shirts but couldn't recognise the attached owners.

The Formula 1 warmup was fairly uneventful but we timed Berger and the Alfas as we had adopted these cars for the race. Jonesy was also going well.

The rest of the days events were absolutely dull and I think this needs looking at for next year. If I had come just for the day I would have been rather upset at the standard of support events, where as those people who attended Saturday got some real races. Having said that it was about this time that we all got a rude shock when the F-18 shattered the serenity as it appeared overhead. Tom nearly fell off his case. This demonstration was incredible and very loud. After the demo apparently the pilot flew to Sydney to watch the race on TV. There was a Mitsubishi Cavalcade, Cordia Turbo race (which was so exciting I can't remember anything about it) and some historic cars on display which were mildly interesting especially when one guy put his Lola F5000 into the wall. The superkart 'race' was only marginally more exciting than the cavalcade as the Karts were held behind a pace car. Oh yeah, Gordon Elliot spun in the chicane again in the Cordia and 'Brian' Mannix from the "Uncanny X-men" copped heaps from the crowd because he was so slow.

In between all these various events all one could do was stand, or sit on the ground to guard your spot. The morons in front of us kept going in and out with various friends appearing and disappearing, generally being pains in the ring gear. We were directly under the Channel 9 camera position for the chicane and the cameraman warned these people about ten times for wobbling his scaffolding. Then the security guard started speaking to them but no-one really moved so he gave up. The security guards over the whole weekend were terrific. Always friendly and never ignorant as is their usual form.

One guy who was on his own near us kept a waterproof jacket and jeans on for the whole of Saturday and Sunday even though it was near 30° and we thought this was very weird. Naturally anything that walked past the crowd that was considered worth cheering, was cheered. One poor lady recieved a standing ovation for her expertise in the field if wearing as little as possible without getting arrested. Overall the talent in the crowd was disappointing after somewhere like Surfers.

Just briefly, I happened to venture into one of the portable toilets at the track very early in the morning and to say I was overpowered by the smell would be an understatement. I hate to think what it was like in the

afternoon. Surely this most basic of functions could be looked after properly in this day and age. Disgusting. (That's brief enough you say).

Finally it was time for the race. After another warm up session to get themselves (and us) in the mood the drivers gridded up right on time.

It was only when the cars had gone past us that we realised it was the first time we had seen them all together. Finger in the ears please.

It was just too frantic to notice that Jonesy wasn't in the pack and it was only when we saw him slaloming through various rescue vehicles that we realised he'd muffed the start. The crowd was spewing.

The first few laps were the only time we got to hear much commentary, once the field spread out it was a bit hard to catch many details.

Some people were clever and had portable radios with earplugs tuned to the local FM station which was broadcasting the race.

On lap 2 a blue car (Tyrell or Ligier) went off at the chicane and this was the only off that I saw during the whole race. Didn't see the Mansell/Senna incident. Jonesy was fairly charging through the field and he passed five cars in the first five laps. Each time he passed us we, the crowd, observed that he'd passed another car and everyone was counting down out loud in unison, i.e. "One"...loud cheer, "Two".....loud cheer, Three etc.

By the time he'd got up to seventh place we were rapt but then the time bomb went off and that was that. Still, we had the Ligiers to cheer on for some reason we cottoned on to these cars. Underdog syndrome I suppose.

I was transfixed watching Rosberg and Senna through the chicane who were visably quicker than all others except perhaps Picquet. Even though we couldn't quite plot the pattern of the race early on with so many pit stops, it was never boring. The cars are just so great to watch.

I won't attempt to tell the story of the race as you've almost certainly read it all in some other inferior journal. Basically Rosberg romped home from the surprise second place man Laffite and third placed Phillippe Streiff. I hate to think what may have happened to Streiff in the pits after the race if he had succeeded in taking Laffite off the road when he drove into him near the end.

Steve had been walking around the track taking photos and we met him in the bar after the race, where he started taking candid shots of a delicious looking girl. Her ego soared to new heights when she spotted him.

I borrowed Steve's Media pass to see if I could get into the pits (there were various types of passes) but the guards weren't silly so I missed out. Then I ventured out onto the track itself in front of the pits. There were probably 3 or 400 people watching the mechanics packing up the cars and gear. One of the first garages was the Ligier team and the mechanics were bringing out all sorts of gear to sell to the crowd. Mechanics shirts went for \$20 and one particular mechanic kept trying to sell a fireproof mask which he insisted was "Laffite.....Laffite" but it looked a lot like a pit crew mask to me. The Arrows mechanics at least spoke English and I picked up a shirt for \$20. Then an Osella mechanic bought out a broken front wing of Huub Rothengatter's car which I also bought I think for \$40.

I took my goodies back to the bar and then Tom and Brett dragged themselves away from the beer to check out this 'sale'. By this time the mechanics realised what a good thing they were on to and were selling everything from disc brakes to bent suspension arms. Streiff's car came in on a truck and the front end was stuffed. It looked minor from a distance and on T.V.

Brett bought an Arrows rear wheel (less tyre) for \$50 and a piece of glass will be placed on top for a unique coffee table. The Ligier chaps hadn't given up and one of them brought out an empty magnum of champagne with Laffite's autograph on it and couldn't get \$20. Then the main security guard with the loudspeaker (he'd been telling everyone to leave the area for a good ½ hour) grabbed it and decided to auction it off. I think after much bidding it went for about \$50. Just before everyone was about to move on a familiar face appeared on the balcony above the pits. It was Alan Jones and he copped a roaring reception from all those present. He beamed a big

smile and poked his tongue out and his wife standing next to him looked proud and happy that we hadn't forgotten who he was or how good he is.

I think he was real happy to be in front of a home crowd for the first time ever in a real race.

We left the track at about 7.00 (daylight saving is a good thing) after consuming some more Coopers.

It was off to Hindley St. again for the evenings entertainment and after an excellent Chinese meal we found a suitable pub/disco and started what was quite a long session of sampling assorted local beverages.

At least one member of our party had a steer of the toilet bowl a few times during the night.

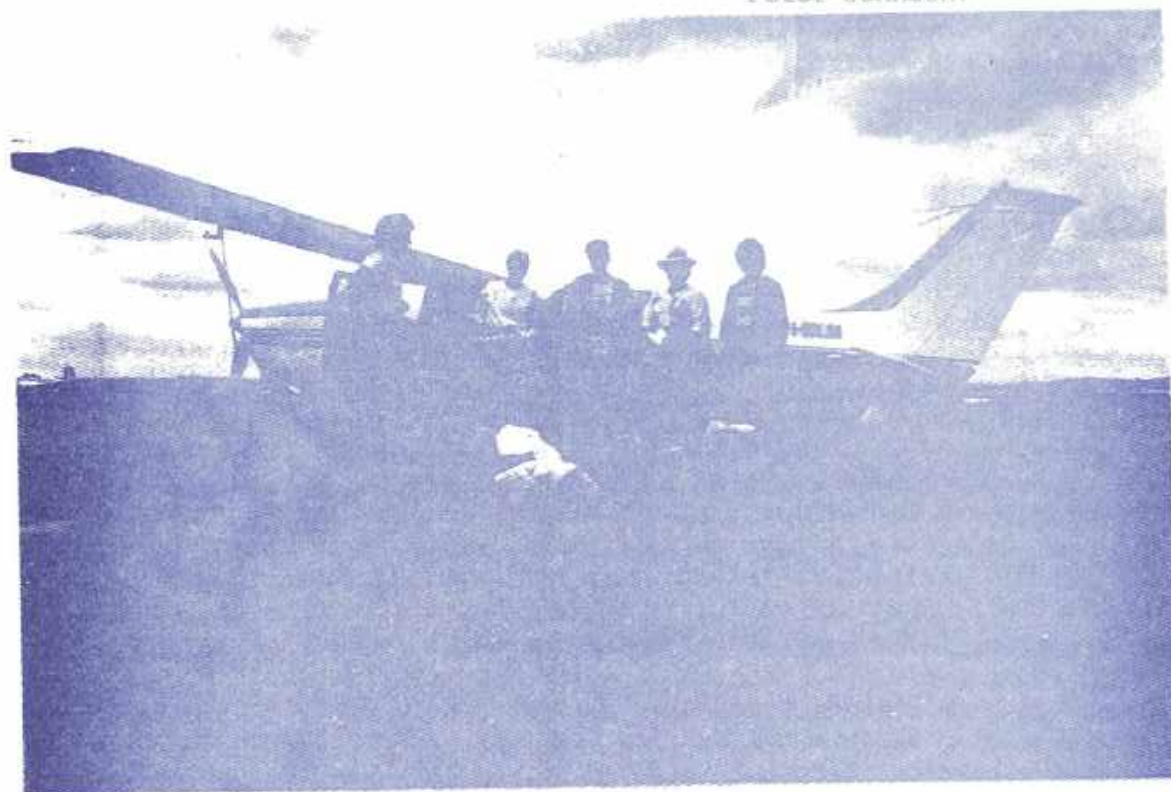
We had grand plans of a trip to the Barossa Valley on the Monday but by the time we'd slept in and got into town it was after 11am so we gave that idea the miss. After a meal of dubious pancakes we realised the money situation wasn't good anyway. Steve felt a bit crook after his Mozzarella Pancake and went home to die.

It rained in Adelaide on Monday and with the rain came the realization that it was all over, the atmosphere that had formed over the past week washed away with the paraphernalia, down the street drains.

Parts of the track were gone already and most of the visitors to this temporary 'Camelot' had vanished.

We did the same the next morning, back to Brisbane and mediocrity.

Peter Johnson.



OUR C.A.M.S. DELEGATES FOR '86 ARE:

RALLY ADVISORY COMMITTEE - Peter Marcovich, Coral Taylor, Iain Stewart, Dennis Brown.

OFF ROAD ADVISORY PANEL - Phil Unicomb, Norm Perring, Tom Poots, Geoff Dein, Ron Wilson, Laurence Svenson.

MOTORKHANA ADVISORY PANEL - Ross Perry, Alan McConnell.

If you have an idea, winge or question with regards to your sport then put it down on paper or contact one of the above people and they can bring up your point at the relevant meeting. Don't just sit back and say "Why can't we do this?" or "This rule stinks!". Let someone know and maybe something can be done. Try the back of the magazine for phone numbers.

PHONE NUMBERS
HOME WORK

CLUB OFFICIALS

PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.				
PRESIDENT.....	BRIAN SWINTON	848 4558	44	8061	
VICE PRESIDENT.....	ERROL BAILEY	848 0546	375	3777	
IMMEDIATE PAST PRESIDENT.....	JIM REDDIE	264 1738	52	7177	
SECRETARY.....	WARREN TEGG	848 3889	394	1922	
TREASURER.....	HUGH WALKER	351 3921	52	3331	
ASSISTANT TREASURER.....					
CLUB CAPTAIN.....	PHIL UNICOMB	208 5564	208	5564	
BOARD MEMBERS.....	WILSON BOYD				
(Meet 1st Tues. each mth 7.30 p.m)	PETER JOHNSON, CEDRIC LOY PETER MARCOVICH, PETER MARSHALL KEN SMITH ALAN STAIB JENELLE SVENSON, LAURIE SVENSON RON WILSON				
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CAMS OBSERVER.....	NEV TAYLOR	205 3724			
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	ALAN McCONNELL	379 2754	345	5834	
MOTORKHANA OFFICERS.....	WILSON BODY	38 1639			
	ALAN McCONNELL	379 2754	345	5834	
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	PAUL WATKINSON	357 5294	266	4460	
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	CORAL TAYLOR 075	356179			
	ROD CROSS	395 7752	208	4333	
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	LANCE ZIVEC	372 1048			
	LANCE REDDING 075	32 7742	58	2577	
	SHARON GAYLARD	261 1848	221	0144	
	LAURIE FOAT	399 7031			
	VICKY McCULLOUGH	353 2647			
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OFFICERS.....	HUGH WALKER				Treasurer
	BRIAN SWINTON				President
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	PHIL UNICOMB				Club Captain
	JIM REDDIE				Imm.Past President

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All correspondence for the Club should be addressed to:

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

BRISBANE SPORTING CAR CLUB LIMITED

PROPOSED CALANDER FOR

1986.

FEBRUARY	22nd	H.S.C.C.	QLD. MOTORKHANA CHAMPIONSHIP 1
MARCH	9th	S.C.S.C.C.	QLD. MOTORKHANA CHAMPIONSHIP 2
	15th/16th	M.G.C.C.Q.	Q.R.C. 1
	22nd/23rd	B.S.C.C	<u>BAILEY POWERLINE CONSTRUCTION MAPPING RALLY.</u>
APRIL	5th	C.A.C.A.	QLD. MOTORKHANA CHAMPIONSHIP 3
	12th/13th	B.S.C.C.	<u>GOODYEAR WRANGLER KOORALBYN VALLEY 400 A.O.R.C.</u>
	27th	T.S.C.C.	QLD. MOTORKHANA CHAMPIONSHIP 4
MAY	3rd	T.S.C.C.	RALLY Q.R.C. 3
	24th	R.S.C.Q.	RALLY Q.R.C. 4
	25th	B.S.C.C.	<u>QLD. MOTORKHANA CHAMPIONSHIP 5</u>
JUNE	1st	I.W.M.A.C.	SPRINT RALLY HPAE 1
	14th	H.D.S.C.C.	RALLY Q.R.C. 4
	22nd		INTERCLUB MOTORKHANA
	29th	B.S.C.C.	<u>SHORT COURSE OFF ROAD</u>
	29th	G.C.T.M.S.C.	SPRINT RALLY HPAE 2
JULY	6th	S.C.V.W.C.	QLD. OTORKHANA CHAMPIONSHIP 6
	19th/20th	B.S.C.C.	<u>KEEMA CLASSIC RALLY. A.R.C. 4 Q.R.C. 5</u>
	27th	N.D.S.C.C.	SPRINT RALLY HPAE 3
AUGUST	10th	I.W.M.A.C.	QLD. MOTORKHANA CHAMPIONSHIP 7
	16th	B.S.C.C.	<u>RALLY Q.R.C. 6</u>
	17th	B.S.C.C.	<u>SHORT COURSE OFF ROAD</u>
	30th/31st	M.G.C.C.	IRON MAN WEEKEND.
	23rd	T.A.C.	SPRINT RALLY 4
SEPTEMBER	6th	N.D.S.C.C.	LADIES RALLY
	7th	B.S.C.C.C.	<u>LONG COURSE OFF ROAD</u>
	14th	H.S.C.C.	QLD. MOTORKHANA CHAMPIONSHIP 8 C.A.C.A. SPRINT RALLY 5
OCTOBER	20th/21st	I.W.M.A.C	RALLY Q.R.C. 7
	11th	R.C.C.Q.	SPRINT RALLY 6
	18th	N.D.S.C.C.	MAP RALLY
	20th	B.S.C.C.	<u>LONG COURSE OFFROAD</u>
	26th		AUSTRALIAN GRAND PRIX ADELAIDE.
NOVEMBER	1st	G.C.T.M.S.C.	RALLY
	16th	B.S.C.C.	<u>SPRINT RALLY 7</u>
	29th/30th	B.S.C.C.	<u>RALLY</u>

Dates for NIGHT RUNS, MOTORKHANAS and other events will be published monthly the above has been taken from the C.A.M.S. calander for 1986 and is printed for your convenience. However, dates of events should be checked nearer the date.



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