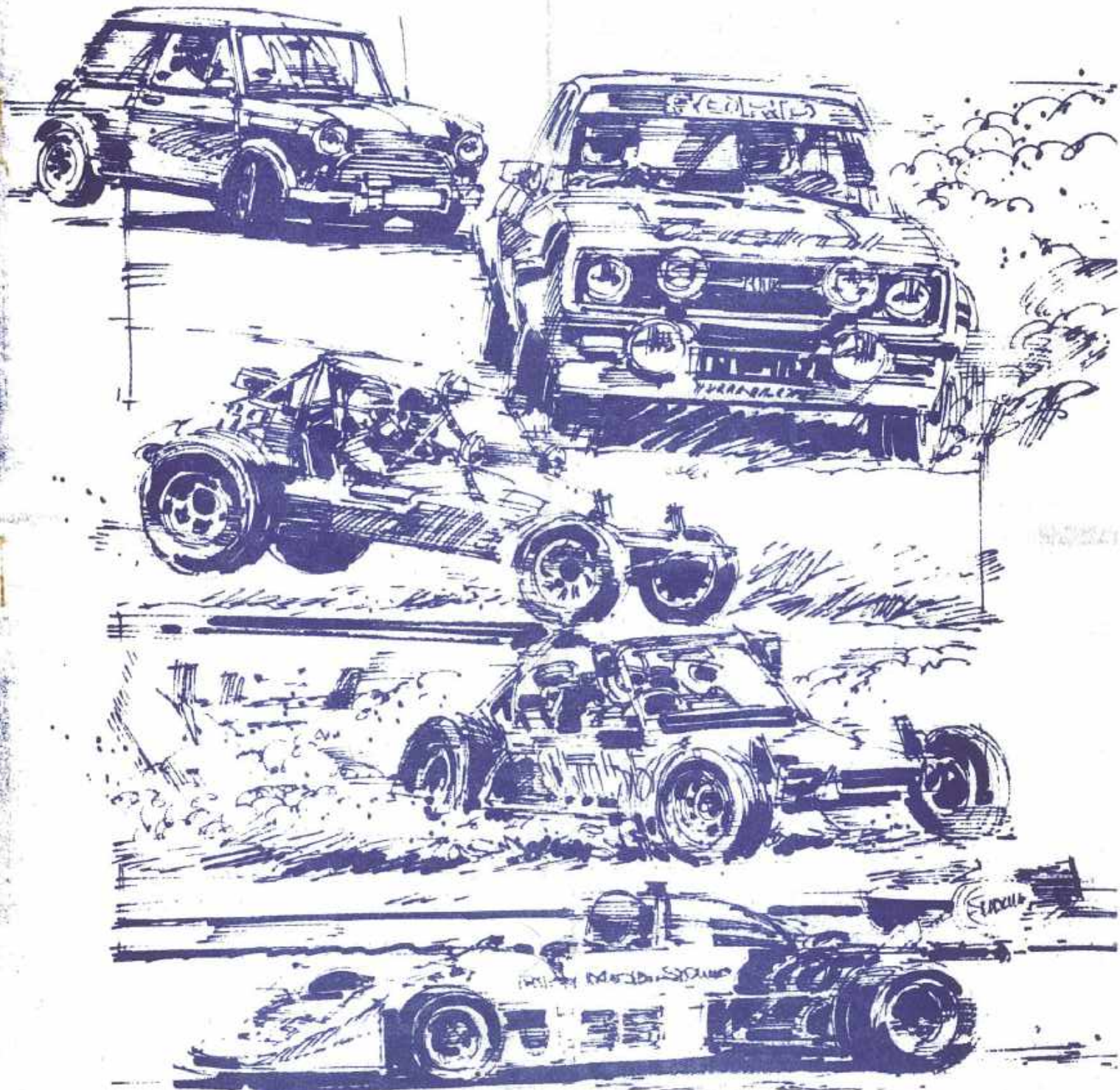




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# STRAIGHT ON

Most of this issue is taken up with the M.G. Car Club Rally, the Grand Prix Mazda event which was the first round of the Q.R.C. for 1986.

To say the event ran without problems would be incorrect. Probably no rally runs without problems but this event had many.

The first one which affected the competitors directly was the fact that it was seemingly unnecessarily easy to get lost.

Even in the drivers briefing this fact was announced in disguised form. Exactly what the problem was is hard to pinpoint but we could start with obviously uncomprehensive instructions, lack of closed roads and lack of arrows in the right positions.

When people of experience like Brown/Hall, Hendrickson/Garbett, Reddiex/Reddiex, Mann/Young, etc.etc. get lost, some fed up to the extent that they went home, surely it's more than a coincidence. Competitors at that level (and all levels?) are spending many thousands of dollars to compete nowadays and have sponsors to try and retain and please. The LAST thing a crew want at the start of a rally is to be in doubt as to whether or not they can have enough confidence in the instructions/event to be able to drive flat out in safety. Surely our events can be purely run as speed/teamwork/reliability rallies without having to worry about whether or not your on the right road.

Last weekend I had the pleasure to compete in the "Halley's Comet Rally" run by I.W.M.A.C and we didn't take so much as one wrong turn all night and heard no reports of anyone getting lost.

There were lots of arrows and the instructions seemed accurate.

It can be done. I think the people want a rally where getting lost is almost an impossibility. I know I do.

Peter D. Johnson

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

DATSUN 1600 RALLY CAR, Placed fourth O/R in MG, 1900 motor, 4.8 diff, Z box, rally Gas, Spares etc. A.Zaver 381974 H 265 2122W.

MAZDA RX -2 RALLY CAR, Bilsteins, Weber, Datsun struts C/R 4 speed, Discs all round Dunlops. Russell Reid, 359 6518 H \$3000.

TURBO, to suit most small cars and Sigma \$900 Jeff, 848 8612.

WRECKING DATSUN 1600's, All parts, one good GEM recon. motor. 1/2 of wreckers prices, Steven Grant 221 4099w or 870 7663 h.

\*\*\*\*\*

OFF ROAD DIRECTOR'S SCHOOL - MONDAY 19TH MAY 1986 7.30 P.M.

MONDAY 26TH MAY 1986 7.30 P.M.

TO BE CONDUCTED BY:

MR. GARRY CONNELLY

TO BE HELD AT:

B.S.C.C. CLUBROOMS

YOU WILL NEED:

C.A.M.S. MANUAL, NOTE PAD AND PEN.

So we have some idea of numbers, please 'phone Esme Gibson 391 8881 if you wish to attend.

ALL WELCOME



G.P. HOLIDAYS

If you feel inclined to visit one or more Formula 1 Grand Prix in 1986 then here is some information which might be of assistance.

Elders-IXL Travel are offering packages ranging from the German G.P. at Hockenheim for \$400 up to the Montreal/Detroit deal which is going for \$1390. Other venues are Monaco, Spa, Dijon, Zeltweg, Monza, Estoril and Brands Hatch. Brands is actually the cheapest at \$345 but doesn't include practice. The other tours include 3-5 nights accommodation (twin share), breakfast, transport from hotel to track and back and a grandstand seat for race day.

Prices don't include air fare of course. For further information Phone (07) 229 6016 Elders IXL Travel.

AND ADELAIDE : the Queensland section of the Formula Ford Association are organising to charter a commercial airliner in order to attend the 1986 AGP from 23rd of October to 26th. Ninety tickets are available at a cost of \$371.45 ea. which compares favourably with a present full fare of \$552.00 or Apex fare of \$359.00.

As the organiser, one Giles Cooper would like potential flyers to contact him A.S.A.P I shall give you his contact details. Mr. Giles B. Cooper, 42 Gilruth Rd. Kenmore 4069 Ph 378 1221h. Circuit tickets are not included in the cost nor is accommodation. Cheaper hotel accommodation may be available with block booking.

LATE NEWS.....LATE NEWS.....LATE NEWS.....

Kooralbyn is over for another year and has been won by the Class 1 car of Harold Gill and Kevin Metcraft by the margin of ten minutes from teammates Tom Bentley and Neil Bentley also Class 1 mounted. First Queenslanders home were George Croucher and Nicholas Reeves in 8th O/R.

Lance Zivec had a nasty accident and turned his buggy over in some water. Both he and wife Gayle needed hospitalization. According to the newspapers Lance's quick thinking saved the life of his wife.

Nev Taylor had a good run to finish 13th O/R and 1st in Class 4 with Norm Perring navigating. FULL REPORT NEXT ISSUE.

More sickies

John Hall also made the papers after a wall collapsed in on him whilst working in a trench. John is recovering in hospital in traction but is expected to recover fully. Best wishes to a life member from all at BSCC.

Lee and Noelle Drummond are the proud parents of a baby girl, Suzanne Elizabeth born on the 3rd of April. Mother and daughter are doing fine. Father ecstatic.

LOST AND FOUND

If you found, on the way back from Halley's Comet, either a big green bag, a trolley jack or two camp chairs please ring Peter Johnson on 397 5784H They fell out of a trailer on the way home.

CONGRATULATIONS. TO: Mark and Coral Taylor on the birth of their daughter Jane Emma.

Congratulations also to Greg and Roberta Barbe on the birth of their son Matthew. All future champions we hope.....



PRESIDENT'S REPORT - ANNUAL GENERAL MEETING 26th MARCH 1986.

The Brisbane Sporting Car Club 1985 year has proven to be an extremely demanding one in many respects. We have seen our major championship events severely criticized from within and outside our Club, which resulted in a real blow to moral, but has generated discussion and review by the particular event organisers and the Club generally.

We have seen again the stirring efforts of a few who have achieved so much over the year for the Club as a whole.

We have also seen and heard the frustrations of some of our members in regard to an apparent uncaring and hard bureaucracy within our Club.

All of these points have been addressed in turn, some successfully and some not so successfully and for this I apologise.

I apologise because of my inexperience in so many aspects of our various types of competition, the intricacies of C.A.M.S. and the administration of a Club this size.

However, over the 12 months I believe a great deal has been done, (although the backyard area hasn't been developed as discussed at the last A.C.M.)

You will notice several improvements have been made to our Club premises to encourage your attendance, such as a newly painted exterior, new bar facilities, progressive shelving installation for a member's library. A new T.V./Video for your enjoyment, a new computerized typewriter for improved and faster communications, etc.

I am very grateful for the help extended to me throughout the year by the Committee Members, Peter Marshall, Laurie and Janelle Svenson, Peter Johnson, Ron Wilson, Ken Smith, Peter Marcovich, Cedric Loy, Phil Unicomb, and Alan Staib. The wise council given freely whenever required by Past President's Jim Reddiex and Mike Mitchell and Garry Connelly was and is, still invaluable.

My thanks also to our Vice-President Errol Bailey, Secretary Warren Tegg and Treasurer Hugh Walker for their sustained efforts and support.

Most importantly our messages would be slow at arriving if it wasn't for the boundless energies of our Administration Officer, Esme Gibson and Magazine Editor, Peter Johnson.

Our event directors proved extremely energetic as always, and my thanks go again to Peter Marshall, Phil Unicomb, Wilson Boyd, Paul Mason, Russell Saxby, Jim Reddiex, Peter Smith, Coral Taylor, Laurie Garth and Ron Wilson, your efforts are warmly appreciated.



Our C.A.M.S. Delegate, Peter Marcovich has proved again this year his dedication to Motor Sport and our Club through his involvement as Club C.A.M.S. Delegate, his positions on Rally Panel and State Council, his interest as a competitor and assistant event director, I've also appreciated his advice.

Peter Smith, my thanks for your efforts as Club Registrar, a not so interesting job made easier by your involvement.

The involvement of those people early in the year with regard to the various Sub-Committees was very much appreciated and I look forward to your continued support and interest this year. Of particular note is Laurie Garth, Sharon Gaylard, Lance Redding, Linda Miller, Rod Cross, Andrew Reddiex, Coral Taylor, Alan McConnell, Laurie Foat, Vicky McCulloch, Wayne Cambie, Alan Clunes, Paul Watkinson, Rod Bailey, Neville Taylor, Norm Perring, Greg Whitaker and Alan Staib. THANK YOU.

To Ian Stewart and all those who presented the Navigation School - my thanks.

Where would we be without the help of Wendy Marshall, Midge Garth and Betty Melton who are always there.

Our Event Sponsors "Big" and "Small" have been outstanding this year and I sincerely hope their outlays have been justified and that "you" support and reciprocate where possible. Special thanks here to our Henk Kabel, without whom our Rally Championship wouldn't have run last year - the rally fraternity within our Club thank you Henk.

There are numerous other people who have assisted throughout the year, to you, thank you, I have not intentionally overlooked you.

In conclusion can I say that I look forward to 1986 as a positive year, a year to learn and apply lessons learnt, a year to set goals, goals such as the acquisition of new venues, encouraging new event directors, better membership involvement and a return to social competition.

I wish the outgoing Board Members well and welcome the new Board.

Please, if you have a suggestion, "idea", or "view" do not hesitate to throw it to your Committee "man" representing your facet of the sport at Committee level.

Finally, get involved and not just in competition.

Thank you,

Brian Swinton

Life Members: Mr. C. Blake, Mr. G. Connelly, Mr. J. Hall, Mr. H. Kabel,  
Mr. R. Luckhurst, Mr. P. Smith, Mr. J. Tremain.

HONORARY MEMBERS: Lord Mayor, Ald. Sallyanne Atkinson, Mr. John Bartlett,  
Mr. Vaughn Becker, Mr. Graham Campbell, Mr. Charles Grant, Mr. Neville Johnson,  
Mr. John Keefe, Mr. Pat Welsh, Mr. Colin Young, Mr. Jean-Pierre Zajac.



1986 GRAND PRIX MAZDA RALLY (Q.R.C.1)

A full entry of 62 cars greeted the starter for the first QRC rally of the year including new cars for Peter Glennie (Subaru), Ron Hendrickson (Datsun), Peter Marcovich (Subaru), Gary Batts (Gemini), Russell Reid (Volvo) and lots of rebuilt, or repainted at least, cars all through the entry list.

The Saturday morning of the event was one of fine weather, although warm and to everyone's relief there was no sign of rain to ruin the event like last year. A late afternoon start was a bit of a change with the first car not getting away from the Hypermarket until four or thereabouts. Glennie had actually entered two cars, the Subaru and the 1200. With a view to picking the best car after the end of the practice sessions?! 'Sven' Reid's Volvo 360T looked pretty smick after ten weeks of race to rally car conversion. Sven reckons let him loose at Lakeside and Dick Johnson might have another "Swedish Valiant" to look out for or should that be "Swedish Galant"? The Gemini ZZ of Gary Batts also looked a picture in plain white. This car has a 1800 twin cam motor with fuel injection, rear discs and a different gearbox which after looking inside the car one realised needed modifications to the tunnel for fitting. Both these cars are of course PRC vehicles. Hendrickson was fresh from a win at Gladstone and Peter Marcovich was running his car for the second time, he coming second at Gladstone.

A service break at Moore, where we took the opportunity to put the good tyres on, was followed by the first competitive over 13 kilometres. We new it was gonna be dusty but it was DUSTY. I mean DUST. Like, mobile dirt in large quantities, you know. The coveted Car 1 spot was never more of an advantage than in this event and witness the section times of Glennie for proof.

SECTION 2		PENNINGS 1		13.68km					
1	GLENNIE	1	12.01	21	ANDERSON 3B 15.16	41	DODKINS	4	18.46
2	ROACH	1	13.21	22	JOHNSON 3A 15.36	42	DONOVAN	4	19.08
3	COOTE	1	13.25	23	ZAVER 3B 15.45	43	SUMMERVIL	4	19.10
4	BROWN	1	13.26	24	JONES 4 15.53	44	UNDERWOOD	4	19.49
5	MARCOVICH	1	13.27	25	BELL 2 15.54	45	FACKRELL	4	19.58
6	GEES	3A	13.44	26	CLARKE 4 16.02	46	O'SHEA	3B	20.13
7	JOHANSON	2	13.50	27	ZAGAMI 4 16.08	47	MANN	1	20.14
8	COOK	3B	13.59	28	MADSEN 4 16.10	48	BOYD	4	21.13
9	KAHLER	2	14.01	29	REID 3A 16.38	49	CRANE	4	21.27
10	HILL	3A	14.02	30	BURNS 3A 16.46	50	HARRISON	4	21.30
11	FERON	3A	14.13	31	JOHNS 4 17.14	51	REDDING	4	22.02
12	O'BRIEN	3B	14.20	32	KABEL 3A 17.18	52	TRUSKINGE	4	24.54
13	DUMMETT	4	14.41	33	GRAHAM 2 17.21	53	BRYSON	4	25.42
14	MCLOUGHLI	2	14.43	34	HENDRICKS 1 17.23	54	GRANT	4	26.36
15	LINGARD	3B	14.44	35	KRAUSE 4 17.27	55	OGILVIE	2	27.07
16	REDDIEX	2	14.46	36	CLAY 4 17.29	56	PILGRIM	4	36.04
17	SHIRLEY	3B	14.54	37	MARTIN 3B 17.35	57	WEBSTER	4	41.43
18	COX	3B	15.06	38	REVILLE 3B 17.58	58	BALL	4	43.18
19	LEWIS	3B	15.09	39	BATTS 2 18.01				
20	LEMON	3B	15.13	40	MILLS 4 18.16				

Out already - Mark Taylor (welsh plug), Tony Gray (stuck off road), Rod Browning (triangles only visible). A huge margin for Glennie over the next nearest, Roach. Vivian Gees follows up his form in Kalpower to be fastest Clubman in the Capri. Ian Ogilvie/Pete Smith started their tale of woe in this section and their rally ended here as well with persistent fuel system problems in the Datsun Ute. Dust made this stage thoroughly unenjoyable.



SECTION 4      ASHBY 2      14.90 km

1	GLENNIE	1	12.09	20	FACKRELL	4	14.23	39	TRUSKINGE	4	18.32
2	ROACH	1	12.18	21	LEMON	3B	14.33	40	O'SHEA	3B	19.13
3	COOTE	1	12.21	22	HARRISON	4	14.52	41	MANN	1	20.37
4	HENDRICKS	1	12.22	23	BRYSON	4	14.58	42	BROWN	1	20.46
5	BELL	2	12.24	24	CLAY	4	15.23	43	REVILLE	3B	21.19
6	MARCOVICH	1	12.40	25	ZAGAMI	4	15.29	44	JOHNSON	3A	21.26
7	CLARKE	4	12.51	26	UNDERWOOD	4	15.32	45	O'BRIEN	3B	22.38
8	ZAVER	3B	13.12	27	MADSEN	4	15.42	46	HILL	3A	23.20
9	GEES	3A	13.22	28	KRAUSE	4	15.44	47	DUMMETT	4	24.04
10	LEWIS	3B	13.25	29	BOYD	4	15.51	48	MARTIN	3B	26.50
11	MCLOUGHLI	2	13.37	30	SHIRLEY	3B	15.52	49	PILGRIM	4	26.59
12	JOHANSON	2	13.38	31	JOHNS	4	15.55	50	CRANE	4	27.55
13	FERON	3A	13.41	32	DODKINS	4	15.58	51	REDDIEX	2	28.49
14	KABEL	3A	14.01	33	JONES	4	16.04	52	COOK	3B	29.48
15	BURNS	3A	14.04	34	MILLS	4	16.21	53	LINGARD	3B	31.04
16	COX	3B	14.07	35	KAHLER	2	16.39	54	GRAHAM	2	31.56
17	REID	3A	14.11		REDDING	4	16.39	55	GRANT	4	35.26
18	BATTS	2	14.13	37	ANDERSON	3B	17.37				
19	SUMMERVIL	4	14.15	38	DONOVAN	4	18.04				

One instruction said TR but many crews managed to miss the correct turn only to go kilometres out of their way in getting lost. Obvious victims include Brown/Hall, Mann/Young, Reddiex/Reddiex, Lingard/Lane and ourselves. To mention just a few.

SECTION 6      ASHBY 1      12.58 km

1	GLENNIE	1	11.16	20	MARTIN	3B	13.37	39	FACKRELL	4	15.47
2	COOTE	1	11.29	21	SHIRLEY	3B	13.42	40	KRAUSE	4	15.51
3	HILL	3A	12.10	22	REDDIEX	2	13.48	41	DONOVAN	4	15.58
4	HENDRICKS	1	12.14	23	O'BRIEN	3B	13.53	42	CLARKE	4	16.03
	KAHLER	2	12.14	24	FERON	3A	13.55	43	BRYSON	4	16.21
6	ROACH	1	12.15	25	ZAVER	3B	14.01	44	UNDERWOOD	4	16.36
7	MARCOVICH	1	12.26	26	REID	3A	14.02	45	CRANE	4	17.03
8	GEES	3A	12.30	27	ANDERSON	3B	14.06	46	MILLS	4	17.14
9	BROWN	1	12.32		COOK	3B	14.06	47	JOHNS	4	17.27
10	MCLOUGHLI	2	12.42	29	JOHNSON	3A	14.08	48	BOYD	4	17.37
11	LEWIS	3B	12.43	30	GRAHAM	2	14.12	49	TRUSKINGE	4	17.46
12	BELL	2	12.50	31	LEMON	3B	14.21	50	ZAGAMI	4	18.04
13	MANN	1	12.52	32	SUMMERVIL	4	14.31	51	GRANT	4	18.31
14	HARRISON	4	12.58		PILGRIM	4	14.31	52	DODKINS	4	19.28
15	KABEL	3A	12.59	34	LINGARD	3B	14.53	53	DUMMETT	4	26.10
16	BURNS	3A	13.06	35	MADSEN	4	15.14		REDDING	4	26.10
17	COX	3B	13.17	36	O'SHEA	3B	15.18	55	JOHANSON	2	104.27
18	JONES	4	13.29		CLAY	4	15.18				
19	BATTS	2	13.36	38	REVILLE	3B	15.23				

TIMES AFTER SECTION 6

1	GLENNIE	1	35.26	20	JONES	4	45.26	39	DODKINS	4	54.12
2	COOTE	1	37.15	21	BATTS	2	45.50	40	REVILLE	3B	54.40
3	ROACH	1	37.54	22	BROWN	1	46.44	41	BOYD	4	54.41
4	MARCOVICH	1	38.33	23	ANDERSON	3B	46.59	42	O'SHEA	3B	54.44
5	GEES	3A	39.36	24	MADSEN	4	47.06	43	BRYSON	4	57.01
6	MCLOUGHLI	2	41.02	25	SUMMERVIL	4	47.56	44	REDDIEX	2	57.23
7	BELL	2	41.08	26	CLAY	4	48.10	45	COOK	3B	57.53
8	LEWIS	3B	41.17	27	KRAUSE	4	49.02	46	MARTIN	3B	58.02
9	FERON	3A	41.49	28	HARRISON	4	49.20	47	LINGARD	3B	60.41
10	HENDRICKS	1	41.59	29	HILL	3A	49.32	48	TRUSKINGE	4	61.12



TIMES AFTER SECTION 6 CONT.

11 COX	3B 42.30	30 ZAGAMI	4 49.41	49 GRAHAM	2 63.29
12 KAHLER	2 42.54	31 FACKRELL	4 50.08	50 REDDING	4 64.51
13 ZAVER	3B 42.58	32 JOHNS	4 50.36	51 DUMMETT	4 64.55
14 BURNS	3A 43.56	33 O'BRIEN	3B 50.51	52 CRANE	4 66.25
15 LEMON	3B 44.07	34 JOHNSON	3A 51.10	53 PILGRIM	4 77.34
16 KABEL	3A 44.18	35 MILLS	4 51.51	54 GRANT	4 80.33
17 SHIRLEY	3B 44.28	36 UNDERWOOD	4 51.57	55 JOHANSON	2 131.55
18 REID	3A 44.51	37 DONOVAN	4 53.10		
19 CLARKE	4 44.56	38 MANN	1 53.43		

Proir to the end of SS 6 we lost Frank Ball and after completing the third stage David Johanson stopped. Glennie has a comfortable lead over Coote for outright, McLoughlin's Corolla takes the lead in Grade 2, Gees heads the 3A's and Terry Lewis's fine drive up to 8th O/R and 1st 3B unfortunately comes to an end in a pile of dust in the next stage.

SECTION 8 ELIZA 19.88 km

1 GLENNIE	1 19.28	18 LEMON	3B 22.20	35 KRAUSE	4 24.56
2 ROACH	1 19.48	19 REDDIEX	2 22.21	36 CLAY	4 25.04
3 KAHLER	2 20.32	JOHNSON	3A 22.21	37 ANDERSON	3B 25.10
4 MCLOUGHLI	2 20.46	KABEL	3A 22.21	38 BURNS	3A 25.15
5 MARCOVICH	1 20.47	22 REVILLE	3B 22.23	39 BRYSON	4 25.23
6 HILL	3A 20.57	23 HARRISON	4 22.28	40 COX	3B 25.38
7 SHIRLEY	3B 21.33	24 REID	3A 22.39	41 TRUSKINGE	4 25.44
8 FERON	3A 21.36	25 SUMMERVIL	4 22.40	42 BOYD	4 26.18
O'BRIEN	3B 21.36	26 MILLS	4 22.44	43 DODKINS	4 26.38
10 CLARKE	4 21.47	27 MARTIN	3B 22.54	44 REDDING	4 27.37
11 MANN	1 21.48	28 JOHNS	4 23.04	45 PILGRIM	4 31.29
ZAVER	3B 21.48	29 GRANT	4 23.05	46 O'SHEA	3B 31.43
13 COOK	3B 21.51	30 DONOVAN	4 23.09	47 FACKRELL	4 49.10
14 GEES	3A 21.52	31 ZAGAMI	4 24.08	48 JONES	4 74.04
15 GRAHAM	2 21.55	32 DUMMETT	4 24.15	49 LEWIS	3B 94.43
16 BATTS	2 22.05	33 CRANE	4 24.35	50 BELL	2 99.48
17 UNDERWOOD	4 22.15	34 MADSEN	4 24.49		

SECTION 10 CHERRY 8.09 km

1 GLENNIE	1 6.36	17 REVILLE	3B 7.28	33 UNDERWOOD	4 8.05
2 MANN	1 6.42	18 HARRISON	4 7.30	34 LEMON	3B 8.09
3 MARCOVICH	1 6.51	19 GRAHAM	2 7.32	35 JOHNS	4 8.15
4 ROACH	1 6.53	20 CLARKE	4 7.35	ZAGAMI	4 8.15
5 KAHLER	2 6.54	21 COOK	3B 7.37	37 FACKRELL	4 8.27
SHIRLEY	3B 6.54	22 CLAY	4 7.38	38 CRANE	4 8.57
7 MCLOUGHLI	2 6.55	23 ZAVER	3B 7.44	39 KRAUSE	4 8.59
8 ANDERSON	3B 7.02	24 BURNS	3A 7.49	40 GRANT	4 9.02
9 FERON	3A 7.05	25 MADSEN	4 7.52	41 TRUSKINGE	4 9.13
10 REDDIEX	2 7.06	SUMMERVIL	4 7.52	42 BOYD	4 9.20
11 REID	3A 7.09	27 KABEL	3A 7.53	43 DODKINS	4 9.59
12 HILL	3A 7.13	O'BRIEN	3B 7.53	44 DONOVAN	4 13.22
GEES	3A 7.13	29 MILLS	4 7.54	45 REDDING	4 20.00
14 BATTS	2 7.15	30 COX	3B 8.02		
MARTIN	3B 7.15	PILGRIM	4 8.02		
16 JOHNSON	3A 7.18	32 BRYSON	4 8.04		



Coote/Stewart retired in SS 8 with overheating problems after stopping twice with water in the ignition. The car was running hot on all stages and they had a couple of overshoots ( who didn't?). Hendrickson/Garbett also went out on SS 8 after entertaining the spectators by coming down the road towards Coote, coming in the opposite direction! Brown/Hall also gave up after losing large amounts of time,lost. Lingard/Lane in the Escort retired after the cars gearbox died after being a few gears short all night.

SECTION 12 OPOSSUM 19.13 km

1	GLENNIE	1	16.20	15	REID	3A	18.34	29	COX	3B	19.35
2	MANN	1	16.49	16	MILLS	4	18.38	30	DONOVAN	4	20.54
3	MARCOVICH	1	17.11	17	BURNS	3A	18.40	31	BOYD	4	20.59
4	FERON	3A	17.17	18	O'BRIEN	3B	18.44	32	KRAUSE	4	21.44
5	HILL	3A	17.28	19	REVILLE	3B	18.52	33	TRUSKINGE	4	22.10
6	MCLOUGHLI	2	17.34		MARTIN	3B	18.52	34	CRANE	4	22.19
7	ZAVER	3B	17.37	21	BATTS	2	19.01	35	GRANT	4	22.43
8	REDDIEX	2	17.39	22	LEMON	3B	19.08	36	ANDERSON	3B	22.44
9	SUMMERVIL	4	17.47	23	JOHNS	4	19.13	37	REDDING	4	23.41
10	COOK	3B	17.49	24	UNDERWOOD	4	19.18	38	PILGRIM	4	24.41
11	ROACH	1	17.53	25	CLAY	4	19.19	39	DODKINS	4	27.42
12	GEES	3A	18.15	26	MADSEN	4	19.21	40	SHIRLEY	3B	29.24
13	HARRISON	4	18.22	27	CLARKE	4	19.27				
14	KABEL	3A	18.26	28	FACKRELL	4	19.34				

TIMES AFTER SECTION 12

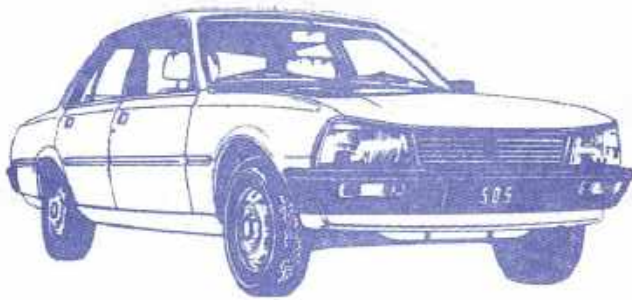
1	GLENNIE	1	77.50	15	COX	3B	95.45	29	KRAUSE	4	104.41
2	ROACH	1	82.28	16	SUMMERVIL	4	96.15	30	COOK	3B	105.10
3	MARCOVICH	1	83.22	17	HARRISON	4	97.40	31	MARTIN	3B	107.03
4	MCLOUGHLI	2	86.17	18	MANN	1	99.02	32	DONOVAN	4	110.35
5	GEES	3A	86.56	19	O'BRIEN	3B	99.04	33	BOYD	4	111.18
6	FERON	3A	87.47	20	MADSEN	4	99.08	34	TRUSKINGE	4	118.19
7	ZAVER	3B	90.07	21	CLAY	4	100.11	35	DODKINS	4	118.31
8	KABEL	3A	92.58	22	MILLS	4	101.07	36	CRANE	4	122.16
9	REID	3A	93.13	23	JOHNS	4	101.08	37	FACKRELL	4	127.19
10	LEMON	3B	93.44	24	UNDERWOOD	4	101.35	38	GRANT	4	135.23
11	CLARKE	4	93.45	25	ANDERSON	3B	101.55	39	REDDING	4	136.09
12	BATTS	2	94.11	26	SHIRLEY	3B	102.19	40	PILGRIM	4	141.46
13	HILL	3A	95.10	27	REVILLE	3B	103.23				
14	BURNS	3A	95.40	28	REDDIEX	2	104.29				

SECTION 14 MUDDY (??????) 24.20 km

1	GLENNIE	1	25.08	13	KABEL	3A	27.46	25	BOYD	4	30.21
2	MANN	1	25.14	14	GRANT	4	28.03	26	JOHNS	4	30.56
3	REDDIEX	2	25.39	15	MARTIN	3B	28.07	27	ANDERSON	3B	31.12
4	MARCOVICH	1	25.42	16	COX	3B	28.11	28	DONOVAN	4	31.22
5	FERON	3A	25.45	17	BATTS	2	28.20	29	PILGRIM	4	31.29
6	MCLOUGHLI	2	25.54	18	GEES	3A	28.22	30	REDDING	4	32.34
7	ZAVER	3B	26.05		UNDERWOOD	4	28.22	31	CRANE	4	32.36
8	HILL	3A	26.08	20	O'BRIEN	3B	28.31	32	KRAUSE	4	33.01
9	SUMMERVIL	4	26.37	21	SHIRLEY	3B	29.04	33	TRUSKINGE	4	34.22
10	BURNS	3A	27.29	22	CLARKE	4	29.07	34	CLAY	4	34.55
11	FACKRELL	4	27.34	23	REVILLE	3B	29.47	35	MADSEN	4	35.03
12	LEMON	3B	27.38	24	HARRISON	4	30.02				



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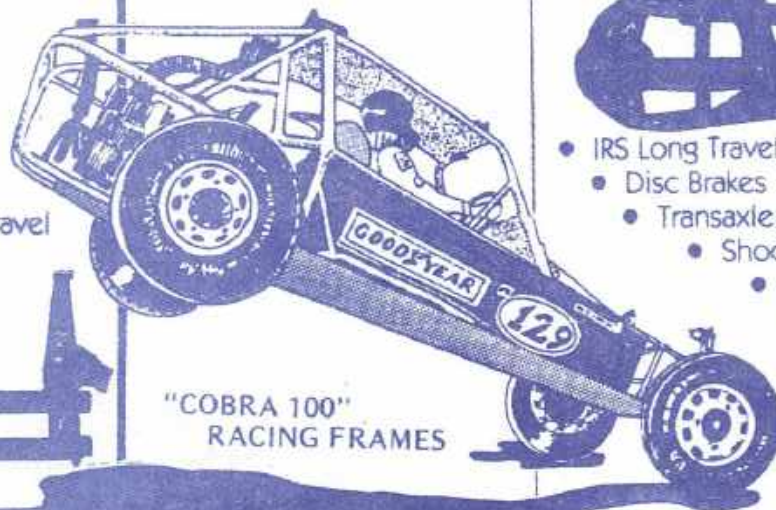
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Bruce Mills's RX-3 was just starting to really motor when the engine cooked itself in SS 14. George Kahler's Boral Escort stopped in Opossum after some fast times by that driver. Our Gemini perched itself neatly on a ledge after a power failure turned everything black very quickly. The car was at such an angle that it was impossible to get back on the road until assistance arrived in the form of a 4WD ute after a 2 hour wait.

Russell Reid was happy with the performance of the Volvo in it's first rally after he started getting used to the cam. He and Ian Hamwood had a few overshoots as well until the diff broke after SS 12. Ian reckons rallying is dangerous after almost being eaten alive by a snake whilst fixing the rear end. Glennie still leads obviously, from Marcovich with Phil McLoughlin third

SECTION 16 SANDY 21.13 km

1	MARCOVICH	1	19.48	13	BURNS	3A	21.29	25	JOHNS	4	23.26
2	HILL	3A	19.55		KABEL	3A	21.29	26	PILGRIM	4	23.38
3	FERON	3A	20.13	15	GRANT	4	21.58	27	CRANE	4	23.43
4	ZAVER	3B	20.14	16	MANN	1	21.59	28	BOYD	4	24.30
5	REDDIEX	2	20.34	17	SHIRLEY	3B	22.03	29	CLARKE	4	25.23
6	MARTIN	3B	20.48	18	MADSEN	4	22.04	30	KRAUSE	4	25.44
7	HARRISON	4	20.55	19	UNDERWOOD	4	22.18	31	COX	3B	27.35
8	GEES	3A	21.00	20	MCLOUGHLI	2	22.30	32	TRUSKINGE	4	27.44
9	SUMMERVIL	4	21.02	21	O'BRIEN	3B	22.35	33	REDDING	4	29.00
10	ANDERSON	3B	21.05	22	LEMON	3B	22.37	34	CLAY	4	38.38
11	BATTS	2	21.22	23	FACKRELL	4	22.38				
12	REVILLE	3B	21.24	24	DONOVAN	4	23.25				

The Glennie/Smith Subaru RX retired after dominating the event up until the engine overheated in SS 14. Lots of melted plastic bits I'm told. Roach/Price also blew up their Datsun whilst running in second position. Barry Cook broke his exhaust in the RX-3.

Steven Grant ran out of late time after a couple of quick sections late in the event. Ron Burns PRC Mazda is also going well and Ron went on to finish a fine 7th O/R and 2nd PRC.

SECTION 18 WALLABY 22.37 km

1	MANN	1	20.01	11	ANDERSON	3B	21.04	21	FACKRELL	4	22.49
	ZAVER	3B	20.01	12	MARTIN	3B	21.05	22	BOYD	4	23.02
3	FERON	3A	20.04	13	MADSEN	4	21.09	23	JOHNS	4	23.09
4	MARCOVICH	1	20.20	14	SHIRLEY	3B	21.20	24	DONOVAN	4	23.30
5	BATTS	2	20.38	15	UNDERWOOD	4	21.28	25	KRAUSE	4	25.33
6	REDDIEX	2	20.40	16	KABEL	3A	21.31	26	CLARKE	4	26.00
7	BURNS	3A	20.50	17	CLAY	4	21.50	27	TRUSKINGE	4	26.27
8	GEES	3A	20.58	18	LEMON	3B	22.10	28	MCLOUGHLI	2	27.48
9	HARRISON	4	20.59	19	REVILLE	3B	22.38	29	HILL	3A	37.20
	SUMMERVIL	4	20.59	20	COX	3B	22.41				

TIMES AFTER SECTION 18

1	MARCOVICH	1	149.12	11	MANN	1	166.16	21	MADSEN	4	177.24
2	FERON	3A	153.49	12	HARRISON	4	169.36	22	HILL	3A	178.33
3	ZAVER	3B	156.27	13	REDDIEX	2	171.22	23	JOHNS	4	178.39
4	GEES	3A	157.16	14	UNDERWOOD	4	173.43	24	DONOVAN	4	188.52
5	MCLOUGHLI	2	162.29	15	COX	3B	174.12	25	KRAUSE	4	188.59
6	KABEL	3A	163.44	16	CLARKE	4	174.23	26	BOYD	4	189.11
7	BATTS	2	164.31	17	SHIRLEY	3B	174.46	27	CLAY	4	195.34
8	SUMMERVIL	4	164.53	18	ANDERSON	3B	175.16	28	FACKRELL	4	200.20
9	BURNS	3A	165.28	19	MARTIN	3B	177.03	29	TRUSKINGE	4	206.52
10	LEMON	3B	166.09	20	REVILLE	3B	177.12				



## SECTION 20

BENARKIN

20.37 km

1	MARCOVICH	1	20.43	11	FACKRELL	4	24.47	21	BOYD	4	28.06
2	ANDERSON	3B	21.09	12	FERON	3A	25.15	22	MADSEN	4	28.19
3	REDDIEX	2	21.12	13	COX	3B	25.19	23	BATTS	2	28.34
4	GEES	3A	21.33	14	HILL	3A	25.24	24	MANN	1	28.50
5	LEMON	3B	22.28	15	KABEL	3A	25.37	25	CLAY	4	31.04
6	SUMMERVIL	4	22.29	16	MARTIN	3B	25.59	26	JOHNS	4	32.02
7	ZAVER	3B	22.54	17	REVILLE	3B	26.11	27	CLARKE	4	33.32
8	BURNS	3A	23.41	18	KRAUSE	4	26.19	28	HARRISON	4	37.56
9	DONOVAN	4	23.53	19	MCCLOUGHLI	2	26.47	29	SHIRLEY	3B	38.00
10	UNDERWOOD	4	24.00	20	TRUSKINGE	4	26.53				

A Subaru 1-2 to finish off with! The senior Reddiex chap was going particularly well late in the event. He's got nothing else to do nowadays except practice in his driveway.

Good performances from Andrew Zaver for fourth O/R and Greg Summerville for 5th O/R

Marco reckons he had no trouble all night, just the usual dust and subsequent overshoots. The only thing the car used was petrol.

Greg Weale was impressed with the acceleration of the car and the fact that the Halda always reads dead accurate. A second and a first from two starts for the Subaru isn't bad.

Wilson Boyd/Meryl Joyce got lost in the last section and ran out of late time. Meryl reports that there was cars going in all directions in the last section, very lost.

## RESULTS GRAND PRIX MAZDA RALLY 1986

1	Peter Marcovich/Greg Weale	SUBARU RX TURBO*	169.55	1st Class.
2	Vivian Gees/Noel Gees	FORD CAPRI	178.49	1st 3A
3	Dave Feron/Terry Gusterson	DATSUN 1600	179.04	2nd 3A
4	Andrew Zaver/Greg Zaver	DATSUN 1600	179.21	1st 3B
5	Greg Summerville/Martin Darch	DATSUN 1600	187.22	1st Novice.
6	Wayne Lemon/D.Hill	DATSUN 1600	188.37	2nd 3B
7	Ron Burns/Craig Smith	MAZDA RX-2*	189.09	3rd 3A
8	Phil McLoughlin/Graham Clark	TOYOTA COROLLA	189.16	1st Recog.
9	Henk Kabel/Tony Kabel	MAZDA RX-7*	189.21	3A
10	Jim Reddiex/Andrew Reddiex	CITROEN GS	192.34	2nd Recog.
11	Gary Batts/R. Kimmins	ISUZU GEMINI ZZ*	193.05	3rd Recog.
12	Barry Mann/Ian Young	DATSUN 1600	195.06	2nd Class.
13	Richard Anderson/Ed Hetherington	SUBARU BRUMBY	196.25	3rd 3B
14	D. Underwood/D. Underwood	DATSUN 1600	197.43	2nd Novice.
15	Tony Cox/D. Chaplin	TOYOTA COROLLA	199.31	3B
16	David Martin/Milton Kolas	DATSUN 1600	203.02	3B
17	Bruce Reville/Ray Edwards	PEUGEOT 504	203.23	3B
18	Alan Hill/Tony Hill	DATSUN 1200	203.57	3A
19	J. Madsen/S.Gillan	DATSUN 1600	205.43	3rd Novice
20	Michael Harrison/B. Rankin	DATSUN 1600	207.32	Novice
21	M. Clarke/S. Ross	DATSUN 1600	207.55	Novice
22	G. Johns/G. Young	DATSUN 1600	210.41	Novice
23	Terry Donovan/Ross Colledge	VOLKSWAGEN	212.05	Novice
24	G. Krause/M. Griffith	DATSUN 1600	215.18	Novice

62 Starters, 24 finishers Average Speed 64.7 KM/H.

John Shirley, David Clay, Keith Fackrell, Wilson Boyd and Mark Truskinger all completed the rally but ran out of late time.

Next round of the Q.R.C. is the Hi-way Motors Nissan Rally on the 3rd and 4th of May organised by the Townsville Sporting Car Club.



# GRAND PRIX MAZDA RALLY

March 15th/16th 1986

Round 1 Queensland Rally Championship

Round 2 Cibie - G.P. Cars Championship

Organised by ANN THOMPSON & Co. for the M.G. Car Club of Qld.

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## The Plight of the Phoenix

by Pete Smith

Rising from the ashes to return to navigating after 15 months I was very fortunate, thanks to the Rally Body Broker - Peter Garbett, to land a seat next to Townsvilles Ian Ogilvie, 85 times northern champion.

Upon first meeting Ian I found him a very shady character, coming from a hot spot like Townsville he doesn't believe even Mad Dogs or Englishmen should go out in the midday sun and he kept sliding behind the nearest bits of shade. At first I thought he might be a vampire. It was like navigating for Daryll Kelly when he was in his debtor avoiding phase.

Ian had two really awful looking old helmets on him and the scrutineers spent more time on them than anything else, they wiped away the mud from the 1954 Redex Trial and peered suspiciously at the wafer thin fibreglass.

There were hours to kill before the event started but they always seem to slide past so quickly. Ian, his brother and the two service boys down from Townsville had a big tuck in at McDonalds but with my stomach I had to be content with a bite of air.

Our vehicle was a Datsun 1200 Ute of more CC's. Two interested parties at the start asked me about the gearbox, well it did have one. A taut little ship and it was nice to know that in the event of an up and over all the spares in the back wouldn't be playing the anvil chorus on the back of my head. When I navigated for Roger Kimeklis he always did the stages with a large, glass, bottle of coke rolling around on the floor behind the navigator - O yes and a loaded revolver in the glove compartment !

Time to start. 62 cars faced a total distance of 392km of which 176km was competitive over 10 stages. Pat Hetherman was doing the start commentary and described us as "A lion guided by a donkey".

A long transport through Kilcoy to the service area at Moore. Here everybody (except Del Garbett - drats !) changed into their overalls for the serious stuff ahead and we all admired Russell Reads svelte Volvo PRC rally car.

After Service we came to a grinding halt when the fuel supply gave up, only for a minute but enough to cuase long faces.

The first stage set the scene. Dust like what you've never seen, I was up at the start control with the Milners bossing everybody about when Car No.1 Peter Glennie departed. Four driving wheels pushed clouds of dust up and the stuff just hung there. We were No.12 and it was like being No.80 anywhere else, later in the event the back numbers were actually getting bogged in the stuff.

We set off the Ute scrabbling for grip a bit. About 5km into the stage



somebody the shape of Laurie Garth (Fred Flintstone ?) had gone S.O. at a Right over Bridge, then 3 km later Mark Taylor was souring his championship chances by stopping at a Turn Very Hard Left (we were 10th already !) then the engine stopped again. And again and again - in the next 3 stages Ian changed everything but the headlining but it still wouldn't get the message.

One pointer to the intricate nature of the Benarkin forest had been the minute nature of the corrections to the road book. Changing to meant that Benarkins many junctions were out to trap the unwary and like a lot of other people we went off to the right briefly.

From what we saw it was a smooth fast event but it certainly sorted the entry out with the first 6 cars all failing, and 14 of the first 20 being non-finishers. Peter Glennie set the fastest time on the first 7 stages before he retired then Peter Marcovich took the lead until the finish. All these retirements brought a crowd of 'coming men' to the fore and the 2nd and 3rd place finishers were from the Advanced Clubman Class, the Feron/~~Gusterson~~ Datsun, the Zavers Datsun and in 4th place the Gees' far from PRC Capri.

On stage 4 we ground to a halt just round a ninety right so I hopped out with the small torch to slow people down. After about 30 cars had gone past the dust on the ridges was about 6 inches deep. Ian was changing the fuel pump twice (He subsequently discovered a burst diaphragm in the mechanical pump, a short circuit in the electric pump and the two spare pumps were from a different model car and just didn't reach the camshaft - so the Smith jinx was working overtime for all that to happen). Ian sucked about 2 gallons of Super (petrol) during the course of the night, I was praying he hadn't eaten curried baked beans in the recent past. We rigged up a gravity feed by throwing the bonnet in the back but by now the battery was flatus pancakium. Just as things looked like they couldn't get worse Peter Whalley arrived in search of Murray Coote. He kindly tugged us to the highway and we bump started it, then we got the Datsun to cough along until the 7th Cavalry arrived on a mission of mercy.

Back at the Rally H.Q. earnest people still in the event traded bandinage with the results team and I fell into foul company, Peter and Del Garbett & Co.

We went out for a 'Claytons' spectate and whilst sitting in the bush waiting Del caught a Possum (it either thought Del smelt like Mother or it was out delivering papers) and they wanted me to touch it but I've read about Stonefish. No rally cars arrived so we gave up, we did get a good look at Halleys Comet but it wasn't worth waiting up 76 years for.

After a snooze we travelled smoothly back to Bris in the TOYOTA LITE-SUPER ACE 30 TONNE TRUCK at 300 kmph, stopping only at Esk for a toasted sandwich that I could fair go right now, we crossed the magnificent Wivenhoe Dam and I reached home about 9am - just as The Incredible Mrs Smith was about to take my stuff down to the Flea Market.

Pete Smith LIFE MEMBER.

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224  
A01.17

7 March 1986

## Circular



### CIRCULAR TO 4WD AND CAR CLUBS

Dear Secretary,

We write to inform your club and members of details of the 1986 Wynn's Safari and to ascertain whether your club will be interested in manning a control for the event.

As the enclosed releases will indicate, this year's Safari will be conducted during the period 20 to 28 September.

The broad course, which remains a secret one to the competitors until each day unfolds, will travel north from Sydney and then pass through Central Queensland (areas close to Goondiwindi, Roma, Emerald, Townsville, Hughenden, Mt Isa) From Mt Isa it will pass into the Northern Territory (Tennant Creek - perhaps, Katherine) and so to Darwin.

A full field of 275 vehicles (including 75 motorcycles) is assured. Entries will be nominated by Mitsubishi, Porsche, Daihatsu, Old Man Emu, B.F. Goodrich, Honda and Yamaha; with factory support being given to a variety of commercial entries lodged by vehicle dealers.

We expect a number of overseas drivers and riders to participate in the Safari - current enquiries indicate well over 30!

We are completing negotiations for the Channel 7 Network to produce a documentary on the event, and we anticipate two (if not three) film crews from Japan.

Journalists from Japan, England and France have already made arrangements to come here for the event.

However, we cannot have an event without control officials!

Unfortunately, budgets cannot extend to paying for vehicle running costs - you will appreciate that over 100 control officials' vehicles at (say) \$500 per vehicle for fuel alone just cannot be met.

So we have to fall back onto volunteers!

Would your club consider manning a control as a club project?

This would mean taking several days leave and travelling some distance to the outback and being on location for 36 to





48 hours, in time to meet the 'set up' vehicles and waiting until the 'sweeper' comes through.

We require at least six people per control, travelling in two vehicles. One person is to be appointed 'in charge' and we will deal direct with this person as to procedures, paperwork, etc.

In return for this service, we will contribute a trophy to the club acknowledging its involvement, and the control identification that we provide can be retained as a 'memento'.

We will also provide the officials with the Official Programme issued prior to the event, and large door stickers for placement on their vehicles.

Your club could promote its involvement with the event in any way you see fit, and hopefully this could attract new members. If the club wishes to place a banner, or other signs, at the control location this is quite satisfactory with us. However, our official 'control' signs must be used as directed as the competitors will know them.

We will provide clocks - however, we will want these back!

All the nominated officials will be covered by personal accident insurance, free of charge. This cover is:

- \* \$10,000 death or permanent disability;
- \* and for income earners, \$200 per week for a maximum of 52 weeks.

Unfortunately, medical expenses cannot be insured these days due to new government regulations. However, Medicare covers most costs.

This cover is for officials whilst on duty and whilst travelling to and from their place of residence. If an official were to continue (say, onto Darwin) and not return directly home the cover will cease at the time of close of the control (when the 'sweeper' comes through).

Could you complete the enclosed questionnaire and return it to us as soon as possible, even if your club is unable to be associated with this exciting event.

If you have any enquiries please do not hesitate to contact us, asking for Mr John Keran in the first instance.

Tom Snooks  
Event Secretary.

NB : Questionnaire is at the clubrooms on the wall !!!!!!!!!!!!!!!!!!!!!



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BAILEY POWERLINE CONSTRUCTION MAPPING RALLY

March 22/23 1986

Organised by Laurie Garth for the B.S.C.C.

I forgot the snappy  
Title :- (HOW ABOUT)

NAVIGATIONAL  
NIGHTMARES

Here's a treat only 17 crews enjoyed, as neat a navigational event run under difficult conditions as you could wish for, and my fears of a map hopeless in detail and too full of traps went (almost) unfounded.

I haven't done a mapping event in 8 years (and it showed) but Craig Garth was stupid enough to invite me and I was silly enough to accept. I was acquainted with Craigs' car at the start, I'd never navigated in a car with a skull hanging from the rear mirror before and there was a little devil wrapped around the gearlever, more good luck charms than a blind bullfighter.

I took a copy of the instructions from the clubroom Start Control and Midge Garth looked worried and said "Which route are you taking?", to which I could only reply "I think I'll take the missus, she stuck by me through the drought".



MY WIFE RUNS TO A FIGURE AGED BY A FEW HOURS WITH CRAIG GARTH

We started off and headed north. I was very much head down in the office trying to make sense of a mixture of map references, tulips, logging compartments and mud maps. It wasn't tricky but painstaking accuracy was called for, a new field for me.

A pause at the start of the first competitive as nature dumped about a foot (2 hectares) of rain on us in about 20 minutes. Peter Marshall was navigating for Jim Reddiex and on one section he'd pedantically measured all possible

whips of route and 2 were exactly the same - drats I wish I could come out with these statements that have wizened old navigators nodding sagely, my excuse that we were taking the southern route because it was more scenic, sounded a bit flat.

Section 9 had a beginning, an end but no middle, the really ace navigators like Tony Best and myself had sorted it out but Laurie had to provide amended instructions for the plebs.

Car No.1 (that was us) could have started now but Craig had to be prised off of his girlfriend, Lithesome Linnoola, first. They were permanatly entwined like a couple of young Orang-Utans searching for grubs. Nothing got done to the car during the night, the Halda was useless, the map light failed, my seat collapsed, the skull fell off the mirror - but at every service break "CLANG" (they both had metal belt buckles) there they were looking like a violent head-on impact. At one time I counted five legs in there, more limbs than an Indian god.



When we did get underway we found that Laurie had given us an easy section to settle us in, and I was pleased to find the map accurate (what fools men are to put their trust in first impressions) apart from a broad dirt 'highway' that materialised in the middle of nowhere. A large fat black pig ran across our bows and I knew black cats were unlucky, and I can tell you now that black pigs mean "Beware of the Wrong Direction of Approach the young master". Allan Lawson only dropped 2 minutes on this section with Michael Bailey on 2½, we dropped 6 but I wasn't complaining as we were in the road car class running on street tyres and it was very slippery indeed. One problem we had was that the compass showed either North or North-East, nothing else, we daren't head south or west.

The 2nd competitive led to 75% of the runners getting a Wrong Direction penalty. And we all said the same thing, 'I saw a road on the right and then we were in the control before we knew it', yes it was the dreaded 'new alignment' making a mockery of the planned route. Among my excuses is that 5 minutes before I'd conted the lad down to a 90 left, abd we still spun in a huge greasy parabolic slide that left our nose in the lefthand ditch. I could see Jims' lights bearing down and just felt grateful he'd understeer with his front wheel drive. Still Jim and Peter disappeared in the wrong direction and I was probably still gloating when a triumphant youth shouted "Wrong Direction !" in my left ear.

Once a couple of sadistic youths had writted "WD" on a chaps sheet we trolled along to where Viv Gibson was starting something with a red-head - competitive section 3 to be precise. We had a wait until Car 'O' made a reappearance, and this gave everybody but the really smug ones like McLoughlin, Tony Best, Offer and Iain Stewart time to compare disaster WD stories.

The next section had aproblem - me ! There were cars everywhere, poking hopefully in the bushes, emerging out of long forgotten dead-ends. When I couldn't work out what or where I had a temper tantrum and chopped off a bit of route (thereby dropping 30 marks on a Visual Route Check - the four we'd collected said THE CAT ONA MAT but I couldn't make a guess what the missing one would say). \$16 an hour Esme Gibson was at the end of this section, she'd fallen for Guy Rope (does Viv know about this ?) and her back had gone all stiff, but not as stiff as her attitude when I offered financial inducement to increase my total of VRC's collected.

Then off to the first of many visits to the Service/Rally Headquarters layby where I thought we might rebuild the car ? CLANG - no chance.

The next control was run by the Milners and we were to see them several times during the night. This reminded me of a 'Stones Corner Motors Rally' run by Tony Best back in the darg akes where Allan Lawson had been the start of 4 stages in the Nerang forest and the fish of 3. Cars, on different stages but using a common piece of road, were starting 4 abreast, the instruction "Beware of rally cars approaching from the right" was fair dinkum. Anybody else would have been like a one armed Tripoli bricklayer but AL was imperturbable - not terribly accurate in our times of arrival and departure perhaps but imperturbable.

And so it continued. One time we followed 'Cuttsy' and Rod Browning, amazing to relate all their rear lights used to fail when they left the bitumen and got into the forest, must have been a poor earth !



Allan Lawson/Tony Best matched skills to lead until a disastrous section 13 found them relegated to 3rd overall. They moved to 2nd before the end behind Northern Districts Barry/Offer. 4th were Jim Reddiex/Peter Marshall, 5th Alan Cutts/Rod Browning, 6th Ross/Iain Stewart, 7th Michael Bailey/Brian Swinton, we came 11th after skipping most of the last section owing to an engine knock and 13th were Stephen Grant/Paul Crowley.

I had a lift back to Brisbane in the back of Andrew Reddiex's smooth Citroen. Only first we had to take the girlfriend home. Gosh it was embarrassing, I pretended to be asleep in the back, it sounded like a large octopus moving slowly down a wet pane of glass. Thank you the Collected Garths and Paul Fritz, Andrew and Craig Garth who managed the difficult task of keeping it on the island, and showed weird skills of push starting when the battery went flat.

LIFE MEMBER

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

Club Championships

<u>Rally Championship</u>	22/3	<u>Ladies</u>	<u>Off Road Champ (Cont)</u>	9/2	13/4		
1 Tony Best	11	Del Garb	18 = 7	Cathy Gurdon	2	7	9
= 2 Jim Reddiex	10	Chris Br	11	Phil Unicom		9	9
Peter Marshall	10	Linda Mi	10	?		9	9
= 4 Rod Browning	9	Cathy Gu	10	Norm Perring		9	9
Laurie Garth	9	Desley C	8	16 Robert Mowbray		8	8
Paul Fritz	9	Cindy Da	6	=17 Pat Collins	7		7
7 Iain Stewart	8	Lyn Mack	6	Desley Collins	7		7
= 8 Michael Bailey	7	<u>Club</u>		Rodney Sams	1	6	7
Brian Swinton	7	Tony Bes	11	James Sams	1	6	7
=10 Craig Garth	6	Alan McC	11	=21 Cedric Loy	6		6
Peter Smith	6	Ed van A	11	Geoff Loy	6		6
=12 Stephen Grant	5	Chris Br	11	=23 Doug McMillan	5		5
Paul Crowley	5	Jim Redd	10	Darren McMillan	5		5
<u>Motorkhana Champ</u>	16/2	Peter Ma	10	Hilton		5	5
1 Alan McConnell	11	Peter Ga	10	Hilton		5	5
2 Peter Garbett	10	Allan Ba	9	=27 Ed Hopkins	4		4
= 3 Allan Ball	9	Wilson B	9	Ian Baker	4		4
Wilson Boyd	9	George C	9	Dennis Brown		4	4
5 Craig Read	8	Rod Brow	8	=30 Stephen Jeffery	3		3
6 Neil Bennink	7	Laurie G	8	Noel Jeffery	3		3
7 Ray Evans	6	Paul Fri	8	Mick Shields		3	3
8 Del Garbett	5	Nev Tayl	8	=33 Donald MacArthur	1	1	2
9 Craig Garth	4	<small>BETTER ORGANISED NEXT MONTH</small>		Ian Ogilvie		2	2
10 Brendon Boyd	2			Del Garbett		2	2
<u>Off Road Championship</u>	9/2	13/4		Greg Nicoll, Alan Nicoll, Graham			
= 1 Ed van Amstel	11	10	21	Cran, Peter Lamb, Russell Mac-			
Chris Brand	11	10	21	Arthur, Gary Haeusler, Tim Cross,			
3 George Croucher	8	11	19	Allan Moore, Brian Field, J Will-			
4 Nev Taylor	8	9	17	is-Lynch, Kerry Wuth, John Roberts,			
5 Nicholas Reeves		11	11	Stephen Lovick, Paul Fleming,			
= 6 Jim Adness	10		10	Norman MacIntyre, Reg Carter, Pete			
Peter Meiers	10		10	Grimmond, Michael Mason, Cindy			
= 7 Ken Stevens	9		9	Dauth, John Brixey, Noel Singleton,			
Darryl Stevens	9		9	Mark Dolan, Ron Lange, Lyn Mackay,			
Russell Saxby	9		9	Jeff Shepherd, Rod Billing (9/2, 1)			
Gary Turner	9		9	Peter Wardrop, Mal Clarke, Peter			
Linda Miller	2	7	9	Grimmond, Gary Moedt, Darryl Smith,			
				Graham Gilkes		1	1



UPDATE

THE CIBIE/G.P.CARS RALLY SERIES  
FOR CLUBMAN AND NOVICE COMPETITORS

This series has been operating in Queensland since 1978 with the generous support of CIBIE, the manufacturer of automotive lighting as used on rally and road cars alike for many years. 1986 is no exception and this year the prize fund totals \$1500 split between cash, trophies and CIBIE products.

The object of the series is to foster this sport at the level where most are competing - the Clubman and Novice competitors. Grade 1 and 2 competitors tend to receive more than their share of prizemoney offered outright in most events so this series hopefully spreads the dollars a little more evenly.

This years series consists of five rounds of which four count towards the series. This gives each competitor one chance to have an off night or help on the organisation of an event without disadvantaging their chances.

To this time, two rounds have been run and the remaining rounds will be held in conjunction with the NDSCC QRC round, the IWMAC QRC round and the TAC QRC round.

The point score is the same as for the QUEENSLAND RALLY CHAMPIONSHIP with the exception that there is no recognition of PRC or Group G on their own i.e. points are allocated on the Clubman/Novice positions on each event, irrespective of the class of vehicle on the following basis: 15 points for first, 14 for second etc. through to one point for 15th.

The current points position is as follows after two rounds with a protest pending on the second round: (STOP PRESS : Protest upheld. Points as below)

V.Gees	30	H.Kabel	9	J.Madsen	2
A.Hill	17	J.Martin	8	R.Makela	1
D.Feron	14	T.Cox	8	M.Harrison	1
P.O'Brien	13	R.Anderson	8		
A.Zaver	13	R.Lattimer	7	(Allan Lawson is far	
T.Lewis	12	D.Underwood	7	too old to be a	
G.Summerville	12	D.Rea	6	Clubman !!!)	
W.Perker	11	M.Tomkins	5		
W.Lemon	11	D.Martin	5	Next Round May 24th	
D.Clay	10	S.Grant	4	N.D.S.C.C. Q.R.C. 4	
R.Burns	10	B.Reville	4		
A.Lawson	9	M.Jonkers	3	(Actually the third QRC though)	

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1986 AWA-CLARION RALLY OF NEW ZEALAND

The following page outlines a trip a number of club members are contemplating undertaking this July. The deadline for inclusion is fast approaching so, if you would like to be on this little excursion, please give me a call at work on (07)3569544. Rod Browning.







AUSTRALIAN TOURING CAR CHAMPIONSHIP (After 2)

WINS

1 Robbie Francevic (NZ)	VOLVO 240T	56
2 Tony Longhurst (QLD)	BMW 325i	39
3 Jim Richards (VIC)	BMW 635 CSI	36
4 Dick Johnson (QLD)	FORD MUSTANG	32
5 George Fury (VIC)	NISSAN SKYLINE	26
6 John Harvey (VIC)	HOLDEN COMMODORE	20
7 Graeme Crosby (NZ)	HOLDEN COMMODORE	17
8 Peter Brock (VIC)	HOLDEN COMMODORE	15
9 Gary Rogers (VIC)	BMW 325i	14

QUEENSLAND RALLY CHAMPIONSHIP (After 1)

NAVIGATORS

1 Peter Marcovich	1	SUBARU RX TURBO*	25	Greg Weale	25
2 Vivian Gees	3a	FORD CAPRI	24	Noel Gees	24
3 Dave Feron	3a	DATSUN 1600	22	Terry Gusterson	22
4 Andrew Zaver	3b	DATSUN 1600	20	Greg Zaver	20
5 Greg Summerville	4	DATSUN 1600	18	Martin Darch	18
6 Ron Burns	3a	MAZDA RX-2*	18	Craig Smith	18
7 Wayne Lemon	3b	DATSUN 1600	16	D.Hill	16
8 Henk Kabel	3a	MAZDA RX-7	15	Tony Kabel	15
9 Phil McLoughlin	2	TOYOTA COROLLA	13	Graham Clark	13
10 Gary Batts	2	ISUZU GEMINI ZZ*	12	R. Kimmins	12
11 Jim Reddiex	2	CITROEN GS	10	Andrew Reddiex	10
12 Barry Mann	1	DATSUN 1600	7	Ian Young	7
13 Richard Anderson	3b	SUBARU BRUMBY	5	Ed Hetherington	5
14 David Underwood	4	DATSUN 1600	3	D. Underwood	3
15 Tony Cox	3b	TOYOTA COROLLA	1	D. Chaplin	1

\* = P. R. C.

WORLD RALLY CHAMPIONSHIP (After 3)

MAKES

1 Juha Kankkunen (FINLAND)	Peugeot 205	28	1 Lancia	37
2 Henri Toivonen (FINLAND)	Lancia Delta	20	Peugeot	37
Joaquim Mouthino (PORTUGAL)	Renault 5	20	3 Audi	29
4 Timo Salonen (FINLAND)	Peugeot 205	15	4 Volkswagen	19
Marku Alen (FINLAND)	Lancia Delta	15	5 Ford	15
Carlos Bica (PORTUGAL)	Lancia Rally	15	6 Citroen	10
7 Hannu Mikkola (FINLAND)	Audi Quattro S1	12		
Kalle Grundel (SWEDEN)	Peugeot 205	12	Renault did not score	
9 Walter Rohrl (GERMANY)	Audi Quattro S1	10	makes points for winning	
10 Mikael Ericsson (SWEDEN)	Audi Quattro 90	10	Portugal.	

WORLD DRIVERS CHAMPIONSHIP (After 2)

1 Ayrton Senna (Brazil)	Lotus Renault	15
2 Nelson Picquet (Brazil)	Williams Honda	9
3 Nigel Mansell (Britian)	Williams Honda	6
4 Alain Prost (France)	McLaren TAG	4
Jacques Laffite (France)	Ligier Renault	4
6 Keke Rosberg (Finland)	McLaren TAG	3
Rene Arnoux (France)	Ligier Renault	3
8 Teo Fabi (Italy)	Benetton BMW	2
Martin Brundle (Britian)	Tyrrell Renault	2
Gernard Berger (Austria)	Benetton BMW	2



## VIDEO REVIEW

### 1985 1000 LAKES AND R.A.C. RALLIES.

The film of the 1985 Rally of the 1000 Lakes starts off with highlights from the '83 and '84 events with some very spectacular footage of Lancia Rally's etc. set to some stirring music. There is one top shot of that well known Irish rally driver Tim O'Salonen in the 240RS executing a huge Scandinavian flick up to a right hander across a bridge-half a mile I think. The rally itself is centred in the university town of Jyväskylä (pronounced 'you vascular') and is of course a round of both the Drivers and Manufacturers titles.

Peugeot entered the new evolution 205's for Salonen and new boy Kalle Grundel (after Vatanen's crash), Audi had the new Sport S1, otherwise known as the Batmobile (after seeing this video you'll know why) for Blomqvist and Mikkola, and Lancia had the old 037's for Marku Alen and Henri Toivonen. Toyota Celica's were in the hands of Waldegard and Kankkunen. The first day of the event was highlighted by lots of rain but this doesn't seem to deter the drivers at all. The speed of the Peugeot on wet gravel is mind boggling. After day 1 Alen led by 7 seconds, Toivonen went off on the first stage (gee that's unusual!) and the Golf's were leading Group A which eventually fell to the Audi 80 Quattro.

One of the oldest drivers in the rally, Hannu Mikkola, was fastest over the longest stage but after the weather had fined up and after the completion of all the special stages, Salonen had won from Blomqvist with Alen third. This tape goes for about 30 minutes and the commentary and pace is quite O.K. while visually the cars are amazing, especially the Quattro with steam spewing out of the brakes and of course the famous 'yumps' are as spectacular as ever.

Lancia chose the R.A.C. Rally to debut their S4 4WD car in the World Championship as did ARG with the Metro. Malcolm Wilson and Tony Pond did the driving chores for ARG whilst all the other teams were as per 1000 Lakes with the addition of Rohrl in an S1 which he rolled on the 2nd day. The camera was almost in the right spot for another roll, that of Grundel's Peugeot which he managed to put off the road and into some trees. We see Grundel emerge dazed from the car whilst some officials try and find Terry Harryman who they think might be injured but was only looking for his smokes! When he finally does appear you'll notice that he is still wearing a neck brace after his Argentina crash.

We get an interview with Alen who is leading the event after 3 days but he is almost incoherent. Pond makes a great debut for the MG, running second for much of the event then finally finishing third. After watching these cars for a while one begins to realise how really UGLY they are compared to say an Opel Manta or even BDA Escort. One interesting fact we learn is that the seats in the Lancia are worth £4000! Alen led the rally for a long time but ended up 2nd at the end, behind teammate Toivonen who had numerous accidents and dramas along the way. Even after replaying the last part of the tape over and over I still can't figure out what happened to Alen's lead which at one stage was four minutes. The commentator neglects to inform us as to why Alen lost. The commentary overall is poor, the chap repeats himself often. The drivers reckon the event was too rough and long, they say a winner can be found over a much shorter distance. The crowd on the first day was 200,000 on the 'Mickey Mouse' special stages.

This tape goes for 1 hour which is too long and the general standard is not up to that of the 1000 Lakes which I think was made by a different production company. Both tapes are available for hire along with various others, at G.P Cars.



CLUB OFFICIALS

PHONE NUMBERS

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PATRON.....	THE HON. SIR JAMES KILLEN	K.C.M.G.		
PRESIDENT.....	BRIAN SWINTON	848 4558	44 8061	
VICE PRESIDENT.....	PETER MARCOVICH	395 1484	390 5907	
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CLUB CAPTAIN.....	WILSON BOYD	38 1639		
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(MEET 1st Tuesday	MICHAEL BAILEY	PAUL FRITZ		
each mth.7.30 pm)	PETER JOHNSON	CHRIS LANE		
	CEDRIC LOY	SANDRA MILNER		
	ROD SAMS	KEN SMITH		
	JANELLE SVENSON	PHIL UNICOMB		
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CAMS DELEGATE.....	PETER MARCOVICH	395 1484	390 5907	
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AUDITOR.....	NEV JOHNSON	266 8241		
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REGISTRAR.....	PETER SMITH	379 2066	379 6182	
EDITOR.....	PETER JOHNSON	397 5784	844 1800	
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## BRISBANE SPORTING CAR CLUB LIMITED.

PROPOSED CALENDAR FOR 1986.

APRIL	23rd	NIGHT RUN. DIRECTOED BY WILSON BOYD - FIRST NIGHT RUN OF THE YEAR. SO BE IN IT..... PENCIL,TORCH AND A GOOD NAVIGATOR WILL HELP.
	27th	T.S.C.C. Q.M.C. MOTORKHANA CHAMPIONSHIP 4
MAY	3rd	T.S.C.C. RALLY Q.R.C. 3
	4th	<u>B.S.C.C.MOTORKHANA</u> - Director ALAN McCONNELL - Please contact him re venue (h 379 2754 w 345 5834)
	19th	OFF ROAD DIRECTOR'S SCHOOL - GARRY CONNELLY 7.30 p.m. B.S.C.C. Clubrooms. see inside for further details.
	26th	OFF ROAD DIRECTOR'S SCHOOL - GARRY CONNELLY 7.30 p.m. B.S.C.C. Clubrooms.
	24th/25th	RENAULT RALLYE SPORTIVE. Supp.Reggs at Clubrooms for those wishing to enter and not CAMS Rally Licence holders
JUNE	1st	I.W.M.A.C. SPRINT RALLY HPAE 1
	14th	N.D.S.C.C. RALLY Q.R.C. 4
	22nd	INTERCLUB MOTORKHANA
	29th	<u>B.S.C.C. 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	<u>B.S.C.C. 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	<u>B.S.C.C. RALLY Q.R.C. 6</u>
	17th	<u>B.S.C.C. 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	<u>B.S.C.C.C. LONG COURSE OFF ROAD</u>
	14th	H.S.C.C. QLD. MOTORKHANA CHAMPIONSHIP 8 C.A.C.A. SPRINT RALLY 5
	20th/21st	I.W.M.A.C RALLY Q.R.C. 7
OCTOBER	11th	R.C.C.Q. SPRINT RALLY 6
	18th	N.D.S.C.C. MAP RALLY
	19th	<u>B.S.C.C. LONG COURSE OFFROAD</u>
	26th	AUSTRALIAN GRAND PRIX ADELAIDE.
NOVEMBER	1st	G.C.T.M.S.C. RALLY
	16th	<u>B.S.C.C. SPRINT RALLY 7</u>
	29th/30th	<u>B.S.C.C. 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.

NB. May 18th set down for BSCC's QMC round has had to be postponed. Details as soon as new date confirmed by CAMS.

INVITATION received from GRAFTON SPORTING CLUB to participate in their HILLCLIMB MOUNTAINVIEW. 4th MAY 1986 10 km from Grafton starting 10.15 am Supp. Regs on Notice Board -only copy.





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