

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

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ROAD



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ROAD

MOTOR
KHANA



MOTOR
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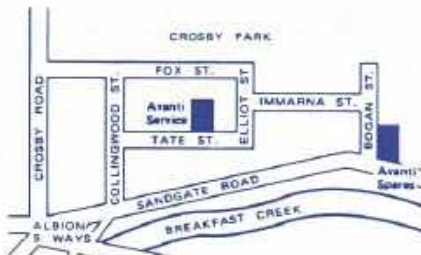
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STRAIGHT ON

Elsewhere in the mag you'll see details on the forthcoming Rally Forum on 28th September and this will be your opportunity to voice your opinion on various aspects of rallying. I'm going to put my two bobs worth in now (editors privilege). I reckon that driver categories should be abolished except for the National Classified drivers, in ARC events only, and a new Novice class which would be for drivers who have done less than say, 5 rallies, then after that your in with the rest. As far as I know driver gradings were introduced only to assist in the starting orders of events. Now that we have a seeding list that generally works very well I think gradings are now redundant and unnecessary.

To replace these 'classes' I propose the use of CC classes such as over 2.5 (Most Turbos), 1.6 to 2.5, and under 1.6. These I use as an example and a lot of thought would have to go into it to fit the classes around existing cars and likely future cars. I don't support the move to go full FISA Gp.A as I feel the costs in this country don't allow that. I also reckon the age limit for both ARC and state events should be say 10 years rather than have a car that's eligible for some rallies but not others. I think the phasing out of Gp.G is now inevitable and we must cop the consequences.

And for Gods sake can we have a uniform timing system! See you there.

Next issue will see a full report from TARA and results analysis but for now the winner was Doug Adams by 8½ mins from the Svensons who were the fastest crew but had a bad lap 4 and lost a heap of time. Third was John Brixey's Class 9 car. Fourth was Wayne Cambie's Baja. Mark Deacon's report in October.

***** Peter Johnson. *****

SEE YOU AT THE BATHURST B.B.Q. SUNDAY 5TH OCTOBER AT THE CLUBROOMS.

BARBEQUE (B.Y.O. FOOD) for cooking, hot food and cold drinks at bar.

Plenty of T.V.'s, COME to the CLUBROOMS and TELL EVERYONE HOW YOU would have won the great race.

+++++

MOVIE OF THE MONTH

Showing WEDNESDAY 8th OCTOBER 1986 will be Ladies choice "ROMANCING THE STONE" starring Michael Douglas and Kathleen Turner.

The show is free and starts at 8 p.m. sharp. Refreshments available.

Don't forget the "ANNUAL CHRISTMAS PARTY" Tickets are available NOW!!

To be held at YERONGA R.S.L. on SATURDAY 6th DECEMBER. Don't risk missing out on the event of the year - see Chris Lane (224 6779) or Esme at the Clubrooms NOW. GET YOURS!!!

MAJOR FORMULA 1 ANNOUNCEMENT.

The October raffle will be replaced by the AUSTRALIAN GRAND PRIX SWEEP. Each ticket will be allocated a combination of two car numbers:

1st Prize - \$200.00

2nd Prize - \$50.00

3rd Prize - \$20.00

Boobie prize - 6 pack Fosters.

Details on Club Notice Board or see Chris Lane (224 6779) or Esme at the Clubrooms. Ticket price is only \$1.00.

B.S.C.C. New Members

We extend a warm welcome to the following persons who have joined our Club during the past couple of months.

Bradley Zacka.....	Springwood	Tony Kellock.....	Ashgrove
Campbell Little.....	Goonellabah	*Carole Rigney.....	Toowoomba
*Beverley Little.....	Goonellabah	Ralph Hocking.....	Norman Park
Dave Burke.....	Inala	Pete Carruthers.....	Springwood
Doug Bee.....	Durack	Craig James.....	Graveville
Akihiko Nakaya.....	Adelaide	Geoff Butler.....	Toowomba
Doug McWilliam.....	Federal	Dean Williams.....	Haigslea
Alex Smith.....	Flagstone Creek	Tony Zuvela.....	Strathpine

IWMAC Monster Night Run 17 October 1986

All members of BSCC, HSCC, CACA (QLD) and IWMAC are hereby invited to have "the time of their lives" at the above event. Fancy Dress is recommended. You don't want to be the only one there dressed normally, now, do you? The event starts at the Evan Thomas Clubrooms, 5 Bergins Hill Road, Bundamba. Entries will be accepted between 7.00 pm & 8.00 pm on 17/10/86. So make the trek "outback" and enjoy some of the best nav run roads in SE QLD and a party at my place afterwards. For further details phone Karen Fysh (after hours) on (07) 282 6664.

SO SEE YOU ALL THERE!!!

KAREN FYSH - Organiser

P.S. Sandshoes at least on your feet please!

FOR SALE***FOR SALE*****FOR SALE*******

1 pr S.A.W. 28 mm SHORT TORSION BARS: 1 pr S.A.W. 19 1/2" PORSCHE TORSIONAL AXLES
4 PORSCHE C.V.s.: 4 AXLE BOOTS: 2 lt. COMBIE GEAR BOX with HOLLINGER GEARS:
2 YOKOHAMA SUPER DIGGER TYRES 15x 10.50: 1 SET STUB AXLES & FLANGES FOR PORSCHE CVS.
BUGGY FRAME WITH FIBRE GLASS PANELS, ALUMINIUM FLOOR PAN AND ROOF AND FRONT AND
BACK BUMPERS.

ALL ABOVE FOR APPROXIMATELY HALF PRICE.

PHONE KEN STEVENS: A/H 372 4822 OR TOM POOTS 277 7707 during working hours.

FOR SALE: Isuzu PF60 (Gemini) Rally Car. PRC. 1800 cc, only 3 rallies old. New Shell only 2 rallies old. 4th O/R. Jimna. Dunlop 61's, and factory mags, less terra trip, \$5000. Rod Browning at GP Cars 356 9544 BH.

FOR SALE: Gemini 5 speed gearbox. Peter Johnson 397 5784 AH.

.....RALLY FORUM.....RALLY FORUM.....RALLY FORUM.....RALLY FORUM.....

Date: Sunday 28th September. Venue: Western Districts Australian Football Club, Oxley Rd (Cnr Queenscroft Street) Chelmer. Time: 10.30 am - 4.30 pm.

Entry fee - \$8.00 includes lunch and afternoon tea. Entries close 19th Sept.

Contact: Rod Browning, GP Cars. Supp Regs at Car Club with attached entry form.

This is your chance to put forward your ideas or agree with other peoples on the future of the sport of rallying in this state. Subjects like ; Apparel, Pointscore system, Seeding system, standard of events, PRC/Gp.A, Rally Panel or other.

BE THERE IF YOU CARE FOR THE FUTURE OF YOUR SPORT.

WIRING YOUR RACE CAR - CONTINUED

WIRING AND INSULATION:

WIRE IS CHOSEN ACCORDING TO IT'S CURRENT HANDLING CAPABILITY. THIS CAPABILITY IS DETERMINED BY THE AMOUNT OF COPPER PRESENT IN A GIVEN PIECE OF WIRE. NORMALLY WIRE SPECIFICATIONS ARE GIVEN IN TERMS OF THE AREA OF CONDUCTOR. I.E.- IF YOU CUT A PIECE OF WIRE AND THEN LOOK AT THE CUT END, THE AREA OF THE CONDUCTOR IS THE AREA OF COPPER SHOWING. SOME UNSCRUPULOUS WIRE MANUFACTURERS INCLUDE THE AREA OF THE INSULATION IN THE FIGURES QUOTED. BE CAREFUL TO ENSURE THAT THE AREA QUOTED IS FOR THE CONDUCTING COPPER ONLY.

WIRE USED SHOULD BE MULTISTRANDED, WITH AT LEAST TWENTYFIVE INDIVIDUAL STRANDS OF COPPER. WIRE WITH LESS STRANDS WILL NOT STAND UP TO RACE USE AND WILL FAIL WITH A STRESS FRACTURE OF THE CONDUCTOR, WITH A RESULTANT BREAK IN THE CIRCUIT.

SOME BRANDS OF WIRE ARE RATED IN AREA DIRECTLY, I.E.- "2.5 SQUARE MILLIMETRES OF CONDUCTOR." OTHERS ARE RATED BY THE NUMBER OF STRANDS AND THE DIAMETER OF EACH STRAND.

I.E.- "32/0.20" THIS HAS THIRTY TWO STRANDS EACH 0.20 MM IN DIAMETER. CALCULATING THE AREA FROM THIS IS EASY,

$$\text{AREA} = 32 \times [(0.20 \times 0.20)/4] \times \text{PI} = 32 \times 0.1 \times 0.1 \times 3.141$$

SO AREA = 1 SQUARE MILLIMETRE

THE AREA OF THE CONDUCTOR IS USED TO GIVE AN INDICATION OF THE WIRE'S CURRENT HANDLING CAPABILITY. THE CHART FOLLOWING GIVES AN IDEA OF WHAT IS SUITABLE FOR RACE APPLICATIONS. NOTE: THESE ARE RECOMMENDATIONS ONLY.

CONDUCTOR AREA (MM) ²	CURRENT CAPABILITY (RUN LENGTH TO 2.5M)	CURRENT CAPABILITY (RUN LENGTH 2.5 - 5M)
ONE	7.5AMPS	4 AMPS
1.5	10 AMPS	6 AMPS
2.0	15 AMPS	10 AMPS
2.5	20 AMPS	15 AMPS
3.5	25 AMPS	20 AMPS
4.0	30 AMPS	25 AMPS
7.0	50 AMPS	40 AMPS
10.0	75 AMPS	60 AMPS

THERE ARE EXCEPTIONS TO THIS GUIDE, THE MAIN ONE BEING SPOT-LIGHTS. LIGHTS FITTED WITH 100W QUARTZ HALOGEN BULBS HAVE AN ENORMOUS "INRUSH" OF CURRENT WHEN THEY ARE TURNED ON COLD. THIS CURRENT IS UP TO 3.5 TIMES THE RUNNING CURRENT OF EIGHT AMPS. WIRE OF 2.5 MM SQUARE IS NEEDED FOR INDIVIDUAL LIGHTS, 4 MM SQUARE FOR PAIRS.

THE BEST WIRE TO USE FOR BATTERY CABLES AND THE MAIN POWER WIRE FROM THE ALTERNATOR IS WELDING CABLE, AS THIS HAS EXCELLENT SHORT TERM HIGH CURRENT HANDLING CAPABILITY AND QUITE THICK INSULATION. USE ABOUT 50 MM SQUARE FOR THE BATTERY LEAD AND 10 MM SQUARE FOR THE MAIN ALTERNATOR POWER WIRE.

THE OTHER IMPORTANT WIRE RATING IS OPERATING TEMPERATURE. THIS IS GIVEN IN DEGREES CELCIUS. I.E.- WIRE RATED AT V75 IS GOOD FOR UP TO 75 DEGREES, WIRE RATED AT V105 IS GOOD FOR 105 DEGREES ETC. IF POSSIBLE USE V105 OR HIGHER, ESPECIALLY IN THE ENGINE BAY.

SPECIAL REINFORCED WIRE CAN BE PURCHASED FOR ARDUOUS CONDITIONS. IT IS WORTHWILE USING THIS WIRE FOR THE WIRES GOING FROM THE ENGINE TO THE FIREWALL. GENERALLY THIS TYPE OF WIRE IS V105 - V150, AND HAS A FIBREGLASS OUTER SHEATH WITH SILICONE AS THE CENTRAL INSULATION MATERIAL WHICH MAKES IT NEARLY INDESTRUCTABLE.

OBTAINING SUFFICIENT COLORS TO MAKE TRACING OF CIRCUITS EASY HAS ALWAYS BEEN A PROBLEM. TO OVERCOME THIS, MOST ELECTRICAL WHOLESALERS SELL WIRE LABELLING KITS WHICH ALLOW YOU TO NUMBER OR LETTER EACH WIRE.

WHEN RUNNING WIRES, IT IS ESSENTIAL TO MAKE A DIAGRAM OF EACH WIRE'S COLOR OR NUMBER AND WHAT IT IS CONNECTED TO; KEEP THIS IN THE CAR AS IT IS ALMOST IMPOSSIBLE TO REMEMBER EVERYTHING ABOUT THE WIRING HARNESS, AND TROUBLE SHOOTING IS VERY DIFFICULT IF A CIRCUIT DIAGRAM IS NOT PRESENT.

WHEN BUYING INSULATION TAPE, GET GOOD QUALITY STUFF. HIGH QUALITY TAPE IS UP TO \$5.00 A ROLL, BUT IT IS WORTH IT AS THE CHEAP TYPES DO NOT STICK PROPERLY OR INSULATE EFFECTIVELY. INSULATE EVERYTHING, IF IT IS LEFT UNINSULATED, IT WILL EVENTUALLY SHORT OUT.

IT IS ADVISABLE TO WRAP THE COMPLETED HARNESS WITH TAPE TO PROTECT IT. THIS ELIMINATES THE DANGER CATCHING A LOOSE WIRE AND RIPPING IT OUT OF IT'S CONNECTOR. WHEN WRAPPING A WIRING HARNESS WITH TAPE TO PROTECT IT, THERE IS A PRODUCT AVAILABLE WHICH IS SPECIFICALLY DESIGNED FOR THE JOB. IT IS ESSENTIALLY THE SAME AS INSULATION TAPE, BUT HAS NO ADHESIVE, SO IF THE THE HARNESS NEEDS TO BE INSPECTED LATER, THE TAPE CAN BE REMOVED WITHOUT LEAVING ANY STICKY RESIDUE.

HEAT SHRINKABLE TUBING CAN BE USED TO INSULATE WIRE JOINTS AND THE BACKS OF CONNECTORS. HEAT SHRINK IS POSSIBLY THE MOST EFFECTIVE METHOD OF INSULATION WHERE IT IS PRACTICAL TO USE. IT IS BASICALLY A CYLINDRICAL PLASTIC TUBING THAT WILL SHRINK DOWN TO ABOUT ONE THIRD OF IT'S ORIGINAL SIZE WHEN HEAT IS APPLIED, WHILE MOULDING AROUND THE JOINT THAT IT COVERS.

GROMMETS SHOULD BE USED EVERY TIME WIRE PASSES THROUGH A HOLE. RUBBER PRESS IN ONES ARE O.K. FOR SMALL HOLES, HOWEVER, FOR LARGE HOLES A "SCREWED BUSH" IS PROBABLY BETTER. THIS IS A TWO PIECE GROMMET MADE FROM HARD PLASTIC, AND CAN BE OBTAINED TO FIT HOLES FROM ABOUT 10mm TO 100mm.

Laurie Streitberg

VIDEO.....VIDEO.....VIDEO.....

A video of the Kempsey Bridgestone 1000 will be shown at the clubrooms on Wednesday night, 29th of October. Drinks and chips at the bar.



Dear Member,

HOW OFTEN HAVE YOU THOUGHT... "THAT WAS CLOSE!..."
AFTER YOU HAVE WASHINGTON A POTENTIALLY SERIOUS ACCIDENT?.

Every day all of us are exposed to accidents.

We regularly hear about accidents which have happened to OTHER PEOPLE but one day it may be YOU or a member of your family. Are you prepared for the consequences of this possibility?

The CAMS Accident Protection Plan has been available to Licence Holders, their families and dependent children since May 1984. The response has been so outstanding that we have decided to repeat the offer for the sake of all members and those licence holders who chose not to participate at that time. We would also like to give existing policy holders the opportunity to purchase additional cover.

This plan will be of interest particularly to those members who seek higher capital benefits than the current compulsory personal accident insurance scheme offers; to those who do not wish to pay high loadings on life assurance policies but seek to obtain the cover on a more economic basis, with the added bonus of 365 days a year protection; and to those who are self employed tradesman who may find it difficult to get personal accident cover elsewhere.

We are also pleased to advise that at no extra cost, benefits under the Plan have been increased by 33 1/3% and the 50% limitations for certain racing and rally events has been removed i.e. you are now covered for full benefits for all motor sports.

Think of this:

You most likely spend about \$200 each year to insure your car. In the event of a total loss you might collect \$10,000 to \$15,000.

Spend \$208 (8 Individual Units) each year, by automatic monthly payments, and cover yourself under our Accident Protection Plan for accidental death and such disabilities as blindness, paraplegia, etc. : \$160,000.....with lesser amounts for other disabilities such as loss of a finger from accidents, not just motor accidents.

Also, for your \$208 (8 Individual Units) you will receive \$800 for each week you may be hospitalised following an accident. This money can be used in any way you choose.

The enclosed brochure details the benefits payable for ONE Unit. Naturally the maximum TEN Units gives you TEN times the cover shown in the brochure.

Highlights of the Plan include:

- * Acceptance Guaranteed to All Members.
- * No Medical Examination is required.
- * Dependent children included at no extra cost.
- * Worldwide Coverage : 24 hour, 365 day cover at work or play.
- * No exclusions for alcohol, drugs, motor cycling.
- * All sporting activities included except hang gliding.
- * All benefits are payable in addition to any other amounts to which you may be entitled such as Workers Compensation, Third Party, Hospital Funds, etc.

To participate in the scheme, which I command to you, simply complete the enclosed Enrolment Form, together with the Monthly Premium Deduction Authority and enclose the form together with a cheque for your first premium i.e. if you have chosen 6 Family Units, your cheque would be \$26.04 (6 x \$4.34).

Subsequent premiums will be deducted automatically from your Bank Account.

Yours sincerely,

J.A. KEEFFE
CHIEF EXECUTIVE OFFICER.

Should you have any queries regarding this Plan, please do not hesitate to contact us on (03) 292 327 or any of our regional offices. Members can also ring the Underwriters on (008) 331 013 for the cost of a local call.

Confederation of Australian Motor Sport

VICTORIA: 812 Heaverly, P.O. Box 487J, Cranford 3124. Phone (03) 292 327 Telex AA38331
NEW SOUTH WALES: 20, The Strand, Croydon 2132. Phone (02) 745 3600 Telex AA12014
QUEENSLAND: 9 North Street, Brisbane 4004. Phone (07) 367 6622
SOUTH AUSTRALIA: 1 South Street, Adelaide 5000. Phone (08) 231 0814
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Accident Protection Plan
for Members of

confederation of australian motor sport



Protection against
Accidental Death
Serious Injury and Hospitalisation
for as little as
50c a week

One Unit provides all benefits shown below —

You can select up to 10 Units.

The cost for each unit is
Individual Coverage — 50c per week
Family Coverage — \$1.00 per week

THE INJURY	THE BENEFIT PER 1 UNIT
1 Accidental Loss of life	1 20,000
2 Permanent Total Disability: This benefit does not apply to persons over 65 years of age	2 20,000
3 Permanent and incurable paralysis of all limbs	3 20,000
4 Permanent and incurable insanity	4 20,000
5 Loss of entire sight of both eyes	5 20,000
6 Loss of entire sight of one eye	6 20,000
7 Permanent Total Loss of use of both hands or both feet	7 20,000
8 Permanent Total Loss of use of one hand or one foot	8 20,000
9 Permanent Total Loss of hearing in	
a) both ears	9 a) 15,000
b) one ear	9 b) 3,000
10 Permanent Total Loss of the lens of one eye	10 10,000
11 Permanent Total Loss of use of four fingers and thumb of either hand	11 14,000
12 Permanent Total Loss of use of four fingers of either hand	12 8,000
13 Permanent Total Loss of use of one thumb of either hand	
a) both joints	13 a) 6,000
b) one joint	13 b) 3,000
14 Permanent Total Loss of use of fingers on either hand	
a) three joints	14 a) 2,000
b) two joints	14 b) 1,500
c) one joint	14 c) 1,000
15 Permanent Total Loss of use of toes	
a) all — one foot	15 a) 3,000
b) great — both joints	15 b) 1,000
c) great — one joint	15 c) 600
d) other than great, each toe	15 d) 400
16 Fractured leg or knee cap with established non-union	16 2,000
17 Shortening of leg by at least 5 cm	17 1,500
18 Hospitalisation as an in-patient as a result of accident payable for a maximum of 104 weeks, for any single period of hospitalisation 1/7th of the weekly amount per day	18 100 per week

Finally, a plan which allows YOU to select the amount of cover YOU require

Individual Plan

You receive all of the benefits listed opposite for only 50c per week. (This constitutes one unit.)

For increased coverage you simply obtain additional units. Multiply the number of units you have selected by the listed cash benefit for the injury. This figure represents the total benefit you will receive.

Example:

You have 10 units of Accident Protection. Through a tragic accident you lose the entire sight in one eye (Benefit No. 6). You will receive a cash benefit of \$200,000.00. (Benefit per unit = \$20,000 x 10 units = \$200,000.00)

Family Plan

Both adults receive all of the benefits listed opposite for only \$1.00 per week — plus each dependent child receives 15% of your total benefits or 7½% of your selected benefits* under the Individual Plan if you're a Single Parent.

A Dependent Child is a person who is unmarried and under 19, or a student under 25 and studying at an accredited institution higher learning, and is dependent upon you for maintenance and support.

Accidents DO happen!

This Plan is designed to provide financial protection to you and your family, for serious injury, death, or disability resulting from an accident.

It's a **simple to follow scheme** specially selected for our Members, and gives you an extensive range of benefits.

- Acceptance guaranteed to all Members.
- Substantially lower premiums than you could buy as an individual.
- Your spouse may be insured for the same benefit at the same low cost.
- Your dependent children included automatically at no extra cost.
- Up to \$1,000 cash (10 Units) per week for hospitalisation following an accident payable directly to you.
- No exclusions for any sporting activities (except hang gliding).
- No exclusions for motor bike riding.
- No exclusions for alcohol or drugs.
- No medical examination required.
- Worldwide cover.

- Benefits payable in addition to any other coverage you may have including Workers Compensation, Superannuation, Medicare or Private Hospital Funds, Third Party Insurance.
- You are covered 24 hours a day, 7 days a week, whether at **work** or **play**.

The only Exclusions under this Plan are

Losses resulting from war; flying as a pilot or crew member in any aircraft; intentional self-injury; sickness or disease or Hang Gliding.

Group Insurance means savings for you

It makes a lot of sense to purchase insurance as a group. You receive the benefit of group purchasing power; mass enrolment allows the Insurance Company to cut costs; and the savings are passed on to you.

The group policy incorporates an Aggregate Limit of Liability of \$3,000,000 for any one accident.



Money-back Guarantee

There is no obligation with this Plan. We want you to be totally satisfied that this is a worthwhile Plan for you.

As a gesture of our confidence with this scheme, we offer this Guarantee.

If for any reason you're not completely satisfied you may return your Certificate of Insurance within 14 days and receive a full refund of any premium you may have paid.

Before selecting your level of cover we suggest that you spend a few minutes to consider the following

Each year over 20,000 Australians die as a result of accident and there are currently over 350,000 people classified as being severely handicapped through accident.

- Apart from the physical and emotional suffering caused by serious accidents, what about the financial consequences?

Ask yourself these questions —

How would I manage if a serious accident happened to me or a member of my family?

Could I cope financially if I was unable to ever work again?

For as little as 50¢ per week this Plan provides substantial protection against the financial consequences of accidental death, disablement and hospitalisation.

Can you afford not to be covered?

Enrolment is Simple Join Today

Read carefully the enclosed enrolment form. Then decide how many units you require in the Individual or Family plan. The maximum number of units is 10. Protection can be obtained from as little as 50¢ a week!

For peace of mind simply complete the Enrolment Form NOW and return it in the enclosed envelope TODAY.

Insurance Contracts Act 1984

This Accident Protection Plan may be cancelled by the Insurance Company if your premium instalment is not received within one month of being due except in the event of an inadvertent error on the part of the Group Policy Holder.



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SPRINT RALLY SERIES

RESULTS - Northern Districts Car Club Sprint. Round 2

1 Greg Whitaker	Celica	752	1st 1/2	9 Dennis Frawley	Torana	813	3rd 4
2 Vivian Gees	Capri	771	1st 3A	10 Mark Griffith	Laser	814	
3 Kevin Harvey	Datsun	778	2nd 1/2	11 Stephen Reid	Datsun	815	
4 Harvey Potts	Lancer	781	2nd 3A	12 Geoff Krause	Datsun	817	
5 Ray Kemp	Datsun	783	1st 4	13 Jon Siddins	Datsun	820	
6 Mick Barry	Datsun	799	1st 3B	14 Kevin Long	Datsun	823	
7 Barry Cook	Mazda	804	2nd 3B	15 Neil Bennink	Datsun	828	
8 Ben Cain	Datsun	811	2nd 4	16 Tony Bryson	Datsun	832	

Special Stage Analysis

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Whitaker	Toyota	3	4				
Hendrickson	Datsun	3	1				
Cook	Mazda	1	2	3			
Harvey	Datsun	1	2		1	1	
Gees	Capri		2	1	2	1	
Kemp	Datsun		1		2	1	2
Potts	Lancer			1	1	3	
Barry	Datsun					2	
Cain	Datsun					1	
Krause	Datsun					1	
Siddins	Datsun						1
Reid	Datsun						1
Williamson	Datsun						1

Ron Hendrickson retired on the 6th stage of 7 after looking the goods for another win. Paul Williamson also retired after hitting the wall at this speedway venue. Ray Kemp performed particularly well in this event which was held in very wet conditions at Gympie. Barry Cook also obviously enjoyed the conditions.

SERIES POINTS AFTER 2 ROUNDS

1 Greg Whitaker	Toyota Celica	29	12 Greg Summerville	Datsun 1600	8
2 Vivian Gees	Ford Capri	27	Ben Cain	Datsun 1600	8
3 Kevin Harvey	Datsun 1600	25	14 Dennis Frawley	Holden Torana	7
4 Harvey Potts	Mitsubishi Lancer	22	15 Mark Griffith	Ford Laser	6
5 Barry Cook	Mazda Rx-3	16	David Johanson	Datsun 1600	6
6 Ron Hendrickson	Datsun 1600	15	17 Jon Siddins	Datsun 1600	5.5
7 Marc Roach	Datsun 1600	11	18 Bruce Dummett	Datsun 1600	5
Ray Kemp	Datsun 1600	11	19 Kevin Long	Datsun 1600	4.5
9 Mick Barry	Datsun 1600	10	20 Geoff Krause	Datsun 1600	4
10 Phil Coleman	Datsun 1600	9	21 Andrew Zaver	Datsun 1600	1
Stephen Reid	Datsun 1600	9	Neil Bennink	Datsun 1600	1

Club Team Award.

		<u>ROUND 1</u>
BSCC	Harvey	12
	Gees	13
	Bennink	0
		25
IWMAC 1	Johanson	6
	Horne	0
	Fowler	0
		6
GCTMSC	Potts	10
	Long	2.5
	Reid	4
		16.5

ROUND 2

BSCC: Harvey 13, Gees 14, G.Zaver 0 = 27
 IWMAC 1 : Hendrickson 0, Crase 0, Cain 7 = 7
 IWMAC 2 ; Whitaker 15, Kemp 10, Bennink 1 = 26
 GCTMSC : Potts 10, Reid 4, Long 2 = 17

OVERALL : BSCC 52
 GCTMSC 33.5
 IWMAC 1 13
 IWMAC 2 26

AWA - CLARION RALLY OF NEW ZEALAND 1986

Part Two

In the first installment of this report two issues ago, I had reached the first proper spectator point of the event after I had briefly covered my thoughts on the presentation of the competing cars, scrutineering and the first special stage around the Auckland Domain. This time I will cover the rally together with some detail of the activities of some of this clubs members.

Full marks to the organisers of the event. The spectating was made super easy by the instructions provided. For a purchase price of \$28 NZ (about \$22) a complete spectator package was available before and during the rally and this gave us a road atlas of the country, a comprehensive stage by stage booklet on where to be and when together with an excellent souvenir book with entry list, background on the rally and its competitors & some rally stickers. Also in the zipper bag that contained all this gear was an official spectator neck tag of which I saw none in use! This package made it possible for us to take in almost every second stage with ease and still have time to enjoy a meal along the way. The maps showed the start and finish of every stage together with access roads to other parts of the stage as well.

Our first gravel spectator point was tops. The atmosphere was already there by the time we arrived (after I had lost our carload en route from Auckland), created by many hundreds, maybe a thousand people settled around a TL at T with a fast downhill straight approach and an undulating fast exit. Shortly before the first car was due a series of crowd control cars passed through with sirens and lights all going and one was left in no doubt as what was to follow.

The moment was made more amazing by the appearance of three or four helicopters that crested the brow as car 1 appeared. As the rules now forbid the use of chase helicopters that follow the rally cars, these had to be airborne spectators. We later learned that this was the case and this service was available to anyone for around \$780 per hour. It seems a lot at first but when you consider that the helicopter will take four passengers at a time and the hourly rate refers to flying time, not the total time, the exercise doesn't seem so dear - around \$200 each for half a day of the best spectating you could take in. These airborne spectators must have a top view as the pilots managed to tilt the craft on its nose and move them sideways in such a manner that all inside could see as much as possible.

When the rally cars appeared, it reminded me of watching Bathurst from inside the pits as the race cars came down the last part of Conrod Straight. The rally cars would not have been doing the same speed as the race cars at Bathurst but the visual impression was just as breathtaking. One point that stood out at this viewing venue was the commitment that the pro drivers exhibit as they charged into the corner. It was all or nothing, either hard on the throttle or hard on the brake - nothing in between. As the field passed through, it was easy to see who did this for a living and who was playing at their hobby.

Another short journey in our hire car and we were at a spot in Jimna but smoother and wider. When we had walked a kilometre and fought for a spot with the occupants of all the cars we had walked past and the airborne specys who had now grown tired of following from above and had joined the rest on the ground, we were treated to a spectacle as the heroes from Scandinavia proved just how sideways and exciting 4WD can be. The Peugeotts in particular were being driven/able to be driven with much more attitude and the series of tight bends beneath us were negotiated in very smooth flowing arcs on opposite lock.

While all this is in progress, a group of NZ's dressed as Arabs were busy giving points out of ten to the drivers as they passed. The lads had come prepared with a stock of numbers, 1 to 10, painted white on black boards. The stars were receiving 8's, 9's etc while the Reg Cooks in the field were lucky to get a 1. In fact, for some reason unknown to me, this man Cook is not at all popular and by the end of the

event the Arabs had worked out that a 10 with a 1 on its side in front of it could be made to look like -10 and you guessed it, that's what Mr Cook received whenever confronted by the Arabs.

Much later that night, the Arabs were seen at the Travelodge and their leader (a dwarf who looked aspecially good in the Arab attire) managed to collapse in the bar. His mates not wanting to leave him behind, proceeded to drag him from the building feet first through the revolving door. At this point I must add that this man would stand about six inches taller than a segment of a revolving door is wide and with some help from David Kortlang the dwarfs friends had a fair amount of difficulty pulling him through the doorway.

As these things unfolded, one of our party with a fascination for womens jewellery, did his best to have his face slapped and probably did while Messers Goldsworthy and Dillon did their best to get locked up again. This was the style of the events' nights with the Travelodge open 24 hours each day and there was a real carnival atmosphere about the place.

Our second, third and fourth days followed much the same pattern and it was only necessary to cruise along to reach every second spectator point in time. Because of the choice of points to travel to, we quite often would only meet as a group each night and these meetings were usually noisy exchanges detailing what had taken place that day.

Somewhere during this time, Kortlang who accompanies me in my rally Gemini became fascinated with the balaclava worn by Markku Alen. Perhaps the recent tragic events at Lancia precipitated the use of these fire resistant garments or 'death masks' as David preferred to call them but they certainly had an influence on Mr Kortlang. He was seen at a restaurant one night as the meal and drinks were almost finished to perform a demonstration of what these balaclavas were for. Complete with grocery brown bag over his head (only two holes cut to enable sight) he did a number of laps of the tables making all the right Lancia rally car noises much to the delight of the other patrons of this otherwise quiet spot. Fortunately Fred Thompson, the senior member of our party, picked up the tab that night which included compensation for a few Lancia damaged tables.

We took in some memorable spectator points with one that is best described as unusual. One that we stumbled over had access to two points on two different sections. The only way in to this one was up the rally route the wrong way before the road closure took place. As we approached the prescribed place (on a fantastic piece of road) we were confronted with a large sign indicating parking through a gate to one side at \$2.00 per car. We paid the fee and parked under the impression that we would only see one section but were pleasantly surprised to be informed by our host farmer that we could drive less than one kilometre across his property to view on the preceding section. As we were unable to leave until the rally cars had completed the second section, we were treated to two fine vantage points with views of as good a rally roads as could be found anywhere. This point even had its own canteen which doubles as a shearing shed for the rest of the year and in the time between cars we spectators were able to munch on pies, rolls and tea, coffee etc., just the thing after standing in the crisp air for a couple of hours with ones awestruck mouth open.

No sooner had we settled in to a pattern with this spectating than it was time to call a halt to it all. The event was over. The stories were all retold at the Travelodge that night in Auckland and no doubt were better with every retelling. I know we told our share and some of our party were so busy with the stories that the waitresses needed not to fear attack. Mr Thompson was busy with Rudi Sthol (2nd. Group A in a Audi 4WD) talking English/German over \$65.00 Bottles of Moet Champagne. Messers Goldsworthy and Dillon departed for Club 21 (the top disco in Auckland) and I believe they were in company with Dennis Brown and Bruce Garland

and amongst other things became involved in a cultural exchange with the Peugeot mechanics. The mechanics must have been of a similar style to our people as the reported topics of sign language between the two groups was fairly basic.

Terry Lewis and his better half Marcia were quite happy to swap stories with who ever but I am sure Marcia is still curious about the shape of Ed Mulligans water pistol which he used around the restaurant at the Travelodge so well until Mrs. Mulligan had stern words with him.

An ex-Brisbaner, now from PNG, Mike Ryan was by now on his 42nd. roll of film on his new Fl camera and Kortlang even took off his death mask long enough to witness my wife Sharon shake the hand of Timo Salonen. She went to kiss him but thought better of it when it became apparent that the lady standing close by was his wife. Timo was in a hurry to reach the airport at this time and we have since found out that it was probably because he was trying to avoid the stewards of the event who were eager to talk with him about the incident that had occurred during the event where it was reported he assaulted another competitor. We will never know what happened there but he was definitely a sense of urgency in his stide.

The lads from Rocky, Eric and Barry together with Richard Anderson (Subaru Brumby rally ute) wre quite the proper gentleman all through the event and this last night was no exception however they were still trying to establish the best of the local brews even at this late stage.

By the time Wednesday lunchtime came around, the atmosphere had dissappeared especially seeing as our group had split into smaller parties. Some had gone back to work here, some to fish on the North Island and some of us were already on the South Island to do some skiing for a while. The week of spectating had been good but it has left me pondering the future of rallying without the fire breathing Group B monsters that we had just seen, still we were lucky to have had the chance to see them before they dissappear for ever.

Rod Browning

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

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Off Road Championship

= 1	Ed van Amstel	11	10	21	=41
	Chris Brand	11	10	21	
3	George Croucher	8	11	19	
4	Nev Taylor	8	9	17	
= 5	Nicholas Reeve		11	11	=45
	Laurence Svenson		11	11	
	Janelle Svenson		11	11	
	John Brixey	1	10	11	=48
= 9	Jim Adness	10		10	
	Peter Meiers	10		10	
=11	Ken Stevens	9		9	=51
	Darryl Stevens	9		9	
	Russell Saxby	9		9	
	Gary Turner	9		9	
	Linda Miller	2	7	9	
	Cathy Gurdon	2	7	9	
	Phil Unicomb		9	9	
	Norm Ferring		9	9	
	Ron Lange	1	8	9	
	Ron Wilson		9	9	
	Wayne Cambie		9	9	
	Dennis Denning		9	9	
=23	Robert Mowbray	8		8	
	Brian Field		8	8	
=25	Pat Collins	7		7	
	Desley Collins	7		7	
	Rodney Sams	1	6	7	
	James Sams	1	6	7	
	John Gordon		7	7	
	Doug Cirson		7	7	
=31	Cedric Loy	6		6	
	Geoff Loy	6		6	
	Rod Billing	1	5	6	
	Alan Stean		6	6	
	Edwin Hetherington		6	6	
=36	Doug McMillan	5		5	
	Darren McMillan	5		5	
	Hilton		5	5	
	Hilton		5	5	
	Glenda Lynch		5	5	
=41	Ed Hopkins	4		4	

Club Champ

1	Alan McCnn	20
2	Chris Brnd	19
3	Dn Tnton	18
4	Wlsn Boyd	14
= 5	Ed vn Amst	11
	Alan Ball	11
	Tony Best	11
	Kn Stevens	11
	Cedric Loy	11
=10	Jm Reddiex	10
	Ptr Marshl	10
	etc, etc.	

Ladies Champ

1	Chrs brnd	22
2	Del Garbet	16
= 3	Jnll Svnsn	10
	Kthy Jmson	10
= 5	Lnda Mller	9
	Cthy Grdon	9
	etc, etc.	

Rally Chmpionshp

1	Tny Best	11
= 2	Jm Reddiex	10
	Ptr Mrshal	10
= 4	Rd Brwning	9
	Laurie Grth	9
	Paul Fritz	9
7	Iain Stewrt	8
= 8	Mchl Bailey	7
	Brn Swinton	7
=10	Craig Garth	6
	Peter Smith	6
=12	Stphn Grant	5
	Paul Crowley	5

Motorkhana Chmpionship

1	Alan Ball	9	9	7	10	35
2	Wilson Boyd	9	5	9	9	32
3	Alan McConnell	11	9	11		31
4	Ray Kemp		11	8	11	30
5	Don Tainton		10	9	9	28
6	Neil Bennink	7	7			14
7	Brendon Boyd	2	4		7	13
8	Ray Evans	6	6			12
9	Stephen McCabe			10		10
=10	Craig Read	8				8
	Ray Reid		8			8
	Chris Lane				8	8
13	Craig Garth	4	2			6
14	Del Garbett	5				5
15	Shaun Hatch		3			3

Night Run Chmpionship

= 1	Alan McConnell	11	9	20
	Don Tainton	11	9	20
3	Kameron Garth	10	7	17
= 4	Chris Brand		11	11
	Ross Kiehne		11	11
	Ronnie Burns		11	11
	Tom Smith		11	11
= 8	Shaun Hatch	9		9
	Wilson Boyd	9		9
	Brendon Boyd	9		9
	David Jamieson		9	9
	Kathy Jamieson		9	9
	Peter Johnson		9	9
	Brett Wright	9	9	9

Speed Event

1	Ken Stevn	11
2	Cedric Ly	10
= 3	Tom Poots	9
	Try Cnly	9
	Stve Blkbn	9
6	Ron Lange	8
7	Tm Stvnson	7
8	Noel Jffry	6
9	Wyne Cmbie	5
=10	Dn Wllmson	4
	Rdny Schpp	4
12	Dve Blkmre	2

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1986 KEEMA CLASSIC RALLY

(Continued from last issue)

We left of with the times after Section 9 last time and Murfet was leading in the Mazda from Carr's Alfa and Coote's Mazda. Atkinson was third but since he's out we won't include him. This stage was the first of the night stages after the meal break at Surfair.

SECTION 10 ORANGE GROVE 13.59 KM

1	GLENNIE	1	9.12	KAHLER	2	10.14	33	REID	3A	11.07
2	LOWE	NC	9.15	18 DUMMETT	4	10.20	34	HORNE	3B	11.11
3	CADELL	3B	9.16	19 R.BELL	2	10.21	35	F.BALL	4	11.13
4	COOTE	NC	9.21	20 SUMMERVIL	3A	10.28	36	MCDOWELL	4	11.19
5	ROACH	1	9.22	21 ANDERSON	3A	10.29	37	FACKRELL	3A	11.23
6	CARR	NC	9.30	22 JOHNSON	3A	10.33	38	BRYSON	4	11.29
7	OFFICER	NC	9.35	23 JEANERET	4	10.34	39	GRIFFITH	4	11.32
8	FERON	3A	9.36	24 CLAY	4	10.41	40	KREBS	4	11.39
9	MARCOVICH	1	9.44	25 GUYATT	3B	10.43	41	DODKINS	4	11.41
10	MURFET	NC	9.45	26 REDDIEX	3B	10.44	42	CRANE	4	11.48
11	SCOTT	1	9.48	27 JONES	4	10.46	43	KRAUSE	4	11.52
12	HARVEY	1	9.56	28 HILL	3A	10.50	44	DUCKWORTH	4	11.54
	GEES	3A	9.56	29 MANN	1	10.52	45	ZAGAMI	4	11.55
14	OGILVIE	1	10.10	30 HARRISON	3B	10.53	46	REDDING	4	12.12
	BATTS	2	10.10	31 CUMPSTON	3B	11.03				
16	STEWART	2	10.14	32 CROSS	3B	11.04				

Glennie pulls his first fastest time on this fast section and Paul Cadell makes his move on the leaders. Well he can always say he got 3rd fastest on an ARC section. Carr now leads by 2 secs. from Murfet, Coote, Lowe and Glennie.

SECTION 11 COOLUM SOUTH 11.09 KM

1	MURFET	NC	8.01	17 KAHLER	2	8.56	33	CROSS	3B	10.17	
2	OFFICER	NC	8.20	18 DUMMETT	4	8.57	34	CRANE	4	10.18	
	COOTE	NC	8.20	19 HARVEY	1	9.00	35	MANN	1	10.20	
	GLENNIE	1	8.20	20 JOHNSON	3A	9.11		KRAUSE	4	10.20	
	ROACH	1	8.20	21 ANDERSON	3A	9.18	37	F.BALL	4	10.22	
6	CARR	NC	8.27	22 GUYATT	3B	9.20	38	KREBS	4	10.35	
7	SCOTT	1	8.29	23 REDDIEX	3B	9.41	39	DUCKWORTH	4	10.36	
8	FERON	3A	8.39	24 CLAY	4	9.42	40	REDDING	4	10.38	
9	LOWE	NC	8.40		MCDOWELL	4	9.42	41	BRYSON	4	10.40
	MARCOVICH	1	8.40	26 HORNE	3B	9.46	42	REID	3A	10.43	
11	BATTS	2	8.45	27 CUMPSTON	3B	9.48	43	ZAGAMI	4	10.46	
	SUMMERVIL	3A	8.45	28 HILL	3A	9.54	44	JONES	4	10.52	
13	GEES	3A	8.49	29 FACKRELL	3A	10.00	45	CADELL	3B	12.23	
14	STEWART	2	8.50	30 DODKINS	4	10.01	46	HARRISON	3B	22.00	
15	OGILVIE	1	8.52	31 JEANERET	4	10.05					
16	R.BELL	2	8.54	32 GRIFFITH	4	10.06					

All those equal times look a bit strange. Gary Scott is starting to get the hang of it with 7th fastest time and Dave Feron is going really well.

Murfet takes back the lead, Kahler heads Grade 2 from Bell's Escort, Feron leads 3A from Gees and Summerville, Reddiex leads Cumpston and Guyatt in 3B and Bruce Dummett has a minute on Jones in Grade 4.

SECTION 12 BLACK SWAMP 30.67 KM

1	LOWE	NC	21.16	15	ANDERSON	3A	24.05	29	GUYATT	3B	26.12
2	GLENNIE	1	21.17	16	HARVEY	1	24.23		DODKINS	4	26.12
3	CARR	NC	21.34	17	STEWART	2	24.34	31	CUMPSTON	3B	26.13
4	COOTE	NC	21.41	18	JOHNSON	3A	24.40	32	FACKRELL	3A	26.41
5	OFFICER	NC	22.15	19	F.BALL	4	24.57	33	GRIFFITH	4	26.47
6	MARCOVICH	1	22.28	20	MANN	1	25.00	34	REDDING	4	27.06
7	FERON	3A	22.48	21	JEANERET	4	25.02	35	MCDOWELL	4	27.48
8	MURFET	NC	23.02	22	REID	3A	25.19	36	ZAGAMI	4	27.49
9	BATTS	2	23.16	23	CADELL	3B	25.24	37	KREBS	4	27.50
10	SUMMERVIL	3A	23.33	24	CLAY	4	25.27	38	KRAUSE	4	28.24
11	R.BELL	2	23.45	25	JONES	4	25.35	39	DUCKWORTH	4	29.09
12	OGILVIE	1	23.52	26	HORNE	3B	25.36	40	CROSS	3B	29.30
13	GEES	3A	23.53	27	REDDIEX	3B	25.45	41	CRANE	4	38.17
14	DUMMETT	4	23.58	28	BRYSON	4	25.55				

TIMES AFTER SECTION 12 and 128.94 km's.

1	CARR	NC	96.59	15	JOHNSON	3A	108.43	29	CADELL	3B	117.20
2	COOTE	NC	97.04	16	DUMMETT	4	109.22	30	BRYSON	4	118.21
3	LOWE	NC	97.33	17	MANN	1	111.23	31	CROSS	3B	118.43
	GLENNIE	1	97.33	18	REDDIEX	3B	111.26	32	DODKINS	4	118.53
5	MURFET	NC	98.03	19	OGILVIE	1	111.48	33	F.BALL	4	119.30
6	MARCOVICH	1	101.45	20	JONES	4	112.07	34	GRIFFITH	4	120.19
7	FERON	3A	103.42	21	JEANERET	4	112.45	35	KRAUSE	4	120.57
8	R.BELL	2	104.37	22	CUMPSTON	3B	112.48	36	REDDING	4	122.14
9	GEES	3A	105.05	23	ANDERSON	3A	113.31	37	KREBS	4	122.26
10	SUMMERVIL	3A	105.32	24	GUYATT	3B	113.52	38	MCDOWELL	4	122.27
11	OFFICER	NC	105.45	25	REID	3A	113.56	39	DUCKWORTH	4	123.41
12	HARVEY	1	105.55	26	FACKRELL	3A	114.26	40	ZAGAMI	4	131.30
13	STEWART	2	106.20	27	CLAY	4	114.40	41	CRANE	4	132.43
14	BATTS	2	106.45	28	HORNE	3B	115.10				

At the start of Black swamp Gary Scott's navigator barged ahead of us and a couple of others and nearly had to make a flying because of it. At about the eight KM mark there was a THR and as we approached it we could see one B. Fullerton gesticulating wildly and behind him was one 120Y seemingly parked off the road. The waving got more pronounced as we arrived at the corner so we pulled up thinking the worst.

It's head poked in the window and it's voice said "Have you got a rope or something we can throw on the car". I know between me and Tom there was at least two "No's" and one "F Off". I couldn't believe it. The first time in Four years of rallying someone's tried that. Peter Clark went off in SS10, Roach retired here as did the Hills and George Kahler and of course Gary Scott.

SECTION 13 GEMINI 10.05 KM

1	GLENNIE	1	7.54	15	HARVEY	1	8.47	29	JEANERET	4	9.57
2	LOWE	NC	7.56	16	DUMMETT	4	8.54	30	KREBS	4	10.09
3	MURFET	NC	8.03	17	GUYATT	3B	9.00	31	MCDOWELL	4	10.11
4	COOTE	NC	8.08	18	ANDERSON	3A	9.01	32	GRIFFITH	4	10.22
5	OFFICER	NC	8.12	19	REDDIEX	3B	9.09	33	DODKINS	4	10.23
6	CARR	NC	8.21	20	REID	3A	9.21	34	DUCKWORTH	4	10.24
7	MARCOVICH	1	8.24	21	JONES	4	9.24	35	ZAGAMI	4	10.37
8	R.BELL	2	8.30	22	CUMPSTON	3B	9.25	36	KRAUSE	4	10.43
9	STEWART	2	8.31	23	CADELL	3B	9.35	37	REDDING	4	10.45
10	BATTS	2	8.37	24	FACKRELL	3A	9.44	38	CROSS	3B	10.46
	SUMMERVIL	3A	8.37		CLAY	4	9.44	39	CRANE	4	11.12
12	FERON	3A	8.38	26	F.BALL	4	9.45				
13	OGILVIE	1	8.40	27	BRYSON	4	9.48				
	JOHNSON	3A	8.40	28	HORNE	3B	9.54				

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SECTION 14 BURRUM TWO 9.93 KM

1	MURFET	NC	7.41	15	HARVEY	1	8.35	29	GRIFFITH	4	9.46
	GLENNIE	1	7.41	16	DUMMETT	4	8.38	30	DUCKWORTH	4	9.47
3	LOWE	NC	7.42	17	ANDERSON	3A	8.50	31	KRAUSE	4	10.00
4	COOTE	NC	7.56	18	REDDIEX	3B	8.55	32	KREBS	4	10.05
5	CARR	NC	8.03	19	CUMPSTON	3B	8.57		REDDING	4	10.05
6	OFFICER	NC	8.05	20	F.BALL	4	9.01	34	CROSS	3B	10.37
7	STEWART	2	8.12	21	GUYATT	3B	9.09		DODKINS	4	10.37
8	SUMMERVIL	3A	8.15	22	CLAY	4	9.15	36	ZAGAMI	4	10.39
9	MARCOVICH	1	8.17	23	FACKRELL	3A	9.20	37	REID	3A	10.52
10	R.BELL	2	8.20	24	HORNE	3B	9.21	38	CRANE	4	10.53
11	OGILVIE	1	8.24	25	JONES	4	9.22	39	MCDOWELL	4	20.00
12	FERON	3A	8.26	26	JEANERET	4	9.31				
13	JOHNSON	3A	8.27	27	BRYSON	4	9.37				
14	BATTS	2	8.28	28	CADELL	3B	9.38				

SECTION 15 BEERWAH PUTTER TWO 10.85 KM

1	MURFET	NC	7.21	14	BATTS	2	8.20	27	HORNE	3B	9.16
2	LOWE	NC	7.24	15	DUMMETT	4	8.32	28	GRIFFITH	4	9.24
3	GLENNIE	1	7.26	16	JOHNSON	3A	8.35	29	KRAUSE	4	9.27
4	COOTE	NC	7.28		ANDERSON	3A	8.35	30	KREBS	4	9.33
5	OFFICER	NC	7.32		REDDIEX	3B	8.35	31	REDDING	4	9.40
6	MARCOVICH	1	7.52	19	F.BALL	4	8.44	32	DODKINS	4	9.42
7	GUYATT	3B	7.53	20	CADELL	3B	8.45	33	DUCKWORTH	4	9.44
8	SUMMERVIL	3A	8.03	21	CUMPSTON	3B	8.50	34	CRANE	4	9.55
9	STEWART	2	8.07	22	JONES	4	8.54	35	ZAGAMI	4	10.05
10	R.BELL	2	8.10	23	CLAY	4	8.55	36	CROSS	3B	10.25
11	HARVEY	1	8.12	24	JEANERET	4	9.00	37	CARR	NC	15.25
12	OGILVIE	1	8.13	25	BRYSON	4	9.10				
13	FERON	3A	8.14	26	FACKRELL	3A	9.12				

If there was ever a closer rally I wouldn't believe it. Glennie now leads by 1 sec. from Lowe who has 1 sec. on Coote. Murfet is 4th then Marcovich and Carr is 6th but drops out here with bent front suspension. Officer is up up to 8th. Jeff Guyatt puts in a screamer in his PRC Datsun which runs on some Yokohamas which look like they're leftovers from the Tulip Rally of 1956. Russell Reid's Volvo lost it's high beam for a couple of sections then the front wheel bearing succumbed to a lack of grease cap and Russell retired.

SECTION 16 LANDSBOROUGH TWO 11.51 KM

1	COOTE	NC	6.56	14	HARVEY	1	7.58	27	DODKINS	4	9.01
2	LOWE	NC	6.58	15	CADELL	3B	8.00	28	KRAUSE	4	9.13
3	OFFICER	NC	7.01	16	REDDIEX	3B	8.01	29	KREBS	4	9.20
4	MURFET	NC	7.02	17	ANDERSON	3A	8.03	30	FACKRELL	3A	9.32
5	F.BALL	4	7.23	18	JOHNSON	3A	8.06	31	CROSS	3B	10.01
6	STEWART	2	7.28	19	CUMPSTON	3B	8.12		CRANE	4	10.01
7	FERON	3A	7.31	20	CLAY	4	8.17	33	DUCKWORTH	4	10.11
8	SUMMERVIL	3A	7.32	21	GUYATT	3B	8.21	34	REDDING	4	10.16
9	BATTS	2	7.45	22	JONES	4	8.26	35	ZAGAMI	4	10.39
10	MARCOVICH	1	7.47	23	GRIFFITH	4	8.40	36	DUMMETT	4	16.11
11	GLENNIE	1	7.48	24	HORNE	3B	8.43				
	R.BELL	2	7.48		JEANERET	4	8.43				
13	OGILVIE	1	7.49	26	BRYSON	4	8.53				

Coote's back in the lead from Lowe then Murfet and Glennie. Dave Feron is up to 6th and Greg Summerville is 9th. Only two more night sections left then it's back to the Surfair for tea and parties, oops I mean sleep.

SECTION 17 MT.BOTTLE AND GLASS TWO 8.98 KM

1	MURFET	NC	6.17	14	BATTS	2	7.10	DUCKWORTH	4	7.45
2	GOOTE	NC	6.25		CUMPSTON	3B	7.10	28 REDDING	4	7.53
3	MARCOVICH	1	6.28		JOHNSON	3A	7.10	29 F.BALL	4	7.54
4	OFFICER	NC	6.31	17	CLAY	4	7.11	30 KREBS	4	7.55
5	LOWE	NC	6.33	18	REDDIEX	3B	7.14	31 FACKRELL	3A	7.57
6	GLENNIE	1	6.37		JONES	4	7.14	32 DODKINS	4	8.10
7	STEWART	2	6.44	20	CADELL	3B	7.16	33 CRANE	4	8.13
8	SUMMERVIL	3A	6.46	21	ANDERSON	3A	7.23	34 CROSS	3B	8.37
9	OGILVIE	1	6.48	22	GUYATT	3B	7.27	35 ZAGAMI	4	9.11
	FERON	3A	6.48	23	GRIFFITH	4	7.29	36 JEANERET	4	10.29
11	HARVEY	1	6.51	24	BRYSON	4	7.38			
	R.BELL	2	6.51	25	HORNE	3B	7.44			
13	DUMMETT	4	7.03	26	KRAUSE	4	7.45			

Coote now leads by 9 secs from Lowe with Murfet third and Glennie fourth. Officer is up to sixth and Feron seventh. Robert Bell leads Grade 2 from Ye Olde Doug Stewart and Gary Batts. Feron heads 3A from Summerville/Darch in the Datsun and Johnson/Smith in the Isuzu (thats us). Reddiex leads a close battle in 3B with both Cumpston and Guyatt only 2 mins behind. Jones heads Grade 4 from David Clay just ahead of Dummett.

I can't remember much about these last few night sections. We were just concerned with getting back to the pub in one piece. Look at the average speed for SS 16. 105 kmh for Coote . This was a fast rally. Rough, but fast.

SECTION 18 PT.GLORIOUS TWO 6.99 KM

1	MURFET	NC	8.22	14	CUMPSTON	3B	9.32	27	DODKINS	4	10.47
2	LOWE	NC	8.26	15	DUMMETT	4	9.36	28	ANDERSON	3A	11.12
3	GLENNIE	1	8.33	16	BRYSON	4	9.48	29	SUMMERVIL	3A	11.22
4	COOTE	NC	8.42	17	JONES	4	9.53	30	CROSS	3B	11.25
5	MARCOVICH	1	8.49	18	KRAUSE	4	9.57	31	HORNE	3B	11.29
6	OGILVIE	1	8.57	19	FACKRELL	3A	9.58	32	JEANERET	4	12.26
	R.BELL	2	8.57	20	HARVEY	1	10.01	33	F.BALL	4	13.08
8	OFFICER	NC	9.03	21	DUCKWORTH	4	10.06	34	ZAGAMI	4	15.24
9	BATTS	2	9.09	22	GUYATT	3B	10.08	35	CADELL	3B	17.00
10	REDDIEX	3B	9.10	23	CRANE	4	10.12		REDDING	4	17.00
11	JOHNSON	3A	9.16	24	CLAY	4	10.13				
12	FERON	3A	9.18	25	GRIFFITH	4	10.15				
13	STEWART	2	9.21	26	KREBS	4	10.44				

Here we are back at the popular Pt.Glorious stage and Murfet averages 51 kmh in the dark. I remember seeing the Summerville car being pushed out of a grader run off that we had attacked in the previous run through here. Some parts of this section had these 'woop de doos' I think they're called and we just got a rythm up that had the car up and down, up and down on the suspension without bottoming out at any stage. It was different, really different. Probably smoother the second time through though.

TIMES AFTER SECTION 18 and 187.25 km

1	LOWE	NC	142.32	14	OGILVIE	1	160.39	27	GRIFFITH	4	176.15
2	COOTE	NC	142.39	15	REDDIEX	3B	162.30	28	DODKINS	4	177.33
3	MURFET	NC	142.49	16	CUMPSTON	3B	164.54	29	CADELL	3B	177.34
4	GLENNIE	1	143.32	17	JONES	4	165.20	30	KRAUSE	4	178.02
5	MARCOVICH	1	149.22	18	GUYATT	3B	165.50	31	KREBS	4	180.12
6	OFFICER	NC	152.09	19	ANDERSON	3A	166.35	32	CROSS	3B	180.34
7	FERON	3A	152.37	20	CLAY	4	168.15	33	DUCKWORTH	4	181.38
8	R.BELL	2	153.13	21	DUMMETT	4	168.16	34	REDDING	4	187.53
9	STEWART	2	154.43	22	FACKRELL	3A	170.09	35	CRANE	4	193.09
10	SUMMERVIL	3A	156.07	23	HORNE	3B	171.37	36	ZAGAMI	4	198.05
11	BATTS	2	156.14	24	JEANERET	4	172.51				
12	HARVEY	1	156.19	25	BRYSON	4	173.15				
13	JOHNSON	3A	158.57	26	F.BALL	4	175.25				

After a meal of Sweet and Sour Something it was off to bed until the civilised hour of about 8.00 AM. Putting the car into 'parce ferme' was a real buzz. I kept looking for Martin Holmes to ask how we were going and was this our third or fourth gearbox in the car or what compound we were using tomorrow or....

SECTION 20 ORANGE GROVE TWO 13.59 KM

1	OFFICER	NC	8.30	13	BATTS	2	9.09	HORNE	3B	9.56	
	MURFET	NC	8.30	14	FACKRELL	3A	9.12	26	CROSS	3B	10.02
	LOWE	NC	8.30		CLAY	4	9.12		GRIFFITH	4	10.02
	COOTE	NC	8.30	16	DUMMETT	4	9.13	28	DODKINS	4	10.04
	GLENNIE	1	8.30	17	F.BALL	4	9.21	29	CADELL	3B	10.06
6	R.BELL	2	8.42	18	JONES	4	9.28	30	KRAUSE	4	10.09
7	MARCOVICH	1	8.47	19	CUMPSTON	3B	9.33	31	CRANE	4	10.16
8	OGILVIE	1	8.48	20	GUYATT	3B	9.40	32	REDDING	4	10.28
9	STEWART	2	8.51	21	REDDIEX	3B	9.46	33	ZAGAMI	4	10.42
10	HARVEY	1	8.59	22	BRYSON	4	9.48	34	KREBS	4	10.46
11	SUMMERVIL	3A	9.02	23	JEANERET	4	9.49	35	DUCKWORTH	4	10.47
12	JOHNSON	3A	9.08	24	ANDERSON	3A	9.56				

SECTION 21 COOCHIN CREEK 11.09 KM

1	MURFET	NC	7.07	13	BATTS	2	8.23	25	CADELL	3B	9.03
2	LOWE	NC	7.24	14	CUMPSTON	3B	8.36	26	GRIFFITH	4	9.04
3	COOTE	NC	7.25		CLAY	4	8.36	27	F.BALL	4	9.06
4	GLENNIE	1	7.27	16	FACKRELL	3A	8.37	28	CROSS	3B	9.13
5	OFFICER	NC	7.30	17	REDDIEX	3B	8.40	29	DUCKWORTH	4	9.14
6	STEWART	2	8.03	18	ANDERSON	3A	8.41	30	CRANE	4	9.17
7	MARCOVICH	1	8.04	19	JOHNSON	3A	8.42	31	KRAUSE	4	9.19
8	R.BELL	2	8.07	20	GUYATT	3B	8.49	32	KREBS	4	9.31
9	OGILVIE	1	8.09	21	HORNE	3B	8.53	33	REDDING	4	9.37
10	SUMMERVIL	3A	8.10		JONES	4	8.53	34	DODKINS	4	9.44
11	HARVEY	1	8.19		BRYSON	4	8.53	35	ZAGAMI	4	12.28
12	DUMMETT	4	8.21	24	JEANERET	4	8.58				

Murfet and Lowe were dead equal with one section to go and Coote was only 8 secs behind. Murfet must have had a brain snap as he convincingly won the stage, with a blistering minimum time. Dave Ferons great drive ended in a cloud of smoke in the first of the Sunday stages, and there was much rejoicing in our car as this made us 2nd 3A and added \$50 to our prize - if we made it to the end of course!

Kevin Harvey's Rally ended about 300 metres into the last stage, off the road on a slippery left hander and Rob Bell's event also finished here. At least he got to do some driving this year! The only drama we had on Sunday was when I was caught dreaming on one of the long straights as Tom was informing me of a 'Caution Causeway' which I finally comprehended about 20 metres before it and we were doing about 120 K's. We hit it pretty hard and a bonnett pin pulled out of the body. So we had a flapping bonnett for half of one stage.

SECTION 22 BLACK SWAMP TWO 30.67 KM

1	MURFET	NC	19.00	13	DUMMETT	4	22.50	25	CROSS	3B	24.09
2	LOWE	NC	19.24	14	F.BALL	4	22.51	26	KRAUSE	4	24.23
3	COOTE	NC	19.32	15	REDDIEX	3B	22.53	27	CRANE	4	24.28
4	OFFICER	NC	19.38	16	JONES	4	22.56	28	JEANERET	4	24.32
5	GLENNIE	1	19.42		CLAY	4	22.56	29	DUCKWORTH	4	24.37
6	OGILVIE	1	20.56	18	ANDERSON	3A	23.00	30	KREBS	4	25.14
7	MARCOVICH	1	21.00	19	BRYSON	4	23.09	31	ZAGAMI	4	26.22
8	SUMMERVIL	3A	21.17	20	GRIFFITH	4	23.10	32	DODKINS	4	26.48
9	FACKRELL	3A	22.15	21	CADELL	3B	23.12	33	GUYATT	3B	28.12
10	CUMPSTON	3B	22.17	22	STEWART	2	23.23				
11	BATTS	2	22.19	23	HORNE	3B	23.54				
12	JOHNSON	3A	22.36		REDDING	4	23.54				

RESULTS - KEEMA CLASSIC RALLY 1986

1 Andrew Murfet/Tony Jackson (Tas)	*MAZDA BFMR	177.26	
2 Barry Lowe/Mark Stacey (SA)	*SUBARU RX TURBO	177.50	
3 Murray Coote/Iain Stewart	*MAZDA BFMR	178.06	
4 Peter Glennie/Coral Taylor	*SUBARU RX TURBO	179.11	
5 Peter Marcovich/Greg Weale	*SUBARU RX TURBO	187.13	
6 David Officer/Kate Officer (Vic)	*MITSUBISHI STARION	187.47	
7 Greg Summerville/Martin Darch	DATSUN 1600	194.36	1st 3A
8 Gary Batts/Rob Kimmins	*ISUZU GEMINI ZZ	196.05	1st Recog.
9 Doug Stewart/Wayne Stewart (NSW)	*TOYOTA COROLLA GT	198.00	2nd Recog.
10 Ian Ogilvie/Del Garbett	DATSUN 1200	198.32	
11 Peter Johnson/Tom Smith	*ISUZU PF60	199.23	2nd 3A
12 Ian Reddiex/Ross Perry	MAZDA RX-2	203.49	1st 3B
13 Tom Cumpston/Mick Bruce	*SUBARU RX TURBO	205.20	2nd 3B
14 Glen Jones/Dave Fisher	DATSUN 1600	206.37	1st Novice
15 Richard Anderson/Denis Nolan	SUBARU BRUMBY	208.12	3rd 3A
16 Bruce Dummett/Ian Mogg	DATSUN 1600	208.40	2nd Novice
17 David Clay/Micheal Spearing	DATSUN 1600	208.59	3rd Novice
18 Keith Fackrell/Allan McInness	FORD ESCORT	210.13	
19 Jeff Guyatt/David Underwood	*DATSUN H510SSS	212.31	3rd 3B
20 Arnold Horne/John Slattery	TOYOTA CELICA	214.20	
21 Marc Jeaneret/Mark Redmond	DATSUN 1200	216.10	
22 Frank Ball/R.McLean	DATSUN 1600	216.43	
23 Tony Bryson/David Logie	DATSUN 1600	218.05	
24 Mark Griffith/Debbie Renwick	*FORD LASER	219.31	
25 Paul Cadell/Richard Butler	*MAZDA 323 GTS	220.55	
26 Geoff Krause/John Madsen	DATSUN 1600	221.53	
27 Rodney Cross/Tony Kabel	*MITSUBISHI CORDIA	223.58	
28 Andrew Dodkins/Robert Swanson	FORD ESCORT	224.09	
29 Tony Krebs/Andrew Reddiex	HOLDEN TORANA	225.43	
30 Colin Duckworth/Suzy Scullin	HOLDEN GEMINI	226.16	
31 Lance Redding/Peter Signorini	MITSUBISHI LANCER	234.52	
32 Glen Zagami/John Coleman	DATSUN 120Y	247.37	
33 David Crane/Trevor Friswell	DATSUN 1600	254.10	

Total distance 242.60 km. Average Speed 83.58 kmh. 71 starters, 33 finishers.

SPECIAL STAGE ANALYSIS

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>NOTES</u>
Murfet	11	2	2	1		1	John Atkinson's Subaru was disqualified after a protest hearing found his car was ineligible. Specifically in the area of bodywork modifications surrounding the radiator. Gary Batts' time fo SS 8 was incorrectly transposed and should read 9.17 not 7.17. This drops him one place....
Coote	6	3	2	8	1		
Glennie	4	4	2	1	3	3	
Lowe	2	7	3		2		
Officer	1	3	1	3	4	5	
Carr	1	1	2	3	1	4	
Johanson	1						
Roach		1			3		
W.Bell		1				1	
Clark			1	2			
Marcovich			1		1	2	
Kahler			1				
Cadell			1				
Ogilvie				1		2	
Brown					1		
F.Ball					1		
Stewart						2	
R.Bell						2	
Gray						1	
Keys						1	

I've got to take this opportunity to thank Rod Browning for his assistance in supplying bits and information for my engine rebuild and also my service crew Brett Wright, Kev Lingard, Ken Barr, Kym and Donna....invaluable.

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VICE PRESIDENT.....PETER MARCOVICH	395 1484	390 5907
IMMEDIATE PAST PRESIDENT.....JIM REDDIEX	264 1738	52 7177
SECRETARY.....WARREN TEGG	848 3889	394 1922
TREASURER.....HUGH WALKER	351 3921	52 3331
ASSISTANT TREASURER.....LAWRENCE SVENSON	261 3349	266 8980
CLUB CAPTAIN.....WILSON BOYD	38 1639	
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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 1986

	SEPTEMBER 21ST	<u>B.S.C.C. MOTORKHANA</u> CENTENARY SHOPPING CENTRE DANDENON ST. MT. OMMANEY
27th T.A.C SPRINT RALLY	24TH	<u>BRANDS HATCH VIDEO</u> Formula One etc. 8.00 p.m. Clubrooms. see inside for more details.
	28th	INTERCLUB MOTORKHANA H.S.C.C. BEENLEIGH RUM DISTILLERY Scrutiny 8 am event commences 9.30 a.m.
OCTOBER	5th	<u>BATHURST B.B.Q.</u> CLUBROOMS see front page for more details
	8th	MOVIE OF THE MONTH*****Romancing the Stone***** 8 p.m. sharp. Refreshments available
	11th	R.C.C.C.Q Sprint Rally
	15th	<u>B.S.C.C.</u> NIGHT RUN 8.00 p.m. CLUBROOMS
	17th	IMAAC Invitation Night Run - see details inside.
	18th	NDSCC Mapping Rally
	19th	<u>P.S.T. SHORT COURSE</u> Mundoolun - see Supp Regs inside Purga Creek's application to Council rejected hence change of venue and event.
	26th	Australian Grand Prix. MAKE SURE YOU GET A TICKET IN THE SWEEP
	29th	<u>KEMPSEY MACLEAY VIDEO</u> 8.00 p.m. Sharp - Food and drink available.
NOVEMBER	1st	GCTMSC RALLY
	9th	<u>B.S.C.C. MOTOKRHANA</u> Centenary Shopping Centre, Mt. Ommaney
	15th/16th	<u>B.S.C.C. GALLANGOWAN RALLY</u> Director Jim Reddiex Q.R.C. Round
	23rd	Off Road Event????
	30th	<u>B.S.C.C. SPRINT RALLY</u> - Director. Wilson Boyd
DECEMBER	6th	<u>B.S.C.C. CHRISTMAS PARTY</u> Yeronga R.S.L. Club - see front page for more details
	14th	<u>B.S.C.C. MOTORKHANA</u> Centenary Shopping Centre, Mt. Ommaney

Confederation of Australian Motor Sport

Nominations for State Council, and all relevant panels are being called, to be presented at the October State Council Meeting 16th October.

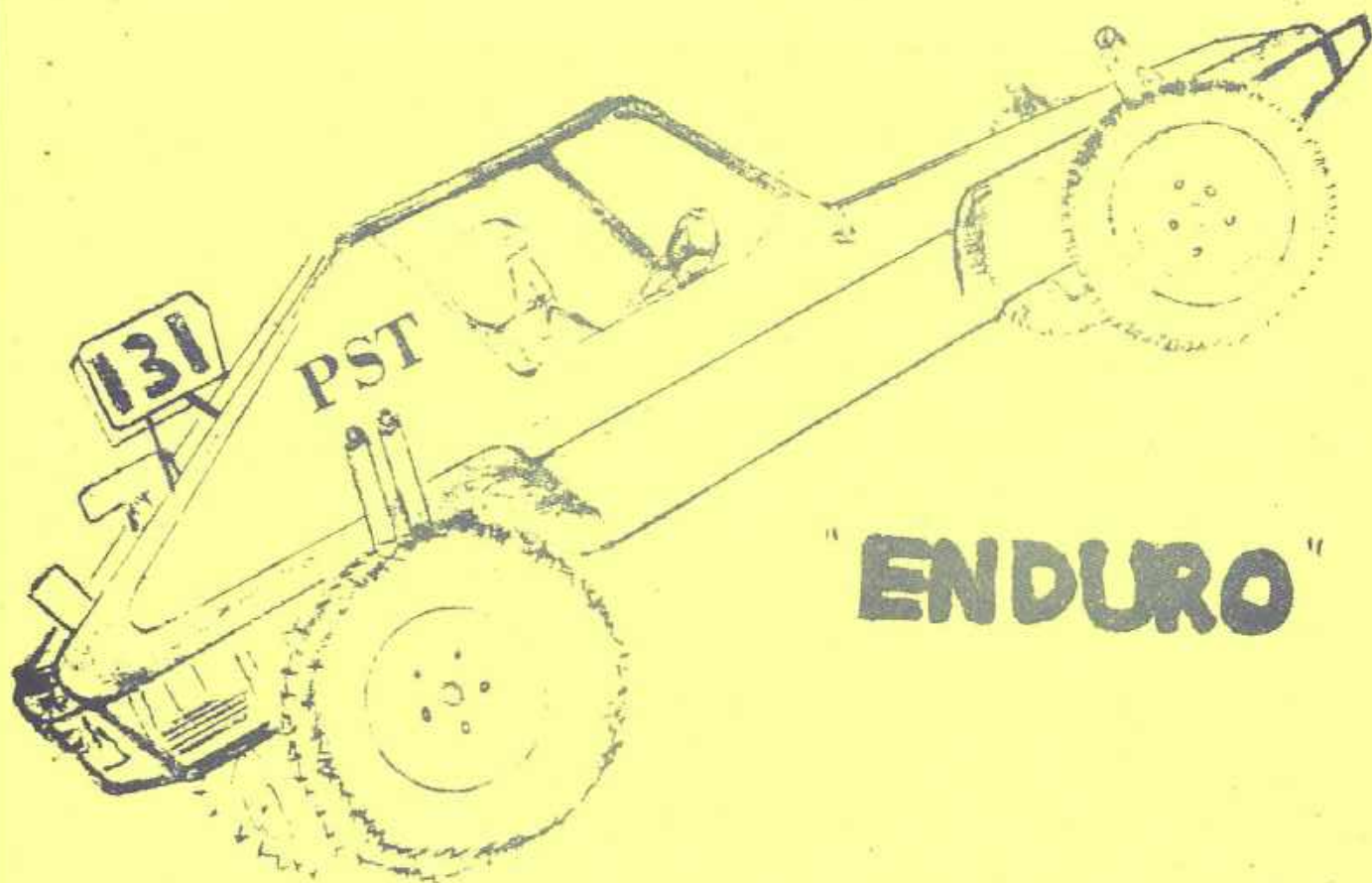
All interested parties please contact Esme Gibson (391 8881) for nomination form - Be interested in YOUR sport and take the time to have some INPUT.

THE

LAST.

PERFORMANCE STEERING & TUNING

2/12 BRENNAN STREET,
SLACKS CREEK



19 OCTOBER 1986

PROMOTED BY:

BRISBANE SPORTING
CAR CLUB LIMITED



BRISBANE SPORTING CAR CLUB LIMITED
PERFORMANCE, STEERING & TUNING SHORT COURSE

MUNDOOLUN

19TH OCTOBER 1986

SUPPLEMENTARY REGULATIONS
(See also NCR 67)

1. AUTHORITY

The event will be conducted under the International Sporting Code of the FISA, the National Competition Rules of CAMS, these Supplementary Regulations and any further regulations or instructions which may be issued, and will be subject to CAMS Permit No. Q.86/169.

2. PROMOTER

The Event will be promoted and organised by the Brisbane Sporting Car Club Limited., P.O.Box 347. WOOLLOONGABBA Q. 4102.

3. ORGANISING COMMITTEE:

The organising committee shall be: T. Conneely, R. Stanfield, I. Bond, M. Conneely.

Clerk of Course: Terry Conneely - Park Ridge Tel: 297 0026 (h)

Assistant Clerk of Course: Ian Bond - Eight Mile Plains

Secretary: Melissa Conneely - Park Ridge Tel: 297 0026 (h)
C/- Brisbane Sporting Car Club Ltd.
P.O.Box 347, WOOLLOONGABBA, Q. 4102

Scrutineer: R. Stanfield

4. STEWARDS

The Stewards will be: W.J. Tegg, P. Wickham

5. EVENT DESCRIPTION

The event will be a closed invitation Short Course Off Road event, sponsored by Rod Brand, of Performance, Steering & Tuning, conducted at "Mundoolun", Jimboomba Q. on 19th October 1986.

6. START

The event is scheduled to start at 9.00 a.m. and will finish at approximately 4.00 p.m. Any changes will be notified in Final Regulations.

7. ENTRIES:

Entries open on 15th September 1986 and close on 10th October 1986.

The entry fee is \$55.00 - cheques and money orders should be made payable to Brisbane Sporting Car Club Ltd. Entry forms must be completed in full and accompanied by the entry fee and lodged with the Secretary of the event. The event will be limited to 60 starters. The organisers reserve the right to refuse any entry without assigning any reason therefor - see NCR 83. The organisers reserve the right to cancel the event if less than 30 (thirty) entries are received.

8. PARENTAL CONSENT

If any entrant or driver is under 18 years of age, the consent of his/her parent or guardian must appear on the entry form.

9. PERSONS ELIGIBLE

The event shall be open to financial members of
BRISBANE SPORTING CAR CLUB LIMITED
NORTHERN DISTRICTS SPORTING CAR CLUB

10. SCRUTINEERING

- .1 Scrutineering will commence at 6.00 p.m. and conclude at 9.00 p.m on Wednesday 13th October 1986 at STANFIELD AUTOMOTIVES, 2311 LOGAN ROAD EIGHT MILE PLAINS. (two doors down from OPAL HOMES, right besides the South East Freeway on the Old Logan Road. Travelling North exit Logan Road, S.O. @ Traffic Lights; South exit Logan Road T.R. 1st set of Traffic Lights T.R.
- .2 All competing cars must be scrutineered and passed for practice and competition prior to participating.

10. .3 Membership cars and a Basic licence, Restricted or General Competition licence must be produced at scrutineering and on request during the meeting.
11. BRIEFINGS
The attendance of all drivers is required at the drivers' briefing to be held at 8.30 a.m. at Pit area.
12. INSURANCE
The fee for Personal Accident Insurance has been included in the Entry Fee. Public Risk Insurance has been effected by the Promoters.
13. TIMING
Timing will be by means of elapsed time.
14. PROTESTS
Any protests must be lodged in accordance with the National Competition Rules.
15. ABANDONMENT
The promoters reserve the right to abandon this event in accordance with the National Competition Rules.
16. ALCOHOL
The consumption of alcohol by drivers and crews is forbidden. Consumption of alcohol in the pit, paddock and other non-public areas is forbidden until the conclusion of the meeting.
17. CARS
The organisers envisage the competition will be divided into the following classes: 1, 2, 3, 4, 5, 6, 7, 8, 9
as listed in CAMS Manual Page 328 GR 30.
Any class which attracts less than three entries may be amalgamated with other classes at the discretion of the organisers.
18. AWARDS
Trophies: 1st and 2nd in Class
Trophy: 1st Outright.
These awards may be added to.
19. SAFETY- DRIVERS
Drivers must wear:
.1 A helmet which complies with AS1698 and carries marking to that effect: or be otherwise specifically approved by CAMS, also appropriately marked to that effect.
.2 Non flammable clothing, including cover from ankles to wrist to throat. No person will be permitted to compete wearing apparel of nylon or similar material.
.3 Suitable footwear - Prohibited are, for example, thongs, roman sandals, and high heeled shoes.
.4 Goggles or visors of lens other than glass (to AS1609) in open cars.
20. SAFETY - CARS
The attention of competitors is drawn to Appendix C of the National Competition Rules - Part 1 and Part 2, Sections 1, 2, 3, and 4, in which all vehicle requirements are listed in detail.
The following should be especially noted:
.1 All cars must be fitted with:
(a) Seat belts to AS E35 or of a type specifically approved by CAMS
(b) A fire extinguisher (securely fitted) which complies with AS1846 or AS 1848
The fitment of a CAMS-approved "on board" system is an acceptable alternative.
(c) Two independent fastening systems of limited extensibility on rear hinged bonnets. (Note: This is a means of securing the bonnet (additional) to the normal locking mechanism and safety catch.)

20. .2 General

(a) Reconditioned Tyres

May be permitted at the discretion of the Chief Scrutineer

(b) Tubeless Tyres

Must be fitted to the optimum rim size only.

(c) Fuel

Must be "Commercial Fuel" as defined by CAMS (App.C. Part 7)

(d) Roll Bars

Only roll bars which comply with CAMS requirements are permitted. If an open car is fitted with a roll bar, it must also be fitted with a seat belt.

Roll bars are recommended in speed events.

(e) Cars must have on their coachwork a blue triangle of 150mm sides, which indicates the location of the battery (Categories 2,3 & 4) or the location of the master switch (Category 1).

.3 Road Registered Cars.

Road Registered cars are required to undergo no special preparation, other than the fitment of an approved bonnet strap, a triangle indicating the location of the battery, and an approved fire extinguisher.

21. MULTIPLE START

The organisers may include a multiple start event, with a maximum of four starters on the grid. Vehicles would start simultaneously, fastest practice time to pole position. There would be a maximum of ten vehicles on the track at any one time.

22. FEATURE RACE

Multiple start feature race to be decided, with approval of drivers.

23. DETERMINATION OF WINNERS

The results will be determined by accumulation of elapsed time over whole course, which is to be determined.

(Phone Number of Stanfield Automotives: 341 5263)

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

PLEASE NOTE!!

CONDITION OF USE OF THIS PROPERTY IS THAT NOBODY USES IT PRIOR TO OR AFTER THE EVENT. PLEASE RESPECT THE OWNER'S CONDITION.

SOFT DRINKS WILL BE AVAILABLE

PLEASE TAKE YOUR LITTER HOME

FOUR PIT PASSES PER ENTRY, ADDITIONAL PASSES \$3.00 each.

LOCATION DETAILS:

From Brisbane travel on the Mount Lindsay Highway towards Beaudesert, after passing the Camp Cable turnoff travel approx. 1 km. TURN LEFT into "MUNDOOLUN ROAD", follow straight through and at end of gravel at T JUNCTION TURN LEFT towards Tamborine Village, through dip. TURN RIGHT towards CANUNGRA and follow arrows from corner.

COME AND SUPPORT THIS B.S.C.C.EVENT -

BRISBANE SPORTING CAR CLUB LIMITED

OFF-ROAD ENTRY FORM

EVENT.....P.S.T. SHORT COURSE ENDURO.....DATE: 19/10/86...

Held under the International Sporting Code of the FIA and the National Competition rules of CAMS.

BLOCK LETTERS PLEASE

ENTRANT (Vehicle owner)

Full Name..... Postal Address.....
..... Postcode
CAMS Licence No.....
Club & M/ship No.....

ATTRIBUTED ENTRANT (if applicable)

Full Name..... Postal Address.....
..... Postcode
CAMS Licence No.....

DRIVER

Full Name..... Postal Address.....
..... Postcode
Phone.....
Code/Day Night
CAMS Licence No.....
Civil Licence No.....
Club & M/Ship No.....

I also acknowledge and agree as a condition of entry that neither the Confederation of Australian Motor Sport, nor the Promoters or the Organisers of the race meeting or event or their respective servants, officials, representatives or agents ("the organisers") shall be under any liability whatsoever for my death or bodily injury, loss or damage which may be sustained or incurred as a result of my participation in the race meeting or event howsoever such death or bodily injury, loss or damage is caused whether by negligence or otherwise.

DESCRIPTION OF VEHICLE

Driver

Make.....Year/Model.....Capacity.....Class.....
Body type.....Colour.....Preferred competition No.....

ENTRANT'S UNDERSTANDING

I/We being the owner of the vehicle detailed above hereby enter the said vehicle in the event.
I/We agree to abide by the NCR's and the Supplementary Regulations governing the event.
I/We certify that the vehicle described complies with the said description
I/We enclose cheque/money order/cash for \$.....
Entrant's Signature Date.....
Parent/Legal Guardian's Signature Date.....

CREW'S UNDERSTANDING

PARENT/LEGAL GUARDIAN'S PERMISSION

I/We the crew of the above entry undertake to comply with the provisions of the Supplementary Regulations, and the National Competition Rules of CAMS
Driver.....
I wish/do not wish to participate in the feature race
Driver.....

(To be completed by the Parent or Legal Guardian of any crew member under 18) I, being the Parent/Legal Guardian of the crew member named agree to his/her entry in the event.
Driver's
Legal Guardian.....

28 HAYWARD STREET, STAFFORD, BRISBANE QLD. 4053

Phone: (07) 356 4356

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EXTRACTORS



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HEAVY DUTY REAR MOUNTS

TRANS AXLE STRAPS

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