

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



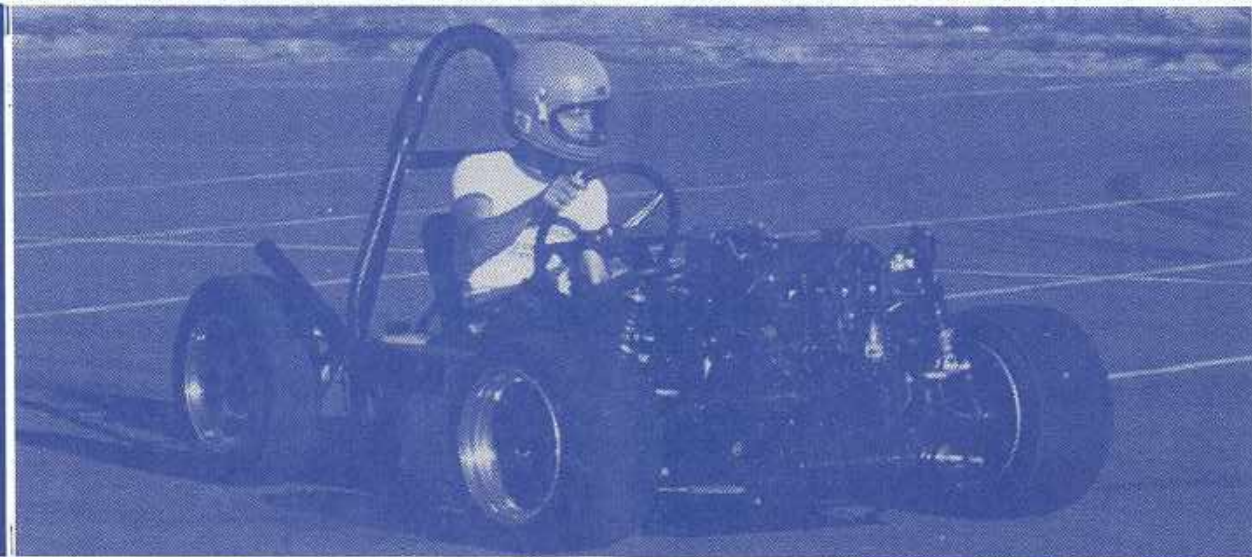
RALLY

OFF ROAD



OFF ROAD

MOTORKHANA

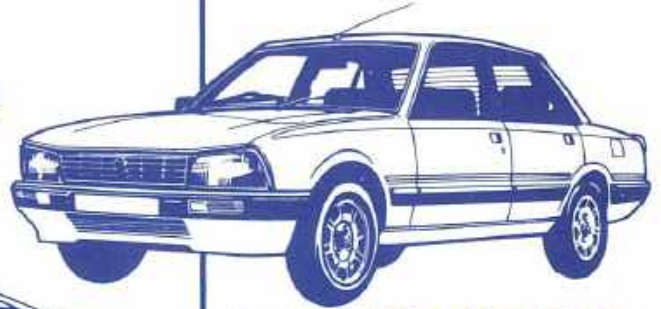


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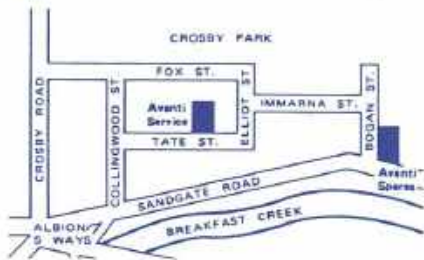
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STRAIGHT ON

We've recently had a bit of trouble finding advertisers for the next twelve months of the magazine with new support coming from John Barnes & Co. and Avanti Spares only. They join the existing Keema Automotive group, Maxim Motors, Diff Lapping Co., Murray Coote Automotive, Castrol, G.P. Cars, Custom Off Road Components and Motorama Toyota Genuine Parts. The support of these companies is very much appreciated but we still have a full page to fill up.

If we can find ten people who would put something as simple as a facsimile of their business card on a page we could fill it up. Cost would be \$25 a year.

If you would like to participate then ring Esme and if we get enough then your ad will appear in the next issue. Or if you have a sponsor who you would like to keep take a 1/4 page with a photo of your car and a big plug for your sponsor.

Sponsorship is more than just writing someones name on the side of a car and forgetting about it. If you look after your sponsor then this naturally increases your chances of keeping him.

There have been a lot of rumblings lately about the possibilities of compulsory driving suits in rallies. I must admit I'm one of the guilty ones who wears only jeans and jumper but if I had to by the rules then I would certainly buy one.

It's funny how we always seem to have enough to spend on a new bit for the car but leave personal safety at the bottom of the list. Also there's nothing worse than seeing a photo in World Rallying for example of someone of the calibre of David Officer or Greg Carr and all there wearing is a T-shirt and jeans. It doesn't create much of an impression of the sport in Australia in the eyes of our European counterparts. And it also doesn't create much of an impression in the eyes of the general public I wouldn't think. Be warned. Be ready for compulsory fire resistant suits within the next two years I reckon. A good thing it would be too.



We recieved this photo in the mail a if you look closely you'll recognise M. M. (He's the one driving). With him is an anonymous friend and they are pictured competing on a recent night run in Sydney.

I don't think it's nice to send such incriminating evidence to a magazine. Should have sent it to CAMS!!

RUMOUR DEPT.

Next year may see not one but two Alfa GTV's competing in Queensland.

Stay tuned for further details.....

NEW RALLY CARS

The new Alfa Romeo 75 Quadrifoglio has just been introduced to rallying in Europe. It is currently being run with the old V6 motor as used in the GTV6, until the 1.8 twin-cam injected turbo is homologated in September, in Group A of course.

The 75 is 11cm longer in the wheelbase than the GTV but only has 7-9 cm of suspension travel as has the GTV. The V6 is putting out about 230 BHP with the cars weight at 1000 kg and the turbo 4 should put out 160 BHP at 1.1 bar and about 300 at 1.5! The 4 banger is also 50 kg lighter than the V6.

Also recently homologated is the Renault 11 Turbo which is Front wheel drive and puts out about 200 BHP with a single carburetor but with the addition of fuel injection and a bigger turbo should produce 230-240 which must be near the ultimate for a front wheel drive rally car. Jean Ragnotti drove one to 4th outright in Corsica.

OTHER BITS : On the recent Shell Donegal International Rally, three Ford Sierra Cosworths started the event. One retired when the alternator bracket broke, leading to headgasket failure, the second had the rear suspension break, a broken engine mount and radiator troubles and the third also retired with broken rear suspension.....

The event was won by Billy Coleman in a Metro ahead of a 240RS....

Also held recently was the Scottish rally and that was won by Mikeal Sundstrom in a Peugeot 205 GpB, 6mins ahead of Mark Lovells

Rs200 despite Lovells roll which everyone no doubt saw on WWS.....

Louise Aitken-Walker continues to impress with a fine 6th O/R in her 240RS..... 1st in Group A was an Audi Quattro 80 only 33 seconds ahead of Pentti Airikkala's Vauxhall Astra GTE after over 4 hours of competitiveness.....

Rex Muldoon (the Aussie) had a good result to come home 21st O/R and 1st in the under 1600cc Gp.A class . There were 118 starters all up..... Some interesting Group A cars competing included Audi 90 Coupe, Volvo 240T, Ford Escort RS Turbo, Opel Manta, Subaru RX Turbo, Rover Vitesse, Honda Civic 16v, Nissan Bluebird, Peugeot 205 and Talbot Sunbeam.....

B.P. IS BACK

The Light Car Club of Australia have announced that BP are to sponsor the 1986 Alpine Rally which is being held in the Bright area in North-Eastern Victoria.

The association between BP and the LCCA goes back to the early Sixties when they ran the BP Rally of South Eastern Australia. Lubricants marketing manager for BP, Phil England, said that BP see this as the start of a continuing association with rallying at all levels.

The event shall now be known as the "BP VISCO BRIGHT ALPINE".and is the final round of the '86 Australian Rally Championship. I can see a horde of Queenslanders heading down either to spectate or compete. 20 kms of Tarmac for one section.

AUGUST NIGHT RUN 6/8/86

This event, organised by Alan McConnell and Don Tainton, took crews to the Brookfield and Pullepvale areas and used some top roads. First placed were Chris Brand and Ross Kiehne equal with Ronnie Burns/Tom Smith. Equal third were Peter Johnson/Brett Wright and David Jamieson /Kathy Jamieson. The Burns/Smith entry beat us despite us using the 'turn the lights off' method of non-detection.

We saw the little Colt many times but a particularly hard to find fertiliser sign slowed competitors. We ended up going back for a look after completing the rest of the run and found it then. No-one got everything right with the first placed crews -2 and 3rd placed -3. Cameron Garth/Arnie Hertz placed 5th.

A very enjoyable event even though we nearly didn't make it past Milton when a jerk decided to turn right from the middle lane. We were in the RH lane and only after a massive lock up in the big Falcon did we manage to avoid the fool.

LOCATION DETAILS:

FROM TARA HEAD EAST ON THE TARA/MOONEY DEVELOPMENT ROAD,
4 KM TURN RIGHT INTO MCLEODS ROAD, TRAVEL APPROX. 9 KM
TO PROPERTY ENTRY GATE, MARKED ON LEFT (NOT THE HOMESTEAD GATE).
FROM DALBY: APPROX. 47 KM ON MOONEY HIGHWAY TURN RIGHT INTO
TARA DEVELOPMENT ROAD, TRAVEL APPROX. 35KM THEN TURN LEFT INTO
MCLEODS ROAD, TRAVEL APPROX. 9 KM TO PROPERTY ENTRY GATE, MARKED
ON LEFT (NOT THE HOMESTEAD GATE).
MCLEODS ROAD JUNCTION WILL BE "BUNTED".

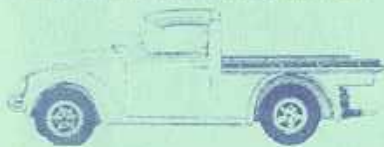
TARA OFF ROAD ENDURO

6-7.9.86

PROLOGUE 6th. SUNDAY 7th START
12.30pm 9.00am.

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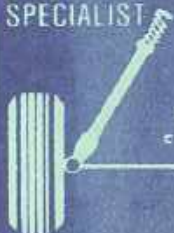
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CLUB MOTORKHANA - MT. OMMANEY

Organised by Don Tainton

TEST 1 DOUBLE LOOP

1	Ray Kemp	DATSUN 1600	27.05
	Don Tainton	DATSUN 1600	27.35
2	Chris Lane	FIAT X1/9	28.00
3	Keith Butcher	COROLLA	28.09
4	Wilson Boyd	DATSUN 1600	28.65
5	Alan Ball	DATSUN 1600	29.44
6	Brendon Boyd	DATSUN 1600	29.58

TEST 2 SERPENTINE

1	Ray Kemp	DATSUN 1600	25.73
2	Keith Butcher	COROLLA	26.74
	Don Tainton	DATSUN 1600	26.87
3	Chris Lane	FIAT X1/9	27.96
4	Alan Ball	DATSUN 1600	28.00
5	Wilson Boyd	DATSUN 1600	29.45
6	Brendon Boyd	DATSUN 1600	29.87

A good start for Ray Kemp with two fastest times. It won't be long Wilson and he'll be giving you a real hard time, only .4 behind in Serpentine! Go Brendon.

TEST 3 BUTTERFLY

	Don Tainton	DATSUN 1600	26.69
1	Keith Butcher	COROLLA	27.86
2	Ray Kemp	DATSUN 1600	28.85
3	Alan Ball	DATSUN 1600	28.92
4	Wilson Boyd	DATSUN 1600	29.33
5	Chris Lane	FIAT X1/9	31.91
6	Brendon Boyd	DATSUN 1600	32.03

TEST 4 CRAZY SQUARE

1	Ray Kemp	DATSUN 1600	19.22
	Don Tainton	DATSUN 1600	19.25
2	Keith Butcher	COROLLA	20.86
3	Alan Ball	DATSUN 1600	21.16
4	Wilson Boyd	DATSUN 1600	21.79
5	Chris Lane	FIAT X1/9	21.91
6	Brendon Boyd	DATSUN 1600	22.81

Chris Lane apparently came only to spectate but was talked into having a go in the little Fiat which he reckons has "heaps of understeer".

AFTER 4 - Don 100.16, Ray 100.85, 'KB' 103.55, Alan 107.52, Wilson 109.22, Chris 109.78, Brendon 114.29. I won't hide it - Don got a W.D. in the first go at Test 3.

TEST 5 TREFOIL

1	Ray Kemp	DATSUN 1600	22.00
	Don Tainton	DATSUN 1600	22.19
2	Keith Butcher	COROLLA	22.81
3	Alan Ball	DATSUN 1600	24.00
4	Chris Lane	FIAT X1/9	28.17
5	Wilson Boyd	DATSUN 1600	28.67
6	Brendon Boyd	DATSUN 1600	28.77

TEST 6 HOPKIRK

	Don Tainton	DATSUN 1600	31.39
1	Ray Kemp	DATSUN 1600	32.17
2	Alan Ball	DATSUN 1600	32.70
3	Keith Butcher	COROLLA	34.08
4	Brendon Boyd	DATSUN 1600	40.80
5	Wilson Boyd	DATSUN 1600	40.97
6	Chris Lane	FIAT X1/9	43.62

He ~~did~~ did it Wilson. Pipped by .17 of a second. Revenge is yours Wilson!

TEST 7 TEE SLALOM

1	Ray Kemp	DATSUN 1600	17.88
	Don Tainton	DATSUN 1600	18.56
2	Keith Butcher	COROLLA	18.70
3	Alan Ball	DATSUN 1600	20.04
4	Wilson Boyd	DATSUN 1600	21.63
5	Chris Lane	FIAT X1/9	21.74
6	Brendon Boyd	DATSUN 1600	22.87

RESULTS

				CLUB POINTS
	Don Tainton	DATSUN 1600	172.30	9
1	Ray Kemp	DATSUN 1600	172.87	11
2	Keith Butcher	TOYOTA COROLLA	179.14	
3	Alan Ball	DATSUN 1600	184.26	10
4	Wilson Boyd	DATSUN 1600	200.49	9
5	Chris Lane	FIAT X1/9	203.31	8
6	Brendon Boyd	DATSUN 1600	206.73	7

A very close go for the lead between Don and Ray with Don coming out on top by only half a second. A pretty dismal entry but one of the problems of motorkhanas has been spasmodic venues and dates. Now we have the Centenary Shopping centre on a permanent basis and the dates are in the back of the mag. Also we hope to have access to a grass venue with HSCC soon.

KEEMA

CLASSIC RALLY

AUSTRALIAN RALLY CHAMPIONSHIP 4

QUEENSLAND RALLY CHAMPIONSHIP 4

Rain, rain, rain. Will this event ever have a bit of luck with the weather? I can just imagine how Director Jim Reddiex felt when he was told that the whole Imbil-Kenilworth area was unable to be used in the rally, only two days before the event.

Obviously there had been much more rain fall in that area than in Brisbane in the period before the rally and the forester decided his roads would not be used by rally cars, in there saturated condition (the roads that is). To the rescue came the Beerburum forestry who allowed the roads that were being used in the day sections to be used again at night. This whole operation lost about 70-80 km from the rally competitive. The organising committee and anyone else who was standing around at the time were massed and attacked the problem of producing a new route chart for all of the Saturday sections. Therefore crews didn't get the route charts until the start at Mt. Coottha but I don't think this caused any major problems.

The entry this year was back to its usual high standard after a few prominent names were missing last year. The car 1 spot went to the Officers in the Starion who were leading the ARC prior to this event with the great Greg Carr back in Queensland this time in the Alfa GTV6 at Car no. 2. Wayne Bell was next in the immaculate Corolla which I want very badly followed by the first of the 'tractors' - the Peter Clark Subaru. Andrew Murfet was debuting the Familia BFMR and the local stars were headed by Coote, Brown, Glennie and Hendrickson. The only other Group G car capable of a win was the Marc Roach Datsun. On the QRC side of things Peter Marcovich had to do reasonably well to keep his title hopes alive and for Coote it was essential that he be at least 1st or 2nd Queenslander to have any hope of a QRC win this year. Both Viv Gees and Peter Glennie also figured prominently in the points table, Gees leading and Glennie well placed.

Things got off to an earlier than usual start due to the large number of daylight stages and the scene at Mt. Coot-tha was the usual crowded one with Competitors, service crews and spectators adding to the big occasion atmosphere.

SECTION 1 THE QUARRY ROCK 3.27 KM

1	ATKINSON	NC	2.50	25	SUMMERVIL	3A	3.09		THOMPSON	4	3.20
2	COOTE	NC	2.51	26	FRITTER	2	3.11	50	JEANERET	4	3.21
3	OFFICER	NC	2.52		HILL	3A	3.11		F.BALL	4	3.21
	GLENNIE	1	2.52		JOHNSON	3A	3.11	52	HOLLINGTO	4	3.22
5	CLARK	NC	2.53	29	BATTS	2	3.12		GUYATT	3B	3.22
	BROWN	NC	2.53		KAHLER	2	3.12		JONES	4	3.22
7	CARR	NC	2.55		WILLIAMSO	3B	3.12	55	CLAY	4	3.23
	W.BELL	NC	2.55	32	BURNS	3A	3.13	56	BRYSON	4	3.25
	MURFET	NC	2.55		SHIRLEY	3B	3.13	57	CADELL	3B	3.26
	GRAY	1	2.55		REDDIEX	3B	3.13		DUCKWORTH	4	3.26
11	LOWE	NC	2.56	35	KRAUSE	4	3.14	59	LEWIS	3B	3.27
	ROACH	1	2.56	36	BAILEY	3A	3.15		GRIFFITH	4	3.27
13	HENDRICKS	1	3.00	37	HETHERMAN	3B	3.16		REDDING	4	3.27
	HARVEY	1	3.00	38	SCOTT	1	3.17	62	DODKINS	4	3.28
	KEYS	2	3.00		SUDIRO	2	3.17	63	DUMMETT	4	3.29
16	MARCOVICH	1	3.01		SIMPSON	3B	3.17	64	JONKERS	4	3.31
	OGILVIE	1	3.01		CROSS	3B	3.17	65	M.FRITZ	4	3.34
18	STEWART	2	3.03		P.BALL	4	3.17		MCDOWELL	4	3.34
19	R.BELL	2	3.05	43	R.REID	3A	3.18	67	NEIL	4	3.39
	COOK	3B	3.05		FACKRELL	3A	3.18	68	KREBS	4	3.41
21	MANN	1	3.06		ANDERSON	3A	3.18		CRANE	4	3.41
	JOHANSON	2	3.06	46	CUMPSTON	3B	3.19	70	ZAGAMI	4	4.07
	GEES	3A	3.06		HARRISON	4	3.19				
	FERON	3A	3.06	48	HORNE	3B	3.20				

KEEMA CLASSIC (Cont.)

Atkinson was visibly quicker coming out of the first hairpin, when watching a video of the quarry after the event, than others seen on the tape. Drama for late entrant Stewart Reid when he rolled after something broke on a corner. The Briscoes, Alexander and Kev Lingard were all non-starters. A huge crowd were on hand to witness this popular stage as were all the TV stations. And it's free as well.

SECTION 2 GEMINI 10.05 KM

1	CARR	NC	7.23	FRITTER	2	8.18	HARRISON	4	9.07
2	W.BELL	NC	7.28	SUMMERVIL	3A	8.18	48 R.REID	3A	9.10
3	ATKINSON	NC	7.37	26 KEYS	2	8.19	49 MCDOWELL	4	9.12
4	MURFET	NC	7.39	HILL	3A	8.19	50 HOLLINGTO	4	9.15
5	COOTE	NC	7.46	28 COOK	3B	8.21	51 HORNE	3B	9.21
6	OFFICER	NC	7.49	29 BAILEY	3A	8.22	JONKERS	4	9.21
	GLENNIE	1	7.49	DUMMETT	4	8.22	53 DODKINS	4	9.23
8	CLARK	NC	7.51	31 JOHNSON	3A	8.32	54 ZAGAMI	4	9.28
	LOWE	NC	7.51	32 BATTS	2	8.34	55 DUCKWORTH	4	9.33
10	JOHANSON	2	7.55	33 FERON	3A	8.40	56 BRYSON	4	9.34
	GEES	3A	7.55	34 BURNS	3A	8.41	57 F.BALL	4	9.37
12	ROACH	1	7.58	35 JONES	4	8.46	58 HETHERMAN	3B	9.41
13	HARVEY	1	7.59	36 SIMPSON	3B	8.50	59 CRANE	4	9.44
14	BROWN	NC	8.00	37 REDDIEX	3B	8.51	60 KREBS	4	9.50
15	SUDIRO	2	8.04	38 WILLIAMSO	3B	8.52	61 CLAY	4	9.54
16	R.BELL	2	8.10	39 GUYATT	3B	8.53	62 KRAUSE	4	9.57
	KAHLER	2	8.10	THOMPSON	4	8.53	63 M.FRITZ	4	10.02
18	MARCOVICH	1	8.12	41 FACKRELL	3A	8.54	64 REDDING	4	10.03
19	GRAY	1	8.13	CADELL	3B	8.54	65 NEIL	4	10.10
20	SCOTT	1	8.14	43 SHIRLEY	3B	8.59	66 GRIFFITH	4	10.13
21	OGILVIE	1	8.16	44 CROSS	3B	9.05	67 ANDERSON	3A	12.45
22	MANN	1	8.17	45 CUMPSTON	3B	9.07			
23	STEWART	2	8.18	JEANERET	4	9.07			

SECTION 3 BURRUM 9.93 KM

1	COOTE	NC	7.44	FERON	3A	8.18	47 JEANERET	4	9.08
2	ATKINSON	NC	7.45	COOK	3B	8.18	48 GUYATT	3B	9.09
3	MURFET	NC	7.46	26 KEYS	2	8.24	49 ANDERSON	3A	9.12
4	LOWE	NC	7.50	27 OGILVIE	1	8.29	50 MCDOWELL	4	9.14
5	CARR	NC	7.51	28 BAILEY	3A	8.31	51 CROSS	3B	9.19
6	GLENNIE	1	7.52	29 SIMPSON	3B	8.33	NEIL	4	9.19
7	OFFICER	NC	7.54	30 BURNS	3A	8.34	53 DUCKWORTH	4	9.20
8	BROWN	NC	7.57	31 WILLIAMSO	3B	8.36	54 DODKINS	4	9.26
9	CLARK	NC	7.59	JOHNSON	3A	8.36	55 HORNE	3B	9.27
10	JOHANSON	2	8.00	SHIRLEY	3B	8.36	DUMMETT	4	9.27
11	MARCOVICH	1	8.04	34 BATTS	2	8.39	F.BALL	4	9.27
12	HARVEY	1	8.08	35 STEWART	2	8.43	JONKERS	4	9.27
13	W.BELL	NC	8.09	36 JONES	4	8.44	59 CRANE	4	9.30
14	GEES	3A	8.10	37 KRAUSE	4	8.46	60 CLAY	4	9.34
15	ROACH	1	8.12	38 CADELL	3B	8.49	BRYSON	4	9.34
16	FRITTER	2	8.13	39 HETHERMAN	3B	8.52	62 KREBS	4	9.37
17	GRAY	1	8.14	40 FACKRELL	3A	8.53	63 M.FRITZ	4	9.42
18	R.BELL	2	8.15	41 R.REID	3A	8.58	64 GRIFFITH	4	9.52
	HILL	3A	8.15	42 SUDIRO	2	9.01	65 REDDING	4	10.03
20	SCOTT	1	8.16	43 CUMPSTON	3B	9.02	66 ZAGAMI	4	17.27
	SUMMERVIL	3A	8.16	THOMPSON	4	9.02	67 HOLLINGTO	4	20.00
22	MANN	1	8.17	45 REDDIEX	3B	9.03			
23	KAHLER	2	8.18	HARRISON	4	9.03			

KEEMA CLASSIC (Cont.)

SECTION 4 BEERWAH PUTTER 10.85 KM

1	COOTE	NC	7.26	23	MANN	1	8.26	45	ANDERSON	3A	9.09
2	MURFET	NC	7.39	24	STEWART	2	8.27	46	SHIRLEY	3B	9.17
3	CARR	NC	7.40	25	SCOTT	1	8.28		F.BALL	4	9.17
	ATKINSON	NC	7.40	26	FRITTER	2	8.29		DUCKWORTH	4	9.17
5	OFFICER	NC	7.42	27	BATTS	2	8.40	49	CADELL	3B	9.22
6	LOWE	NC	7.45	28	BURNS	3A	8.41	50	BRYSON	4	9.23
7	KEYS	2	7.48		JONES	4	8.41	51	DODKINS	4	9.26
8	BROWN	NC	7.51	30	CROSS	3B	8.45	52	KRAUSE	4	9.30
9	CLARK	NC	7.57	31	GEES	3A	8.46	53	KREBS	4	9.32
10	JOHANSON	2	8.00		DUMMETT	4	8.46	54	GRIFFITH	4	9.35
11	GRAY	1	8.01	33	SUDIRO	2	8.47	55	CRANE	4	9.41
12	MARCOVICH	1	8.05	34	REDDIEX	3B	8.48	56	NEIL	4	9.45
13	HARVEY	1	8.06	35	FACKRELL	3A	8.49	57	M.FRITZ	4	9.48
14	GLENNIE	1	8.07		HARRISON	4	8.49	58	ZAGAMI	4	9.50
15	ROACH	1	8.08	37	THOMPSON	4	8.50	59	REDDING	4	10.00
16	FERON	3A	8.14	38	CUMPSTON	3B	8.51	60	MCDOWELL	4	14.05
17	R.BELL	2	8.17	39	JOHNSON	3A	8.53	61	HILL	3A	17.29
18	KAHLER	2	8.20		HORNE	3B	8.53	62	HOLLINGTO	4	21.00
19	BAILEY	3A	8.21	41	CLAY	4	8.56		SIMPSON	3B	21.00
20	COOK	3B	8.22	42	JEANERET	4	8.57				
21	OGILVIE	1	8.23	43	R.REID	3A	9.01				
22	SUMMERVIL	3A	8.25	44	GUYATT	3B	9.02				

Some crews were asking whether the section up to Beerburrum was a competitive or a transport upon arriving at the control-spirited timing indeed! Ron Hendricksons rally ended in SS2 when a halfshaft broke and he was joined in the retirement list by Peter Ball who had overheating troubles in his freshly rebuilt Datsun, and Terry Lewis.

Terry's dramas started in the week prior to the rally when his car was all but written off by a driver other than Terry, who was away. The Westfield Escort was worked on non-stop from Wednesday and was painted at 4.00pm Friday. The crew were still working at 1.00am on rally morning! The handling was all wrong at the quarry and there were wheel balance problems up to the forest, the engine was cutting out, loss of engine oil occurred and all these problems forced the retirement of the car.

It was a good effort even to get there and thanks are due to Bears Body Works.

The first two Beerburrum stages were pretty rough but SS4 was real fast. The sight of a gaggle of golfers looking up from their struggles with a golf club as we roared past flat in top within 50 metres of them is one that will remain with me forever.

We lost Wayne Bell, Paul Williamson, Stephen Hetherman and Martin Jonkers in SS3 & 4.

SECTION 5 LANDSBOROUGH 11.51 KM

1	OFFICER	NC	6.30	22	FRITTER	2	6.58	43	DUCKWORTH	4	7.48
	CARR	NC	6.30		BURNS	3A	6.58	44	GRIFFITH	4	7.52
	CLARK	NC	6.30	24	DUMMETT	4	7.03	45	SCOTT	1	7.54
	ATKINSON	NC	6.30	25	BATTS	2	7.06		COOK	3B	7.54
	LOWE	NC	6.30		GEES	3A	7.06	47	BRYSON	4	7.57
	COOTE	NC	6.30	27	SUDIRO	2	7.08	48	CRANE	4	8.00
	ROACH	1	6.30	28	R.REID	3A	7.10	49	ZAGAMI	4	8.05
	GRAY	1	6.30	29	JOHNSON	3A	7.11	50	DODKINS	4	8.12
9	MURFET	NC	6.32	30	CADELL	3B	7.13	51	F.BALL	4	8.18
10	BROWN	NC	6.34	31	CROSS	3B	7.22		M.FRITZ	4	8.18
	GLENNIE	1	6.34	32	THOMPSON	4	7.26	53	HARVEY	1	8.22
12	MARCOVICH	1	6.35	33	FACKRELL	3A	7.27	54	KRAUSE	4	8.26
13	STEWART	2	6.40	34	JONES	4	7.28	55	KREBS	4	8.37
	JOHANSON	2	6.40	35	CUMPSTON	3B	7.29	56	HARRISON	4	8.38
15	KEYS	2	6.46	36	REDDIEX	3B	7.30	57	CLAY	4	8.40
16	R.BELL	2	6.47	37	JEANERET	4	7.32	58	REDDING	4	8.46
17	KAHLER	2	6.48	38	MCDOWELL	4	7.33	59	OGILVIE	1	14.52
18	FERON	3A	6.49	39	GUYATT	3B	7.37	60	HOLLINGTO	4	21.00
19	MANN	1	6.53	40	ANDERSON	3A	7.38				
20	SUMMERVIL	3A	6.56		HORNE	3B	7.38				

KEEMA CLASSIC (Cont.)

'Landsborough' had a straight that I reckon was near 2 k's long with a LH kink at the end. Real Turbo Territory it was. I don't know what the fastest actual time was but I really hate it when a whole bunch clean a stage. I could see the steam coming out of Errol Baileys ears as he walked back to a start control to see about procuring some petrol of which the Lancer had none of. He still managed a disgruntled wave though. The Keema Rx-7 of Kerrie Hollington and Charm Lee copped a couple of maximums here and eventually retired due to a lack of clutch.

TIMES AFTER SECTION 5 AND 45.00 KM'S

1	COOTE	NC	32.17	22	STEWART	2	35.11	43	DUCKWORTH	4	39.24
2	CARR	NC	32.19	23	HARVEY	1	35.35	44	KRAUSE	4	39.53
3	ATKINSON	NC	32.22	24	COOK	3B	36.00		BRYSON	4	39.53
4	MURFET	NC	32.31	25	BURNS	3A	36.07	46	DODKINS	4	39.55
5	OFFICER	NC	32.47	26	SCOTT	1	36.09	47	F.BALL.	4	40.00
6	LOWE	NC	32.52	27	BATTS	2	36.11	48	CLAY	4	40.27
7	CLARK	NC	33.10	28	SUDIRO	2	36.17	49	CRANE	4	40.36
8	GLENNIE	1	33.14	29	JOHNSON	3A	36.23	50	NEIL	4	40.39
9	BROWN	NC	33.15	30	JONES	4	37.01	51	GRIFFITH	4	40.59
10	JOHANSON	2	33.41	31	DUMMETT	4	37.07	52	KREBS	4	41.17
11	ROACH	1	33.44	32	FACKRELL	3A	37.21	53	M.FRITZ	4	41.24
12	GRAY	1	33.53	33	REDDIEX	3B	37.25	54	ANDERSON	3A	42.02
13	MARCOVICH	1	33.57	34	THOMPSON	4	37.31	55	REDDING	4	42.19
14	KEYS	2	34.17	35	R.REID	3A	37.37	56	OGILVIE	1	43.01
15	R.BELL	2	34.34	36	CADELL	3B	37.44	57	MCDOWELL	4	43.38
16	KAHLER	2	34.48	37	CUMPSTON	3B	37.48	58	HILL	3A	44.11
17	MANN	1	34.59		CROSS	3B	37.48	59	ZAGAMI	4	48.57
18	GEES	3A	35.03	39	GUYATT	3B	38.03	60	HOLLINGTO	4	74.37
19	SUMMERVIL	3A	35.04	40	JEANERET	4	38.05				
20	FERON	3A	35.07	41	HORNE	3B	38.39				
21	FRITTER	2	35.09	42	HARRISON	4	38.56				

Honors are well shared amongst the top crews with only 1 minute separating the top nine crews. Great Stuff. Johanson has a predictable lead in the Grade 2 class, the 3A category is ultra-close-only 4 secs covering the first three, Barry Cook/Tim Blake have a relatively huge lead of 1.25 over Reddix/Perry and Paul Cadell making a return to the sport in the ex-Coote 323 is third in the 3B class. Glen Jones heads the Novice class just ahead of Bruce Dummett in a battle which was to last the whole event. Mark Thompson/Kimble Huch are third in Novice and well placed outright.

SECTION 6 POLICE SPECIAL 2.70 KM

1	MURFET	NC	1.42	20	HARVEY	1	1.49	39	F.BALL	4	1.57
	COOTE	NC	1.42		MANN	1	1.49	40	GUYATT	3B	1.58
	JOHANSON	2	1.42		FERON	3A	1.49		BRYSON	4	1.58
4	CARR	NC	1.43	23	OGILVIE	1	1.50		NEIL	4	1.58
	ATKINSON	NC	1.43		SCOTT	1	1.50	43	FACKRELL	3A	1.59
6	GLENNIE	1	1.44	25	R.BELL	2	1.51		ANDERSON	3A	1.59
	ROACH	1	1.44		SUMMERVIL	3A	1.51		CROSS	3B	1.59
8	OFFICER	NC	1.45		JONES	4	1.51	46	GRIFFITH	4	2.01
	LOWE	NC	1.45		DUMMETT	4	1.51		KRAUSE	4	2.01
	GRAY	1	1.45	29	BURNS	3A	1.52	48	KREBS	4	2.03
	FRITTER	2	1.45		CADELL	3B	1.52		MCDOWELL	4	2.03
12	GEES	3A	1.46	31	BATTS	2	1.53	50	COOK	3B	2.05
13	KAHLER	2	1.47		JOHNSON	3A	1.53		DUCKWORTH	4	2.05
14	CLARK	NC	1.48		CRANE	4	1.53	52	DODKINS	4	2.06
	MARCOVICH	1	1.48	34	HARRISON	4	1.54	53	HORNE	3B	2.08
	STEWART	2	1.48		CLAY	4	1.54	54	ZAGAMI	4	2.10
	KEYS	2	1.48	36	CUMPSTON	3B	1.55		REDDING	4	2.10
	HILL	3A	1.48		REDDIEX	3B	1.55	56	THOMPSON	4	2.49
	R.REID	3A	1.48		JEANERET	4	1.55				

KEEMA CLASSIC (Cont.)

SS 6 started on the front step of the Coolum police station and the lads in blue were interested spectators at the start control. Speaking of spectators I heard an estimate of about 1000 people at the right/left narrow bit in this short stage. It was incredible to see from the drivers seat. TV cameras and all. We're all famous. I reckon this section was great but some would disagree including Martin Fritz/Peter Webster who tore a big hole in the sump of their Mazda 808 and rearranged the front end. A sad end to the rally for this likeable lanky lad.

MT. BOTTLE & GLASS 8.98 km SECTION 7

1 MURFET	NC	5.58	21 R.REID	3A	6.42	40 FACKRELL	3A	7.11
2 OFFICER	NC	6.06	22 KEYS	2	6.43	41 JEANERET	4	7.13
COOTE	NC	6.06	23 MARCOVICH	1	6.44	42 REDDING	4	7.19
4 CLARK	NC	6.07	FERON	3A	6.44	43 BRYSON	4	7.20
5 CARR	NC	6.08	CLAY	4	6.44	44 HORNE	3B	7.21
6 ATKINSON	NC	6.09	26 JOHNSON	3A	6.45	45 GRIFFITH	4	7.23
7 GLENNIE	NC	6.13	27 MANN	1	6.46	46 KREBS	4	7.25
8 LOWE	NC	6.17	REDDIEX	3B	6.46	NEIL	4	7.25
9 JOHANSON	2	6.20	COOK	3B	6.46	MCDOWELL	4	7.25
10 ROACH	1	6.22	JONES	4	6.46	49 DODKINS	4	7.28
11 KAHLER	2	6.24	31 DUMMETT	4	6.52	50 DUCKWORTH	4	7.34
12 OGILVIE	1	6.25	32 BATTS	2	6.56	51 F.BALL	4	7.35
13 HARVEY	1	6.26	33 HARRISON	4	6.57	52 KRAUSE	4	7.40
1 GEES	3A	6.26	34 ANDERSON	3A	6.58	CRANE	4	7.40
15 SCOTT	1	6.28	CADELL	3B	6.58	54 ZAGAMI	4	7.48
R.BELL	2	6.28	36 CUMPSTON	3B	7.01	55 FRITTER	2	7.49
17 STEWART	2	6.29	37 BURNS	3A	7.07			
18 SUMMERVIL	3A	6.32	GUYATT	3B	7.07			
19 HILL	3A	6.36	39 CROSS	3B	7.09			
THOMPSON	4	6.36						

The Mazda's are really performing now and with a bit more development should be the car to beat in the ARC in '87. Tony Gray was another who burnt the midnight oil in the week of the rally. He built a whole new car between Jimna and Keema and had various problems before retiring. Tony was definitely not the best dressed man at the briefing on the Friday night! Pete Smith was relegated to the role of control official after the Sudiro Datsun retired in SS7.

SECTION 8 POINT GLORIOUS 6.99 km

1 BATTS	2	7.17	20 GEES	3A	9.11	37 HARRISON	4	9.53
2 MURFET	NC	8.02	21 JEANERET	4	9.16	38 F.BALL	4	9.58
3 CARR	NC	8.03	22 CADELL	3B	9.18	39 NEIL	4	10.00
4 LOWE	NC	8.12	23 R.BELL	2	9.20	40 HORNE	3B	10.06
ATKINSON	NC	8.12	24 FACKRELL	3A	9.26	41 DODKINS	4	10.10
KAHLER	2	8.12	25 SUMMERVIL	3A	9.29	42 GUYATT	3B	10.14
7 COOTE	NC	8.25	R.REID	3A	9.29	43 DUMMETT	4	10.21
ROACH	1	8.25	27 CLAY	4	9.31	44 KREBS	4	10.22
9 OGILVIE	1	8.26	REDDING	4	9.31	45 GRIFFITH	4	10.27
10 CLARK	NC	8.27	29 MANN	1	9.33	46 ZAGAMI	4	10.43
11 GLENNIE	1	8.28	JOHNSON	3A	9.33	47 CRANE	4	10.59
12 HILL	3A	8.30	31 FERON	3A	9.35	48 DUCKWORTH	4	12.03
13 MARCOVICH	1	8.32	32 BRYSON	4	9.36	49 OFFICER	NC	15.42
14 SCOTT	1	8.38	33 MCDOWELL	4	9.38	50 BURNS	3A	15.48
15 CUMPSTON	3B	8.45	34 STEWART	2	9.41	51 FRITTER	2	17.00
16 ANDERSON	3A	8.54	35 KRAUSE	4	9.43			
17 JONES	4	9.00	36 CROSS	3B	9.53			
18 HARVEY	1	9.02						
19 REDDIEX	3B	9.06						

KEEMA CLASSIC (Cont.)

The 'Mt. Bottle & Glass' stage was the best of the rally and Murfet won easily with an average of 96 kmh. Then we came to Pt. Glorious which was at the other end of the scale. Murfets average being only 52 kmh and I don't know how he did that.

This was tighter than a motorkhana, no bull. You would come around a corner and have about .1 of a second to decide which was the road and which was a grader run off.

I think everyone would have got one at least. David Officer had a bad run and his Starion showed the scars of the battle. Also at the start of this stage was a TL at 300 from the control. We missed it and had to reverse 100 metres back but the consequences were far more serious for Johanson and Keys. Johanson had gone a long way out of the way, realised he was on the wrong track and was on his way back when he was confronted by the Audi of keys who had also missed the turn. A nasty head on was the result with minor injuries to Johanson and a couple of badly bent cars. The Quattro was a sad sight with quite substantial damage but it's hard to write off \$150,000 worth of motor car. Ron Burns clobbered a bank in SS7 and cruised through SS8 to retirement with a bent chassis rail in his Mazda. Couldn't hack the pressure coming from other 3A PRC competitors I suppose. Thanks for the carton Ron! We also lost Mark Thompson and Barry Cook here with the latter driver running out of fan belts apparently.

I think we could disregard the time for Batts in SS8. Another gremlin in the works.

SECTION 9 SRI LANKA 9.92 KM

1 MURFET	NC	9.02					
2 ATKINSON	NC	9.03	19 SUMMERVIL	3A	9.50	36 REDDING	4 10.59
3 GLENNIE	1	9.05	20 MARCOVICH	1	9.52	37 CROSS	3B 11.03
4 CLARK	NC	9.06	21 HARRISON	4	9.54	38 GRIFFITH	4 11.04
5 COOTE	NC	9.12	22 DUMMETT	4	9.56	KRAUSE	4 11.04
OGILVIE	1	9.12	23 GEES	3A	10.01	40 R.REID	3A 11.11
7 OFFICER	NC	9.15	24 SCOTT	1	10.04	41 CRANE	4 11.12
CARR	NC	9.15	REDDIEX	3B	10.04	42 KREBS	4 11.15
9 LOWE	NC	9.18	26 CLAY	4	10.14	43 DODKINS	4 11.20
10 R.BELL	2	9.24	27 CUMPSTON	3B	10.15	44 ZAGAMI	4 11.22
FERON	3A	9.24	GUYATT	3B	10.15	45 BRYSON	4 11.30
12 ROACH	1	9.33	29 JONES	4	10.16	46 MANN	1 12.04
STEWART	2	9.33	30 BATTS	2	10.17	47 F.BALL	4 13.28
14 KAHLER	2	9.36	31 HORNE	3B	10.23	48 NEIL	4 14.15
15 HARVEY	1	9.44	32 FACKRELL	3A	10.25	49 CADELL	3B 14.25
16 JOHNSON	3A	9.45	33 JEANERET	4	10.35		
17 ANDERSON	3A	9.46	34 MCDOWELL	4	10.54		
18 HILL	3A	9.48	35 DUCKWORTH	4	10.56		

TIMES AFTER SECTION 9 AND 73.59 km

1 MURFET	NC	57.15	19 JOHNSON	3A	64.19	36 CADELL	3B 70.17
2 CARR	NC	57.28	20 JONES	4	64.54	37 BRYSON	4 70.17
3 ATKINSON	NC	57.29	21 MANN	1	65.11	38 KRAUSE	4 70.21
4 COOTE	NC	57.42	22 REDDIEX	3B	65.16	39 HILL	3A 70.53
5 LOWE	NC	58.22	23 OFFICER	NC	65.35	40 DODKINS	4 70.59
6 CLARK	NC	58.39	24 CUMPSTON	3B	65.44	41 GRIFFITH	4 71.54
7 GLENNIE	1	58.44	25 DUMMETT	4	66.07	42 DUCKWORTH	4 72.02
8 ROACH	1	59.48	26 FACKRELL	3A	66.22	43 REDDING	4 72.18
9 KAHLER	2	60.47	27 R.REID	3A	66.47	44 CRANE	4 72.20
10 MARCOVICH	1	60.53	28 JEANERET	4	67.04	45 KREBS	4 72.22
11 R.BELL	2	61.37	29 HARRISON	4	67.34	46 F.BALL	4 72.58
12 GEES	3A	62.27	30 GUYATT	3B	67.37	47 MCDOWELL	4 73.38
13 BATTS	2	62.34	31 CROSS	3B	67.52	48 NEIL	4 74.17
14 HARVEY	1	62.36	32 HORNE	3B	68.37	49 ZAGAMI	4 81.00
15 FERON	3A	62.39	33 CLAY	4	68.50		
16 STEWART	2	62.42	34 OGILVIE	1	68.54		
17 SUMMERVIL	3A	62.46	35 ANDERSON	3A	69.39		
18 SCOTT	1	63.09					

KEEMA CLASSIC (Cont.)

As you can see from the times after 9 sections, no-one is really dominating the lead but Murfet has fastest times for the last three sections. George Kahler seems to be having a top run in the RX-7 and leads Grade 2 by 50 secs from Bell's Escort. Gees has over a minute on Feron in 3A who in turn has only 7 secs on Summerville. Reddix now leads 3B only 28 secs on Tom Cumpstons Keema Subaru and a further 2mins to Jeff Guyatts PRC Datsun. Glen Jones still has a hold on the Novice class 1.13 ahead of Dummett who has 1 minute on Jeaneret's Datsun 1200.

At this stage it was back to the Surfair for a meal break and this represented the completion of the daylight sections for Saturday. It was all very civilised; I grabbed a shower while the service crew checked the car and put some new Dunlops on for the night stuff. This was originally designed as a move to blow all opposition away in the mountainous Imbil stages where the tyres would really have worked but 'curses' the mongrels took that away from us. Neverthe less we put them on anyway and made a big song and dance about it in the service area!

We had booked into the room at lunchtime and I don't know what the record was for room cramming but we got Seven into ours. We had a top view of the pool and beach and couldn't help but draw comparisons to Benarkin Picnic Ground!

The first of the night sections is currently under dispute so I'll leave the rally for this issue and pick up again next time at SS10.

The protest hearing is on the 30th of August in Brisbane and then when results are finalised they will appear here. Also we can get our money!!

RALLY SCHOOLS

There are currently five major rally driving schools in Britain who will instruct on various aspects of driving from front-wheel drive, rear wheel drive, left foot braking and also navigation skills.

- 1 Rally School Ltd., The Studio, Silverstone, Northlands NN12 8UN - Introductory course £50, Clubmans £115, Advanced (per day) four pupils at £175 each or one pupil at £442.75. CAR-Ford Escort Mk2, own car £50 less each. INSTRUCTORS- Pentti Airikkala, Mike Stuart and others. Must have valid competition licences.
- 2 Bill Gwynne Rally School, Unit 17, Thorpe Pl. Overthorpe Industrial Estate, Banbury, Oxon OX16 8XH. Also at Amman, Jordan. STANDARD -£85, Advanced-on application, CARS- Ford Escort Mexico, Rs2000, 240RS, GpA Corolla GT. own car £10 less. INSTRUCTORS - Bill Gwynne. venue -disused airfield. GpB cars to suitable pupils only.
- 3 RSD, 1 Orchard Dve. Olveston, Bristol, Avon. also Tel Aviv. CAR- Ford Escort Rs2000, One day-£50, Two day £100, Advanced £200. Own car £90 less on advanced. INSTRUCTOR- Ron Smith, specialising in loose surfaces.
- 4 Ulster Automobile Club, 3 Botanic Ave. Belfast, N. Ireland. BT7 1JG. COST- £20 (mainly navigation but covers all aspects of rallying) Own car essential for end of course exercise. INSTRUCTORS- TBA previous included Russell Brookes and Jimmy McRae. Tarmac surface, Annual course in September.
- 5 Welsh Forest Rally School, Cambrian House, Carno, Caersws, Montgomeryshire SY17 5LU. COST- Weekend course £245 ea. including full board with Wine. Mid-week-£295 per party. CARS- GpA Ford Escort RS2000, Vauxhall Astra. INSTRUCTORS - Jan Churchill and others, specialising in front wheel drive techniques, VENUE -Forest, Insurance £57.50 deposit £10 personal.

Number 5 sounds the best bet for Australian conditions especially with the emergence of Front wheel drive cars in the marketplace and the sport.

If travelling to Europe anyway I could think of worse ways to spend \$500.

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- INSTRUMENTATION WIRING
- SOURCES OF SUPPLY OF PARTS

GENERAL: WIRING IS POSSIBLY THE MOST COMMONLY NEGLECTED VITAL SYSTEM IN A RACE CAR; IT IS VITAL. ASK ANYONE WHO HAS BEEN BLASTING DOWN A RALLY TRACK AND SUDDENLY HAD THE LIGHTS FAIL OR THE BATTERY LEAD FALL OFF. BAD WIRING CAN BE POSITIVELY DANGEROUS. THE MOST IMPORTANT ADVICE I CAN GIVE IS IF YOU ARE EXPERIENCING DIFFICULTY, GET HELP. THERE ARE SEVERAL GENTLEMEN IN THE CLUB WHO PROFESSIONALS IN THE FIELD. LOOK IN THE MAGAZINE FOR THEIR PHONE NUMBERS.

WHEN SETTING OUT TO WIRE A RACE VEHICLE, IT IS IMPORTANT TO REALISE THE COST OF DOING THE JOB PROPERLY. FOR THE WIRING, CONNECTORS, TOOLS, SWITCHES AND FUSES E.T.C. ABOUT \$100.00 - \$250.00 SHOULD BE ALLOWED, DEPENDING ON THE COMPLEXITY AND AMOUNT OF WIRING. THIS DOES NOT INCLUDE ITEMS SUCH AS THE INSTRUMENTS, BATTERY, FUEL PUMP E.T.C., THE INSTRUMENTS COSTING BETWEEN \$30.00 AND \$100.00 EACH DEPENDING ON BRAND AND QUALITY. CHEAP TAIWANESE INSTRUMENTS SHOULD NOT BE USED. DO NOT USE SECOND HAND COMPONENTS UNLESS ABSOLUTELY NECESSARY.

GOALS, GENERAL LAYOUT: THE OBJECTIVE OF REWIRING OR ADDING WIRING TO A VEHICLE IS OF COURSE TO ADD FEATURES REQUIRED BY THE CREW AND TO ENHANCE THAT VEHICLE'S CAPABILITY OF SURVIVING A RACE ENVIRONMENT. THE ABILITY OF THE WIRING SYSTEM HANDLE THE FORMIDABLE CONDITIONS ENCOUNTERED SHOULD BE FOREMOST IN THE WIRER'S MIND. FOR INSTANCE: IT IS POINTLESS TO INSTALL A "CHEAPY" RELAY WHICH MAY FAIL, WHEN FOR A SMALL EXTRA COST, A UNIT WHICH WON'T FAIL MAY BE HAD.

WHEN INSTALLING ANY SYSTEM, IT IS USUALLY VERY WORTHWHILE TO SPEND SOME TIME WITH PENCIL AND PAPER FIRST. LIST THE FUNCTIONS YOU REQUIRE THE SYSTEM TO PERFORM, THEN DETAIL HOW YOU WANT EACH FUNCTION ACHIEVED. I.E.=>

- HORN - ACTUATED FROM HORN BUTTON ON STEERING WHEEL AND ALSO FROM AUXILLIARY SWITCH IN FRONT OF NAVIGATOR. LOUD AIR TYPE REQUIRED MOUNTED IN ENGINE BAY. NEEDS WIRING OF FUSE, RELAY AND SWITCHES. REQUIRES ABOUT 10 AMPS WHEN OPERATING.

* WHEN THE LIST IS COMPLETE, THE POSITIONS OF ALL SWITCHES WILL BE KNOWN. NEXT, CHOOSE THE POSITION OF FUSE BOX AND RELAY BANK CAREFULLY: INSIDE THE VEHICLE WITHIN EASY REACH OF FULLY HARNESSSED CREW IS THE BEST THOUGH NOT ALWAYS THE MOST AVAILABLE POSITION. MORE WILL BE SAID ON FUSES AND RELAYS LATER. A DIAGRAM (EVEN A ROUGH ONE) SHOWING THE PROPOSED LOCATION WITHIN THE VEHICLE OF THE VARIOUS ITEMS AND CONTROL SWITCHES CAN BE USEFUL AT THIS STAGE.

AS THE POSITIONS OF THE VARIOUS ITEMS AND THEIR CONTROL SWITCHES IS NOW KNOWN, WIRE LENGTHS CAN NOW BE ESTIMATED, ALONG WITH HOW MANY CONNECTORS ARE REQUIRED TO MAKE THE HARNESS REMOVABLE.

ARMED WITH THIS KNOWLEDGE, THE BASIC LIST OF COMPONENTS CAN BE MADE. IT IS WORTHWHILE TO ADD THINGS LIKE FUEL PUMPS, CUT OUT SWITCH E.T.C., THE CHOICE OF THIS TYPE OF ITEM DEPENDING ON THE INDIVIDUAL INSTALLATION. MORE BITS AND PIECES WILL BE REQUIRED AS THE JOB PROGRESSES, THE FOLLOWING TOPICS WILL GIVE SOME INDICATIONS OF WHAT MAY BE REQUIRED IN ADDITION TO THE BASICS.

TOOLS: PRE-INSULATED CRIMP STYLE CONNECTORS ARE THE MOST PREVALENT FOR THIS TYPE OF INSTALLATION. TOOLS FOR CRIMPING THE CONNECTORS ARE AVAILABLE IN NUMEROUS CONFIGURATIONS. THE STANDARD TYPE OF INEXPENSIVE CRIMP TOOL THAT IS BASICALLY A PLIER DEVICE WITH CRUSHING ACTION SHOULD BE AVOIDED FOR ALL BUT THE LEAST CRITICAL APPLICATIONS. FOR ESSENTIAL SYSTEMS, USE A MORE EXPENSIVE TYPE OF TOOL. THIS BETTER TYPE IS A MODIFIED VISE GRIP DEVICE, WHICH HAS HARDENED STEEL JAWS THAT SHAPE THE CONNECTOR WHILST CRIMPING THUS GIVING A MUCH MORE SECURE JOINT.

CONNECTORS DESIGNED TO BE INSERTED INTO A CONNECTOR BLOCK ARE NOT INSULATED. WIRES SHOULD BE SOLDERED TO THIS TYPE OF CONNECTOR, USING AN ELECTRIC SOLDERING IRON OF AT LEAST 30 WATTS CAPACITY, AND RESIN CORED SOLDER.

A WIRE STRIPPING TOOL SHOULD BE USED THROUGHOUT, AS USING SIDE CUTTING PLIERS TO REMOVE INSULATION ALMOST ALWAYS LEADS TO THE STRIPPED END OF THE WIRE BREAKING OFF FROM A STRESS FRACTURE.

A GOOD SHARP PAIR OF SIDE CUTTERS AVOIDS BUTCHERING THE WIRE WHEN CUTTING IT TO LENGTH.

Laurie Streitberg.

From the Minutes

Cams confirmed that prizemoney for the 1986 Goodyear Wrangler could be paid out after the appeal hearing in Adelaide had upheld the appeal and no penalty lies against N. Bentley.....

Membership currently stands at 380 - 277 ordinary, 37 assoc., 22 Country, 27 interstate, 7 Life and 10 honorary, 1985 at the same time was 414 members.

Clocks 1, 10 and 18 cannot be located.....

Our sprint rally is on on 29th November at Beerburum directed by the venerable Wilson Boyd.....

Packets of chips are now available at the bar..... A Bathurst BBQ will be held at the clubrooms on 5th October.....

Jim Reddix gave details of a report received from Tom Snooks, which were duly discussed. A post Keems de-briefing was held from which a number of experiments will possibly be used for Gallangowan in particular keeping sweep car up with the field.... Mundoolun Short course schedule for 17th August postponed till early December....

RALLY DRIVER SEEDING LIST, AS AT 1/7/86

* = excluding some Clubman drivers.

NOVICE BEGINS*

1 P. GLENNIE	.9920	59 J. HINCKLEY	.9040	119 G. JONES	.8592
2 P. PHILLIPS	.9916	60 T. HATLEY	.9030	120 R. CROSS	.8586
3 R. HENDRICKSON	.9897	61 W. LEMON	.9029	121 G. ACREMAN	.8579
4 G. HANSFORD	.9873	62 K. FACKRELL	.9026	122 A. KIELNACZ	.8570
5 M. COOTE	.9818	63 M. THOMPSON	.9024	123 T. COX	.8561
6 M. TAYLOR	.9793	64 R. BURNS	.9017	124 J. O'BRIEN	.8560
7 D. BROWN	.9765	65 R. WORTHINGTON	.9010	125 P. LOCKHART	.8548
8 M. ROACH	.9713	66 A. ZAVER	.9010	126 P. BALL	.8543
9 P. MARCOVICH	.9662	67 B. McCUBBEN	.9007	127 P. MIMNAW	.8540
10 I. OGILVIE	.9659	68 P. JOHNSON	.8992	128 I. WARNETT	.8536
11 R. HALL	.9549	69 B. WASLEY	.8978	129 B. MORRISON	.8535
12 P. ROGGENKAMP	.9542	70 D. McADAM	.8973	130 S. ROSS	.8529
13 W. JONSSON	.9535	71 G. LILLEY	.8970	131 B. RETSCHLAG	.8519
14 K. HARVEY	.9507	72 S. HETHERMAN	.8958	132 A. CLUNES	.8496
CLASSIFIED ENDS		73 D. FERON	.8955	133 M. BAILEY	.8480
RECOGNISED BEGINS		74 G. TEBBLE	.8935	134 P. SCHARF	.8472
15 B. MANN	.9484	75 G. LYNCH	.8931	135 A. DILLON	.8454
16 G. KEYS	.9476	76 R. ANDERSON	.8914	136 D. CLAY	.8447
17 J. REDDIE X	.9473	77 H. KABEL	.8911	137 K. GEHRINGER	.8436
18 T. GRAY	.9465	78 J. SHIRLEY	.8906	138 J. MADSEN	.8423
19 R. BROWNING	.9464	CLUBMAN 3A ENDS		139 M. WARREN	.8403
20 K. WAPLES	.9422	CLUBMAN 3B BEGINS		140 T. PERRET	.8400
21 R. BELL	.9408	79 D. CURRIE	.8888	141 R. PETTY	.8360
22 D. JOHANSON	.9386	80 T. SCULLY	.8885	142 G. JOHNS	.8345
23 P. COLEMAN	.9382	81 I. REDDIE X	.8884	143 J. VANDERSEE	.8306
24 L. C. JOHNSTONE	.9380	82 M. COTTERALL	.8880	144 G. KRAUSE	.8287
25 N. SINGLETON	.9379	83 M. CLARKE	.8870	145 P. DUNN	.8286
26 R. STEWART-REID	.9371	84 P. BROCK	.8866	146 G. SMITH	.8275
27 K. TAYLOR	.9363	85 J. GUYATT	.8866	147 S. McCABE	.8265
28 P. SUDIRO	.9360	86 A. McGRAA	.8863	148 D. LEE	.8259
29 G. KAHLER	.9344	87 T. CUMPSTON	.8848	149 T. DONOVAN	.8234
30 L. NEUMANN	.9336	88 J. SPENCER	.8843	150 G. NEILSEN	.8230
31 G. CLARK	.9334	89 S. KABEL	.8832	151 G. ZAVER	.8229
32 P. McLOUGHLIN	.9325	90 R. DAWSON	.8829	152 M. GRIFFITH	.8216
33 S. PASSLOW	.9309	91 K. O'SHEA	.8827	153 P. O'KANE	.8200
34 G. BATTS	.9278	92 D. MARTIN	.8826	154 R. BROADHURST	.8190
35 G. SUMMERVILLE	.9263	93 G. OFFER	.8790	155 S. GAYLARD	.8190
36 C. WILLIAMS	.9256	94 B. COOK	.8784	156 M. REDMOND	.8141
37 T. GARBETT	.9245	95 B. REVILLE	.8777	157 N. KANOFSKI	.8138
38 J. PALMER	.9238	96 T. KABEL	.8770	158 L. COKER	.8125
39 P. JONES	.9230	97 T. LEWIS	.8769	159 B. MILLS	.8112
40 L. GATTON	.9228	98 W. PARKER	.8754	160 T. KREBS	.8106
41 R. KELLY	.9220	99 S. BAILEY	.8750	161 R. WALSH	.8101
42 G. WHITAKER	.9215	100 K. LINGARD	.8750	162 P. WIRTH	.8097
43 P. GRAHAM	.9215	101 G. McKENZIE	.8750	163 . ARMSTRONG	.8065
44 P. WILLIAMSON	.9203	102 G. WEALE	.8750	164 M. VERITY	.8063
RECOGNISED ENDS		103 M. SCOTT	.8748	165 D. REA	.8040
CLUBMAN 3A BEGINS		104 D. SCHARF	.8745	166 B. PRATT	.8023
45 P. MASON	.9196	105 B. CAIN	.8739	167 G. ZAGAMI	.8022
46 H. POTTS	.9184	106 L. STREITBERG	.8733	168 S. RUNGE	.8020
47 W. KEELEY	.9164	107 M. SIMPSON	.8722	169 J. HAYNES	.7935
48 N. JORY	.9160	108 A. CUTTS	.8704	170 W. BOYD	.7934
49 D. FISHER	.9155	109 R. SCHILPZAND	.8700	171 N. TRUSKINGER	.7894
50 N. FRITTER	.9155	110 D. MILNER	.8690	172 P. HETHERMAN	.7875
51 A. HILL	.9152	111 E. STANLEY	.8690	173 M. COOPER	.7874
52 V. GEES	.9132	112 M. HARRISON	.8679	174 R. LATIMER	.7874
53 R. DUNN	.9130	113 G. REEVES	.8678	175 M. FRITZ	.7872
54 T. BURNETT	.9109	114 P. O'BRIEN	.8675	176 A. REDDIE X	.7859
55 R. BAILEY	.9107	115 P. HERLIHEN	.8670	177 S. GRANT	.7831
56 R. FALDT	.9080	116 A. HORNE	.8649	178 K. RUSSELL	.7807
57 R. REID	.9073	117 T. BRYSON	.8613	179 G. BARRY	.7757
58 I. CURRIE	.9054	118 P. WOODWARD	.8600	180 M. ZANDE	.7720

RALLY DRIVER SEEDING LIST (Cont.)

181 N. JEFFERSON	.7710	186 A. DODKINS	.7640	191 D. GRUNDY	.7452
182 D. MILLS	.7705	187 M. JONKERS	.7626	192 K. RASSMUSSEN	.7400
183 F. BALL	.7684	188 D. CRANE	.7573	193 J. ROGERS	.7239
184 J. MUIR	.7670	189 J. PILGRIM	.7532	194 L. REDDING	.7159
185 M. DARCH	.7660	190 B. PORTEOUS	.7460	195 T. TIPPER	.7063

This list doesn't include KEEMA results. There are quite a few drivers in the group for Novice's but who are actually Clubmen. In other words they have already reached Clubman status previously and therefore cannot go back to Novice.

I don't know if the Rally Panel has any veto power over and above the seeding list. If so this might be used for a couple of drivers who performed particularly well at Townsville but might not necessarily be considered Classified standard.

Then again rules for some should be rules for all. Is this list compiled from all rallies or just QRC ? I'll check that out.

SOCIALLY SPEAKING.....

with Chris Lane

RAFFLES

The July raffle was won by Rod Sams, ticket No.C33. The August raffle tickets are on sale now and the raffle will be drawn on September the 9th.

BE IN IT TO WIN IT!

***** MOVIE OF THE MONTH *****

: This month (Sept) we have arranged, at incredible expense, to present for your viewing pleasure,

'BREWSTERS MILLIONS'.

Grab this opportunity to come along to the clubrooms on WEDNESDAY 10TH of SEPTEMBER and learn many new ways to spend all your money. RICHARD PRYOR will demonstrate how to enjoy spending millions without owning a Rally or Off Road car.

The show is FREE and starts at 8.00pm sharp. Food and drinks available.

1986 JAMES HARDLY

Come and get it at the Bathurst B-B-Q. This year we bring the mountain to the clubrooms - For FREE! A barbie will be supplied so all you mountain men have to do is rustle a few bollocks, shoot some salads, trap some bread and present yourselves for skinning at the clubrooms on Sunday 5th of October. Multiple T.V.'s, Hot Food and cold refreshments available at the Tradin' Post Bar. What isn't stuffed by the end of the day will be mounted.

JINGLE BELLS, JINGLE BELLS.....

Santas elves have let slip that the 'ANNUAL CHRISTMAS PARTY' will be held at the Yeronga RSL on Saturday 6th December. Tickets available now for \$25 from Chris Lane (that's me) on 224 6779 or Esme at the clubrooms 391 8881.

FORMULA ONE FREAKS READ THIS

A Formula One night will be held at the clubrooms on Wednesday 24th of September. Featuring unseen video from Brands Hatch. Hot Food and refreshments will be available. If you have any interesting F1 stuff on VHS bring it along

THE PRIZEMONEY PROBLEM

Tom Smith

Would someone please explain to me why rallying here in Australia attracts so little financial backing. What are we doing wrong that lets the winner of a State Championship round walk away with maybe \$500 plus trophies which would barely cover half of his costs for the event.

It seems that motorsport in general is very much frowned upon by the general public. They would rather give 2 guys \$80,000 to play 90 minutes of tennis, than let the winner of an Australian Rally Championship round earn one tenth of that amount after 24 hours of concentrated driving in machines usually hand built by each individual.

I'm not saying that tennis players of the calibre of Becker or Lendl shouldn't be tempted to this country with the promise of huge sums of money, rather that equivalent amounts could be directed towards Australian sportsmen and women competing at home.

Perhaps a few of these dollars could be shared out amongst other struggling sports (read rallying for one). Some of these vast corporations could possibly spend less on one event and put the balance toward another sporting series. Imagine if the Queensland Rally Championship held a \$10,000 sponsor for the whole year. A tremendous load would be taken from the shoulders of the organisers and the competitors as well. With the drivers having to contribute less of their own money to aid the prize fund, obviously entry fees would be able to be reduced and costs lessened.

At the Brisbane Exhibition recently I witnessed one woodchop competitor win \$1000 (out of a total fund of \$2000) just for putting a log in half in three minutes. That's Fair!??

We would be lucky to have a total prize fund of \$2000 cash for one whole rally, let alone for the equivalent of one short special stage.

Ideally, new enthusiastic sponsors are needed. People who realise that this is a sport that deserves recognition. Not necessarily people who are out to make a fast buck from throwing money in one event in the hope of big publicity, but the kind of people who realise that rallyists are fighting all the way to show their talents and who are rarely noted for their skills which could take them to world status. No-one can tell me that drivers like Greg Carr, David Officer, Murray Coote or Andrew Murfet couldn't match it with some of the drivers from Europe (You know, the ones who get paid for stepping into a car). I think everyone should be on the lookout for new sponsors and supporters, not only people like Henk Kabel from Keema who spends a lot of money for his love of the sport.

Small sponsors also go a long way towards the success of an event and we must all be 'on the prowl' for a glimmer of interest on the part of potential financial assistance.

ACTION REALTY RALLY - I.W.M.A.C.

This event is round five of the 1986 Q.R.C. and round four of the Clubman/Novice series. The start is in Ipswich and there will be a spectator stage at Collingwood Park with the event proper centred around the Benarkin Picnic Grounds. Prize money is \$2000 all up from new sponsor 'Action Realty'. Entry fee is \$95 and close on 10th September. The event itself is on Saturday 20th September. There is a publicity day on the Thursday prior to the rally at Collingwood Park. For further details contact Lance Jones on 201 3077 or John Careless 294 6128.

Competitive distance is 180 km over all the best roads apparently.

G.P. CARS/CIBIE CLUBMAN NOVICE SERIES (After 3 of 5)

1-Vivian Gees	Ford Capri	43	19 J.Martin	Hillman Hunter	8
2 Alan Hill	Datsun 1200	32	Tony Cox	Toyota Corolla	8
3 Ronnie Burns	Mazda Rx-2	20	Richard Anderson	Subaru Brumby	8
4 Greg Summerville	Datsun 1600	19	Keith Fackrell	Ford Escort'	8
5 Dave Feron	Datsun 1600	14	23 Ray Lattimer	Toyota Corolla	7
Paul Williamson	Datsun 1600	14	24 Don Rea	Nissan Bluebird	6
7 Phil O'Brien	Datsun 1600	13	Mark Thompson	Mazda Capella	6
Andrew Zaver	Datsun 1600	13	26 Micheal Tomkins	Ford Escort	5
9 Terry Lewis	Ford Escort	12	David Martin	Datsun 1600	5
Peter Johnson	Isuzu PE60	12	28 Steven Grant	Datsun 1600	4
David Clay	Datsun 1600	12	Bruce Reville	Peugeot 504	4
Jeff Guyatt	Datsun 1600	12	Ian Reddiex	Mazda Rx-2	4
13 Wayne Parker	Datsun Stanza	11	31 Tom Cumpston	Subaru Rx Turbo	3
Wayne Lemon	Datsun 1600	11	Martin Jonkers	Toyota Corona	3
Mal Clarke	Datsun 200B	11	33 J. Madsen	Datsun 1600	2
16 Allan Lawson	Mazda Rx-2	9	34 R. Makela	Datsun 1600	1
Henk Kabel	Mazda Rx-7	9	Micheal Harrison	Datsun 1600	1
Russell Reid	Volvo 360 GLT	9	John Spencer	Datsun 1600	1

1986 AUSTRALIAN RALLY CHAMPIONSHIP (After 4 of 6)

1 Barry Lowe (S.A.)	Subaru RX Turbo(Gp.A)	59	Kate Officer	51
2 David Officer (VIC.)	Mitsubishi Starion (Gp.A)	51	Tony Jackson	46
3 Andrew Murfet (TAS.)	Mazda Familia BFMR (Gp.A)	46	Coral Taylor	43
4 Peter Glennie (QLD.)	Subaru RX Turbo(Gp.A)	43	Mark Stacey	42
5 Greg Carr (A.C.T.)	Alfa Romeo GTV6 (GP.A)	30	Fred Gocentas	30
6 John Atkinson (N.S.W.)	Subaru RX Turbo(Gp.A)	27	Steve Owers	30
7 Wayne Bell (N.S.W.)	Toyota Corolla GT (Gp.A)	24	Jim Gleeson	27
David Eadie (N.S.W.)	Datsun 1600	24	Dave Boddy	24
9 John Macara (W.A)	Toyota Corolla	20	Chris Shearer	24
Greg Summerville (QLD.)	Datsun 1600	20	R.Vanderstraaten	20
11 Peter Clark (N.S.W.)	Subaru RX Turbo(Gp.A)	18	Martin Darch	20
Ron McKinnon (N.S.W.)	Datsun 1600	18	Wayne Kenny	18
13 Graham Alexander (VIC.)	Toyota Corolla GT (Gp.A)	16	Kevin Pedder	17
14 Phil Reader (TAS.)	Mazda RX-4	15	R.Coenen	15
Phillip Myers (W.A.)	Toyota Corolla	15	K. Moyes	15
Ian Ogilvie (QLD.)	Datsun 1200	15	Del Garbett	15
17 Murray Coote (QLD.)	Mazda Familia BFMR (Gp.A)	14	Iain Stewart	14
18 Balt Vandenberg (TAS.)	Datsun 1600	12	G. Sedgewick	13
Clive Slater (W.A)	Mitsubishi Galant	12	B.Worsley	12
Ian Reddiex (QLD.)	Mazda RX-2	12	Ross Perry	12

PENDING OUTCOME OF PROTEST ON KEEMA. MAY CHANGE.

WORLD RALLY CHAMPIONSHIP

1 Juha Kankkunen (Finland)	Peugeot 205	76
2 Markku Alen (Finland)	Lancia Delta	57
3 Massimo Biasion(Italy)	Lancia Delta	47
4 Bruno Saby (France)	Peugeot 205	38
5 Kenneth Eriksson (Sweden)	VW Golf GTi	25
6 Timo Salonen (Finland)	Peugeot 205	23
7 Mikael Ericsson (Sweden)	Lancia Delta	20
8 Bjorn Waldegaard (Sweden)	Toyota Celica	20

RESULTS, ARGENTINA RALLY

1 Biasion/Siviero	LANCIA
2 Alen/Kivimaki	LANCIA
3 Blomqvist/Berglund	PEUGEOT
4 Recalde/delBuono	LANCIA
5 Eriksson/Diekman	VW
6 Stohl/Kaufmann	AUDI
7 Criticos/Thatti	OPEL

Biasion won by 24 seconds.

CONSTRUCTORS CHAMPIONSHIP:

1 Peugeot	121
2 Lancia	105
3 Volkswagen	65
4 Audi	29
5 Toyota	20
6 Ford	14
Renault	14

CLUB OFFICIALSPHONE NUMBERS

		<u>HOME</u>	<u>WORK</u>
PATRON.....	THE HON. SIR JAMES KILLEN	K.C.M.G.	
PRESIDENT.....	BRIAN SWINTON	848 4558	848 4558
VICE PRESIDENT.....	PETER MARCOVICH	395 1484	390 5907
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.....	LAWRENCE SVENSON	266 8980	261 3349
CLUB CAPTAIN.....	WILSON BOYD	38 1639	
<u>BOARD MEMBERS</u>			
(MEET 1st Tuesday each mth. 7.30 pm)	MICHAEL BAILEY	PAUL FRITZ	
	PETER JOHNSON	CHRIS LANE	
	CEDRIC LOY	SANDRA MILNER	
	ROD SAMS	KEN SMITH	
	JANELLE SVENSON	PHIL UNICOMB	
<u>ADMINISTRATION OFFICERS</u>			
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8881
CAMS DELEGATE.....	PETER MARCOVICH	395 1484	390 5907
CAMS OBSERVER.....	KEN SMITH	208 9666	208 1744
AUDITOR.....	NEV JOHNSON	266 8241	
BUILDING & PROPERTY.....	TOM SMITH	848 7037	834 2554
REGISTRAR.....	PETER SMITH	379 2066	379 6182
EDITOR.....	PETER JOHNSON	397 5784	844 1800
REFRESHMENTS OFFICERS.....	ALAN CLUNES	209 2843	369 4310
	ROD BAILEY		369 4310
<u>SPORTING SUB-COMMITTEE</u>			
CHAIRMAN.....	WILSON BOYD	38 1639	
OFF ROAD OFFICERS.....	LAWRENCE SVENSON	266 8980	261 3349
	KEN SMITH	208 8000	208 9666
	CEDRIC LOY	399 4780	375 4021
	RON WILSON	264 3659	356 4356
RALLY OFFICERS.....	PAUL FRITZ	395 7223	390 9204
	MICHAEL BAILEY	848 0546	
	PETER JOHNSTON	397 5784	844 1800
NIGHT RUN/MOTORKHANA OFFICERS.....	ALAN McCONNELL	379 2754	345 5834
	RAY KEMP	379 1902	
	ALAN BALL	372 5594	
	NEIL BENNING	379 6224	
<u>FINANCE SUB-COMMITTEE</u>			
CHAIRMAN.....	HUGH WALKER		
OFFICERS.....	BRIAN SWINTON	LAWRENCE SVENSON	
	PETER MARCOVICH	JIM REDDIE	
	WARREN TEGG		
<u>SOCIAL SUB COMMITTEE</u>			
CHAIRMAN.....	CHRIS LANE	376 6394	224 6779
	SANDRA MILNER	379 8978	275 2021
	SHARON GAYLARD	261 1669	221 0144
	ROD SAMS		834 2422
	LANCE REDDING	(075)327 742	

CLUBROOMS

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

POSTAL ADDRESS

ALL CORRESPONDENCE FOR THE CLUB SHOULD BE ADDRESSED TO:

BRISBANE SPORTING CAR CLUB LIMITED
P. O. BOX 347, WOOLLOONGABBA Q 4102

BRISBANE SPORTING CAR CLUB LIMITED

PROPOSED CALENDAR FOR 1986.

AUGUST: 30th/31st	M.G.CAR CLUB IRON MAN WEEKEND. BSCC invited Club
31st	G.C.T.M.S.C. Sprint Rally
SEPTEMBER 6th/7th	<u>B.S.C.C. TARA OFF ROAD ENDURO</u>
10th	MOVIE OF THE MONTH details inside 8.00 p.m. SHARP
13th	C.A.C.A. Sprint Rally
14th	H.S.C.C. Q.M.C. Round 8
21st	BSCC M OTORKHANA - Centenary Shopping Centre. Dandenong Rd.
20/21st	IWMAC Q.R.C. 5 Mt. Ommaney.
24th	<u>BRANDS HATCH VIDEO</u> FORMULA ONE etc... 8.00 p.m. more details inside.
28th	INTERCLUB MOTORKHANA -HSCC. BEENLEIGH RUM DISTILLERY Scrutiny 8 am commencing event 9.30 a.m.
OCTOBER 5th	BATHURST B.B.Q. Clubrooms. see inside for details.
11th	RCCCQ Sprint Rally
18th	15th BSCC NIGHT RUN 8.00 p.m. CLUBROOMS
18th/19th	<u>BSCC P.S.T. ENDURO - Purga Creek</u>
26th	Australian Grand Prix
NOVEMBER 1st	GCTMSC Rally
9th	BSCC MOTORKHANA Mt. Ommaney
15th/16th	Proposed GALLANGOWAN RALLY QRC 6
29th	BSCC SPRINT RALLY
DECEMBER ??	Short Course Event
6th	CHRISTMAS PARTY - Yeronga R.S.L. Club see inside for more details
14th	BSCC MOTORKHANA - Mt. Ommaney

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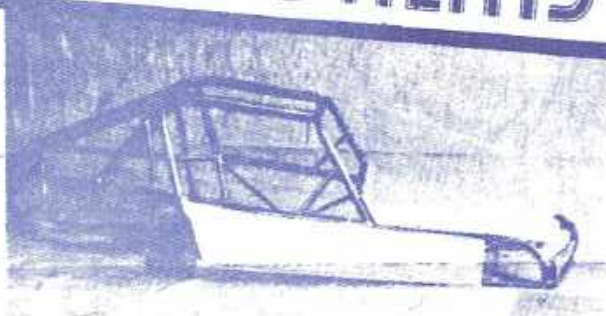
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