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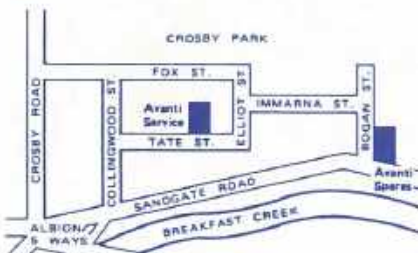
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STRAIGHT ON

About 70 Queensland rally competitors and interested parties recently attended the Rally Forum arranged by Gordon Little. This was a good roll up and a lot of different people (you know their names but you've never seen their faces) had a fair bit to say. The first subject discussed was the raising of the standard of QRC events and basically two things were decided, the first that it would be desirable to have a sponsor for the whole series i.e. like Hella with the sprint series, and this would make the series more promotable bringing more exposure and in the long term more money. The other way to raise the standard was the suggestion of having one or possibly two course checkers for the whole series so that there is less variance in route instruction interpretation.

The use of engine classes as a pointscore basis, once we are PRC only, was next and this was generally considered to be the way to go. A committee has been formed to investigate which classes would be best suited to Qld. and we hope to make a recommendation to Rally panel sometime in the near future after we have a meeting!

I think the only way it can work properly is if we drop these silly driver gradings

Another subject discussed was the appearance of crews and cars to the public. A vote was taken on the controversial crew apparel subject and it was overwhelmingly in favour of leaving the rule as is. That is optional fireproof protection.

I must say I voted for compulsory suits, not really for the safety aspect but more for the professional appearance they give a team. As for the appearance of cars it was decided that had improved lately but for scrutineers to be more strict and use log books for a warning for the next event.

A lot of discussion took place regarding the format for next years GP Cars/Cibie series and again a vote was taken (ah, democracy at work). It was agreed that it is best to have the series run in conjunction with the QRC rounds with the possibility of one or more events thrown in. The decision of course lies with GP CARS and they now have guidelines to go by, straight from the competitors.

The next subject listed was 'Understanding PRC and Group A' but it strayed a bit to PRC vs. Group G. What many people didn't seem to realise is that that is no longer the argument. It's all over for Group G at the top level in championships as of 88. You can run but can't score - QRC that is. You can't run ARC at all as from 87 unless you have a PRC vehicle less than 7 years old.

This discussion really went nowhere toward understanding PRC so nothing constructive at all came out of that one. The main worries were a. the cost of building a competitive PRC car and b. the lack of a market for Group G cars.

The first point is a problem because a truly competitive Group A car is going to cost a minimum of \$15,000 and with people at CAMS making comments like "we don't see rallying as anything other than a participant sport" -Chief Executive Officer, John Keefe, and having that attitude, it's going to make it hard to attract sponsors so you can pay for the vehicle CAMS are forcing us to use!!!

The second point I don't see as being a problem because a rally car only has a certain life anyway and by the time you can't use it at all I'd say it would be well and truly dead. It was interesting to note that the people complaining about having a redundant car I'm sure all have cars which have been built after CAMS announced their intention of going PRC.

That is about all the important issues discussed and I think now the Rally Panel and therefore CAMS have a better understanding of what competitors want.

It was disturbing to see an injury occur in the recent Esk Sprintrally to one of our members, Meryl Joyce. Meryl had her left arm damaged in a rollover in the Hillman of Alan Clunes and suffered some broken bones and severe lacerations

A skin graft was required. What was really disturbing was the realisation that when a competitor brought Meryl back to the service point there was not really anyone qualified to help. Lets do what Wilson Boyd does for his events and that is put an extra dollar on the entry fee for an Ambulance to be in attendance for the duration of the event. Meryl had lost quite a bit of blood and was in great pain until she got to a hospital. Best wishes from all at the BSCC Meryl and we hope to see you back in a car soon.

Peter Johnson

CHRISTMAS PARTY

Picture a warm December afternoon. It's Saturday and you've spent a strenuous day toiling on the car, playing sport, baking in the sun or you've just unloaded a bunch of rowdy young sport hopefuls after the big game.

Imagine leaving it all behind you and freshly showered and looking sharp you head for town. In a quaint little suburban R.S.L. you meet with your friends and enjoy the balmy evening and conversation while sipping champagne and nibbling at the odd seafood piece. Appetite satisfied, you saunter to your seat or dance across the floor and spend the next few hours full of Christmas cheer.

If we can tempt you, see Chris Lane about getting your tickets for this years social grand finale - the Annual Christmas Party. Do not delay as only a limited number of tickets are available.

CHRISTMAS PARTY SATURDAY 6th DECEMBER 1986 YERONGA R.S.L.

6.30 p.m. Bar open
7.00 p.m. Hot and cold savouries and free drinks
7.30 p.m. Entree served
8.00 p.m. Smorgasbord Seafood Buffet
Sweets and full selection of continental cakes.
After dinner drinks free
Drawing of the winner of the Christmas Hamper.
Entertainment.

***** MOVIE OF THE MONTH***** "BEVERLY HILLS COP".

Screening Wednesday 5th of November will be "Beverly Hills Cop", a very funny film starring Eddie 'Foul Mouth' Murphy. It is FREE and starts at 8 PM sharp. Refreshments available at the bar and chips as well.

CHRISTMAS HAMPER RAFFLE - We've searched Brisbane high and low to fill our hamper brim full of Goodies to get you through Christmas. So many tit bits that are too numerous to mention but we've included the usual things like hams, plum puddings, cakes, shortbreads, champagne etc., as well as the unusual.

Over \$100 value and all we are asking is \$1 per ticket. The winner will be drawn at the annual Christmas party on Dec 6th. Tickets for the party and the raffle from Chris Lane or other socially acceptable people.

DAY OBSERVATION RUN

Want to have some fun? Got a half a day to spare? Why not come on our Day Observation Run on Sunday 23rd of November? Starts 9AM from Indooroopilly shopping town. I can't tell you where it's going but expect a BBQ finish at lunchtime and bring your swimmers, togs, bathers cossie or whatever else they're called.

If anyone has a photo from Benarkin of the Fastair Isuzu (car 19) please contact me on 397 5784 AH Peter Johnson.

JUST WHAT DOES THIS COMPETITOR INDEMNITY MEAN?

Warren Tegg

I have been asked by a number of competitors and the Board of the Club to try and clarify the effect of the indemnity you are now required to sign prior to competing in a motor sport event. I'll start by setting out the terms of the indemnity clause and identifying some key words:

"I also acknowledge and agree as a condition of entry that neither the C.A.M.S. or the promoters or the organisers of the race meeting or event, or their respective servants, officials, representatives or agents (the organisers) shall be open to any liability whatsoever for my death or bodily injury or loss or damage which may be sustained or incurred by me 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".

The first and most important thing to note is that the indemnity is personal. You absolve the organisers and C.A.M.S. for any injury you do to yourself. You also by the words "or incurred by me" absolve the organisers and C.A.M.S. from loss or damage you cause or bring upon yourself.

The effect of this is that you may be personally liable for property damage you cause, to another competitors car for example, if the incident was caused by your negligence. Your personal injury responsibility is still covered by the extension you take out on your third party policy.

In the case of an off road or any unregistered competitors vehicle the additional personal accident cover offered with entry should always be taken out. I would also recommend this cover for Rally crews as the cover on your registration I believe is limited by the very fact that you accept some danger in getting in the car in the first place.

The third party extension you hold on registration of course, covers injuries to third parties like spectators or officials as does the event's Public Risk Policy. If you are unfortunate enough to injure a spectator I now believe that this indemnity may absolve the event's Public Risk Liability insurer and require your Third Party Policy to cover any damage.

We have a letter from Mr. John Keeffe, Chief Executive Officer for C.A.M.S. that goes part way to explaining this question. I have written to him again to clarify the following:

1. What insurance is available to cover crews in the event of their own negligence causing injury
2. Whether the event's Public Liability Insurance is released by the crews indemnity, from any liability in respect of its actions causing injury.
3. What the additional personal insurance actually covers for the crews.
4. What the extent of the liability of crews in unregistered vehicles might be given the indemnity that now must be signed.

In summary then I'm still not sure about a crew's liability or the amount of insurance cover they may have. I can say that if you don't sign the indemnity you can't compete. If you sign the indemnity your personal liability is increased and you should therefore take such insurance cover as may be available to you with your entry. This is particularly important to cover the competing crews themselves for self injury.

I will complete this article once I have some more answers from Mr. Keeffe. In the meantime, be careful.

Warren Tegg

.....pointscores.....pointscores.....pointscores.....pointscores.....

ORC	Drivers	Points	Navigators	Points	G.P.CARS/ CIBIE SERIES	Points
1	Peter Marcovich	91.5	Greg Weale	91.5	1 Vivian Gees	56
2	Murray Coote	81	Iain Stewart	81	2 Alan Hill	32
3	Vivian Gees	69	Noel Gees	69	3 Ron Burns	27.5
4	Peter Glennie	48	Coral Taylor	48	4 Greg Summerville	19
5	Ian Ogilvie	45	Martin Darch	39	5 Tom Cumpston	18
6	Marc Roach	43.5	Terry Gusterso	36	David Clay	18
7	Greg Summerville	39	Craig Smith	34	7 Terry Lewis	17
8	Ron Burns	34	Mick Bruce	34	8 Henk Kabel	16.5
	Tom Cumpston	34	Tony Kabel	33	9 Dave Feron	14
10	Henk Kabel	32	R.Kimmins	31	Paul Williamson	14
11	Gary Batts	31	Graham Clark	30	Matt Simpson	14
12	Phil McLoughlin	30	Tony Best	29	12 Phil O'Brien	13
13	George Kahler	29	Dave Guyatt	28	Andrew Zaver	13
14	Glen Jones	27	Dave Fisher	27	14 Jeff Guyatt	12
15	Peter Johnson	24	Tom Smith	24	Peter Johnson	12
16	Ron Hendrickson	23	Jan Bell	23	Rod Bailey	12
	Rob Bell	23	? Thurley	23	17 Wayne Parker	11
	Paul Williamson	23	Greg Zaver	23	Wayne Lemon	11
19	Dave Feron	22	? Dwyer	23	Mal Clarke	11
20	Rod Browning	20	Graeme Greenwo	23	Glen Jones	11
	Andrew Zaver	20	Mick Price	20.5	21 Rod Dawson	10
	Matt Simpson	20	Dave Kortlang	20	22 Allan Lawson	9
23	Denis Brown	19	Del Garbett	20	Colin Duckworth	9
	Keith Fackrell	19	Simon Leigh	20	Russell Reid	9
25	Geoff Keys	17	Bale Payne	19	25 J. Martin	8
26	Wayne Lemon	16	R. Carter	17	Tony Cox	8
	Richard Anderson	16	D.Hill	16	Richard Anderson	8
	Ian Reddiex	16	Ross Perry	16	Keith Fackrell	8
	Rod Bailey	16	Errol Bailey	16	29 Ray Lattimer	7
30	Tony Gray	15	Peter Young	15	30 Don Rea	6
31	Barry Mann	14	Ian Young	14	Mark Thompson	6
	W.Jonsson	14	? Wyatt	14	32 M.Tomkins	5
33	Alan Hill	13	Tony Hill	13	David Martin	5
34	? Johnstone	11	? Johnstone	11	34 Steven Grant	4
	Jeff Guyatt	11	Denis Nolan	11	Bruce Reville	4
	David Clay	11	Micheal Speari	11	Ian Reddiex	4
37	Jim Reddiex	10	Andrew Reddiex	10	Mark Griffith	4
	Rod Dawson	10	Brian Smith	10	38 Martin Jonkers	3
39	Bruce Dummett	9	Ian Mogg	9	Ben Cain	3
40	Mark Griffith	8	Ed Hetherington	8	40 J.Madsen	2
	Colin Duckworth	8	David Underwood	8	Mark Redmond	2
42	Russell Reid	7	Debbie Renwick	8	42 R.Makela	1
43	Rodney Cross	5	Barton Tew	8	Micheal Harrison	1
	R.Hall	5	? Rasmussen	5	Tony Krebs	1
	? Williams	5	? Ditton	5	JohnSpencer	1
	Kelvin O'Shea	5	? Hunt	5		
47	Mal Clarke	4	Alan McInnes	5		
48	Terry Lewis	3	D.McDowell	4		
49	Bruce McCubben	2	Warren Tegg	4		
	Arnold Horne	2	Steve Ross	4		
	Paul Cadell	2	? Neaton	2		
	Kevin Harvey	2	John Slattery	2		
53	Tony Cox	1	Chris Lane	2		
	Marc Jeaneret	1	Rich Butler	2		
			D.Chaplin	1		
			Mark Redmond	1		

Vivian Gees has won the series. next round is Gallangowan.

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BIG RIVER RALLY

Martin Darch

Promises of old "Southern Cross" roads recently attracted nine Queensland crews South for the "Big River Rally", round 3 of the "Race & Rally" NSW clubman series, held by Grafton Sporting Car Club. Well we certainly got the fast open roads we had been promised but whether we were ready for them or not is another matter.

Queenslanders making the trip included; Bob and Jan Bell, Rod Browning and David Kortlang Gary Batts and John Hall, Peter Sudiro and Tony Best, Richard Anderson and Iain Stewart, Harvey Potts and Mike Bruce, Greg Summerville and Myself, Keith Fackrell and David Underwood, Colin Duckworth and Suzy Scullin, and Kevin Long.

Some good competitors there, in fact half the top ten cars on the road were Queenslanders.

First car out was classified Coffs Harbour driver Wayne Hoy in the ex Atkinson Stanza with a brand new Datrally grunter motor. The locals seemed to think that if Hoy finished he'd win.

The standard of preparation was amazingly good- and this is only a Clubman rally. Many Queensland crews could learn a lesson from the New South Welshmen. Even down to the lowest cars in the field they were well finished and clean.

At five on Saturday afternoon the field started from Grafton under threatening skies- it was already raining up in the hills. A 66k transport took us to Dalmorton for the first competitive

SECT 2 CHAELUNDI 61.77k time allowed 47min

1 (9) Stilling	14 $\frac{1}{4}$	=13 (18) Buchanan	18 $\frac{3}{4}$	27 (40) Gray	23 $\frac{3}{4}$
2 (15) Cottam	14 $\frac{1}{2}$	=15 (5) Gunn	19 $\frac{1}{4}$	28 (3) BELL	24 $\frac{1}{2}$
3 (10) Blake	15	=15 (34) Milligan	19 $\frac{1}{4}$	29 (39) Sondovich	26 $\frac{1}{2}$
4 (21) Burnett	15 $\frac{3}{4}$	=15 (37) Pollock	19 $\frac{1}{4}$	30 (35) Crilley	27
5 (45) Cox	16 $\frac{1}{4}$	18 (28) Collins	19 $\frac{3}{4}$	31 (43) Donnelly	32 $\frac{1}{2}$
6 (8) Kennedy	16 $\frac{1}{2}$	19 (4) BROWNING	20 $\frac{1}{2}$	32 (29) Reid	33
7 (2) Hoy	16 $\frac{3}{4}$	20 (39) DOCKWORTH	21 $\frac{1}{4}$	33 (7) SUDIRO	38 $\frac{1}{2}$
= 8 (16) Hunter	17	21 (41) Milligan	21 $\frac{1}{2}$	34 (38) LONG	48 $\frac{1}{2}$
= 8 (20) Pearce	17	=22 (6) BATTIS	21 $\frac{3}{4}$	(13) POTTS	DNF
10 (14) SUMMERVILLE	17 $\frac{1}{4}$	=22 (36) Brodbeck	21 $\frac{3}{4}$	(17) FACKRELL	DNF
11 (24) Thornton	17 $\frac{3}{4}$	24 (27) Julius	22 $\frac{1}{4}$	(23) Blake	DNF
12 (12) Opie	18	25 (22) Badden	22 $\frac{3}{4}$	(25) Faulkner	DNF
=13 (11) ANDERSON	18 $\frac{3}{4}$	26 (19) Cherry	23 $\frac{1}{4}$	(26) French	DNF
				(31) Stanmore	DNF
				(32) Green	DNF
				(42) Knowles	DNF

Talk about getting straight down to business- this competitive was a real tiger- 61.77k mostly on superhighways with the finish control approx 3000ft higher than the start control. These were the roads we'd come to see. From the vantage point of Richard Anderson's Brumby Ute (knew it was useful for something) we could see the first kilometre of the stage which was a climb so steep that even Hoy's Stanza made heavy weather of it.

When our turn came we found roads the like of which I've never seen in Queensland- something like Ipswich Road up through the hills with no bitumen, you have to see it to believe it. The first instruction was "GRID 7.20" and the first turn off the main road was not until 31k's into the section. The treacherous part was further into the section where there had been scattered showers and the road surface would change without warning from dry with lots of grip to wet and slick. It is significant that of the nine retirements in the rally, eight were in this section.

Canberra driver Trevor Stilling took fastest on this stage with Andrew Cottam $\frac{1}{4}$ behind. Both were in Datsun 1600's. Hoy was already having gearbox problems.

But where you may ask are the Queenslanders- making holes in the scenery I reply. What a sorry tale- Rod Browning hit a bank breaking his lights and had to drive out under headlights only. Going by his time Bob Bell had some sort of problem. Peter Sudiro rolled and went off into the trees at a bear right. Richard Anderson had a few minor offs. Harvey Potts end for ended his Lancer in a big way in a very fast part of the course. Keith Fackrell overshot a turn left and while getting back on the route landed on a rock which broke the tailshaft. We came over a fast crest and at the same moment saw Peter Sudiro's triangles and his car- this was ta the start of one of the infamous wet patches and it was much too late- we landed on top of Peter Sudiro's car in the bushes. The car was still mobile so we did the last 6 k's at a crawl due to the terrible sounds coming from the rear end. At the end of the section we attacked the left rear guard with a tomohawk to free it from the by now shredded tyre, then off to service for a quick spot of panelbeating.

SECT 4 BLUE ROCK 10.49k Time allowed 8min

1 (2) Hog	$\frac{3}{4}$	= 9 (20) Pearce	$1\frac{1}{2}$	= 21 (41) Milligan	$2\frac{1}{4}$
= 2 (5) Quinn	1	= 9 (45) Cox	$1\frac{1}{2}$	= 24 (29) Reid	$2\frac{1}{2}$
= 2 (9) Stilling	1	= 14 (3) BELL	$1\frac{3}{4}$	= 24 (30) DUCKWORTH	$2\frac{1}{2}$
= 2 (15) Cottam	1	= 14 (6) BATTIS	$1\frac{3}{4}$	26 (36) Brodbeck.	$2\frac{3}{4}$
5 (8) Kennedy	$1\frac{1}{4}$	= 14 (11) ANDERSON	$1\frac{3}{4}$	= 27 (22) Booden	3
5 (10) Blake.	$1\frac{1}{4}$	= 14 (37) Pollock.	$1\frac{3}{4}$	= 27 (27) Julius	3
= 5 (16) Hunter	$1\frac{1}{4}$	= 18 (12) Opie	2	= 27 (35) Crilley	3
= 5 (21) Burnett	$1\frac{1}{4}$	= 18 (28) Collins	2	= 27 (48) Gray	3
= 9 (4) BROWNING	$1\frac{1}{2}$	= 18 (34) Milligan	2	31 (39) Jonatowich	$3\frac{3}{4}$
= 9 (14) SUMMERVILLE	$1\frac{1}{2}$	= 21 (19) Cherry	$2\frac{1}{4}$	32 (43) Donnelly	5
= 9 (18) Buchanan	$1\frac{1}{2}$	= 21 (24) Thornton	$2\frac{1}{4}$	33 (38) LONG	$11\frac{1}{2}$

Hoy bounces back from his poor first run by setting fastest from Quinn (RX-2) who had a flat in S2, Stilling and Cottam all on 1 minute. Browning and Summerville lead the Queenslanders on 1½. Bell, Batts and Anderson follow on 1¾. Our intercom gave up the ghost soon after the start and it's almost impossible to make yourself heard over the solid mounted engine- I was starting to get the feeling it wasn't going to be our night.

SECT 6 WIRRIRI 24.64k Time allowed 19 min

1(2) Hoy	7	=7(21) Burnett.	8½	=22(24) Thornton	10¾
2(5) Quinn	7¼	13(20) Pearce	8¾	=24(36) Brodbeck	11
3(15) Cottam	7½	=14(3) BELL	9¼	=24(38) LONG	11
4(10) Blake	8¼	(11) ANDERSON	9¼	=26(30) DUCKWORTH	11¼
(16) Hunter	8¼	(12) Opie	9¼	(35) Crilley	11¼
(45) Cox	8¼	(37) Pollock	9¼	=28(27) Julius	11½
(6) BATTIS	8½	18(28) Collins	9½	(29) Reid	11½
(8) Kennedy	8½	19(4) BROWNING	9¾	30(40) Gray	12
(9) Stilling	8½	20(41) Milligan	10	31(22) Boarden	12¼
(14) SUMMERVILLE	8½	21(34) Milligan	10¼	32(39) Juratowich	13¾
(18) Buchanan	8½	=22(19) Cherry	10¾	33(43) Donnelly	16¾

Still no intercom but a good change of pace with part of this section on a very tight and rough track. Hoy (7min) shows the way again, beating Quinn by ¼ with Cottam another ¼ in arrears. Batts and Summerville lead the Queenslanders on 8½.

SECT 8 THE PINES 11.96k Time allowed 9 min

1(2) Hoy	2½	=5(45) Cox	3½	=23(29) Reid	4¼
2(5) Quinn	3	=13(3) BELL	3¾	(41) Milligan	4¼
3(10) Blake	3¼	(8) Kennedy	3¾	=25(19) Cherry	4½
(15) Cottam	3¼	(12) Opie	3¾	(27) Julius	4½
(6) BATTIS	3½	(38) LONG	3¾	=27(22) Boarden	4¾
(9) Stilling	3½	=17(4) BROWNING	4	(30) DUCKWORTH	4¾
(14) SUMMERVILLE	3½	(11) ANDERSON	4	(35) Crilley	4¾
(16) Hunter	3½	(24) Thornton	4	(36) Brodbeck	4¾
(18) Buchanan	3½	(28) Collins	4	31(40) Gray	5
(20) Pearce	3½	(34) Milligan	4	32(39) Juratowich	5¼
(21) Burnett	3½	(37) Pollock	4	33(43) Donnelly	6

More the sort of thing were used to- a quick blast through a small area of pine forest with the only spectator point of the night. Hoy again shows his class but is going to need to go an awful lot faster to pick up the 9 minutes road penalties he lost changing a gear box. Cottam is taking a stranglehold with consistent top five times.

Cottam is in the lead but could still easily be challenged by Stilling or Blake as the last section is a long one. The absence of Queenslanders from the top placings is conspicuous.

SECT 10 BOUNDARY CREEK 53.94k Time allowed 41 min

1 (9) Stilling	8 $\frac{1}{4}$	=11(6) BATTs	10 $\frac{1}{2}$	22(35) Crilley	14 $\frac{1}{2}$
(15) Cottam	8 $\frac{1}{4}$	(20) Pearce	10 $\frac{1}{2}$	24(30) DUCKWORTH	15
3 (10) Blake	9 $\frac{1}{4}$	14(4) BROWNING	11	25(19) Cherry	15 $\frac{1}{4}$
1 (16) Hunter	9 $\frac{1}{2}$	15(8) Kennedy	11 $\frac{1}{4}$	26(14) SUMMERVILLE	15 $\frac{1}{2}$
(2) Hoy	9 $\frac{3}{4}$	16(28) Collins	11 $\frac{1}{2}$	27(36) Brodbeck	15 $\frac{3}{4}$
(18) Buchanan	9 $\frac{3}{4}$	17(37) Pollock	12	28(22) Boaden	18 $\frac{3}{4}$
7 (3) BELL	10	=18(29) Reid	12 $\frac{1}{4}$	29(39) Suratowich	19
(12) Opie	10	(34) Milligan	12 $\frac{1}{4}$	30(40) Gray	20
(45) Cox	10	20(41) Milligan	13 $\frac{1}{4}$	31(27) Julius	20 $\frac{1}{4}$
0 (21) Burnett	10 $\frac{1}{4}$	21(38) LONG	14	32(43) Dornely	30 $\frac{1}{4}$
1 (5) Quinn	10 $\frac{1}{2}$	=22(24) Thornton	14 $\frac{1}{2}$	(11) ANDERSON	DNF

Mostly fast open roads again- very slippery in the last few kilometres. Cottam, Stilling and Blake fill the first three places for this section as they did for the rally. Disaster for Richard Anderson as he strikes a bank and bends a castor arm in the Subaru. He and Iain Stewart decided that as the sweep car would be a few hours they would build a fire, heat the rod and bend it back into shape, which they duly did- you can't keep a good man down. We had a flat about 10k's in- it really was a fitting end to a truly horrible run. Bob Bell was best of the Queenslanders in equal seventh in this section 1 $\frac{3}{4}$ behind the leaders.

A popular win by the very likeable Andrew Cottam and Sally Roosendaal. Gary Batts came home first of the Queenslanders (13th), ourselves second (14th), Rod Browning third (16th), Bob Bell fourth (19th), Colin Duckworth fifth (29th) and Kevin Long sixth (31st).

The rally was well organised and certainly the roads were much better than we are used to seeing in Queensland. I can see rallying in Northern NSW becoming more popular with Queenslanders, with good roads, reasonable entry fees and excellent prizemoney- but if you go, take plenty of brave pills.

RESULTS - BIG RIVER RALLY, GRAFTON

1 A.Cottom/S.Roosendaal	DATSUN 1600	34.30	1st 3A
2 T.Stilling/F.Brookhouse	DATSUN 1600	35.30	2nd 3A
3 B.Blake/M.Linnell	MAZDA RX-3	37.00	3rd 3A
4 T.Burnett/A.Bennett	DATSUN STANZA	39.15	1st 3B
5 A.Hunter/G.Bennett	Pinninfarina Volumex ?	39.30	3A
S.Cox/S.Lea	DATSUN 1600	39.30	3A
7 M.Quinn/R.McMahon	MAZDA RX-2	41.00	1st 2
13 GARY BATTs/JOHN HALL	ISUZU GEMINI ZZ	46.00	2nd 2
=14 GREG SUMMERVILLE/MARTIN DARCH	DATSUN 1600	46.15	3A
16 ROD BROWNING/DAVID KORTLANG	ISUZU PF60	46.45	3rd 2
=19 ROBERT BELL/JAN BELL	FORD ESCORT	49.15	2
29 COLIN DUCKWORTH/SUZY SCULLIN	HOLDEN GEMINI	68.00	4
31 KEVIN LONG/G. MILTON	DATSUN 1600	88.45	4

Summerville/Darch were 9th at last service and Anderson/Stewart were 18th.

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The GALLANGOWAN FOREST RALLY

SIXTH ROUND QUEENSLAND RALLY CHAMPIONSHIP

15TH/16TH NOVEMBER 1986

Its on again! The 1986 GALLANGOWAN FOREST RALLY happens on November 15th/16th.

For those of you who witnessed rally cars exploding onto the scene and rallying competitively past the Headquarters and Service Area know that this rally is different.

Those who participated enjoyed the roads even though the storm robbed us of the best ones. This year the roads are better.

The format is similar to last year. Start early Saturday afternoon, meal break and a night section with, hopefully, everybody finished by midnight.

Why not arrange to come up Friday night and set up camp and please stay until Sunday for the presentation. Catering is being done by the P & C again and they assure me that they definitely won't run out of food this year.

Interest in the event is good and we expect good spectator crowds. As always we will need officials and with the daylight stages, road blocks. If you are not competing why not get your group together and offer your services for a few hours. Ring Esme at the club or myself if you can help.

Come and join us at Gallangowan.

Jim Reddiex.

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OR TELEPHONE 391 8881 for a set.

TARA OFF ROAD ENDURO

I figured its about time this Mag. had some more Off-roading in it, so here goes. After many late nights the car (Corolla Class 5) was ready, well as ready as it would ever be anyway. Scrutineering presented no major dramas, and was a good chance to check out the rest of the competitor's cars. Heaps of buggies were present, and it was also good to see a few Class 6 and Class 8 cars there.

We left Brisbane for the trip to Tara about 7.30 am Saturday, and arrived there with about half an hour to spare before the briefing for the prologue. The prologue provided some good action, with a lot of cars getting high over the first jump, it looked like a good spot for an endo if anyone got too keen. Our time landed us at position No.26 for the start the following day. It looked like shaping up to be a fast and dusty race. Laurie Svenson scored first place for the start on Sunday, with the Porche powered buggy delivering the goods. We, like many others, missed the turn at the hill on the prologue, despite being warned about it earlier. There were some good jumps, and a few gates, which had to be taken fairly slow, due to large fence posts.

We cruised into Tara that afternoon, and stocked up on petrol, also visited the local pub, and got some take-aways. A few lads were seen cruising around in their XY ute tow car complete with racing goggles and busted windscreen.

A bus had been organised to go into Tara that night, but we decided to give it a miss, and try to get a bit of sleep. We lit the fire and started cooking tea, which consisted of Home Brand Steak and Vegies, and Home Brand spaghetti, a couple of characters were also seen eating the same stuff for breakfast too. I think I finally got to sleep when the generator ran out of fuel.

Sunday morning came, we were going to try and drive to finish, and just hope that our opposition didn't! With only two cars in Class 5, the other being Stuart Kaiser's big black Yokohama XE ute, we figured that if we were able to finish, we'd be at least halfway there. The first lap went pretty well, the track was very tight in a few spots, with lots of trees, one of which we managed to hit with the back quarter panel. There were some ripper straights (one almost 3 k's long) towards the end of the course, and we were passed by a Buggy and the Class 8 Nissan 4WD Ute towards the end of the first lap. The front shocks had completely faded about 5 kilometres from the finish, so the car was a lot bouncier in the front end than it should have been, otherwise everything was O.K. We had twenty minutes pit break, and we found that Kaiser was ahead of us. Laurie Svenson was the outright leader, followed by Doug Adams in the Rivmaster.

A lot of battles were raging in the different classes. Class 6 was the heavy machinery with Andy Stewart having to chain up the front end on the P76 powered HR ute. The Yokohama "grunter" ute, and the Datsun 280ZX were all pushing hard hoping to take the honours. Class 8 was also a good battle between the good looking Jeep, the Datsun ute, and the Toyota twin-cam powered Suzuki.

The second lap was also uneventful, though a lot more stranded buggies were seen, many minus front wheels, and a couple of crews were noticed on a long walk back to the pits. The Class 6 Falcon ute, was also seen pulled over with some sort of problem. By now we seemed to have as much dust inside the car as there was outside, so we only bothered winding up the windows when it got really thick.

Back at the pits we hammered out some dents in a couple of the rims and prepared for the third lap.

On the third lap we blew our chance at the class results by getting bogged. The track was getting pretty chewed up and we ended up sitting on the sump guard and diff with all the wheels off the ground. About 8 or 10 cars roared past as we slowly winched ourselves out, what a way to go, just as well we had left the winch in. We realised we were going to have to be a lot more careful on the next lap.

We pushed a bit harder on the fourth lap, the track was getting chewed up and there were a few slow sandy sections, and lots of bulldust. The Gilkes Suzuki was seen on the side of the track, we later heard he had a broken Uni. A muffler, and what looked like a set of extractors were even seen lying on the track, along with a few disabled buggies. In the tight sections every second tree had a chunk out of it, so a lot of people must have hit a lot of trees. We went so close to another one that we smashed the drivers side mirror, luckily it didn't touch the body work. We completed the lap okay, and like many others found we did not have enough time to start the fifth lap. So we parked in the pits and attempted to remove some of the dust from our eyes and throats.

Doug Adams took first outright, followed by Laurie Svenson, who apparently lost some time with a flat tyre. Class Two was won by Ron Lange followed by Rod Billing. The Sams brothers took out Class three and Wayne Cambie won the Baja class. Stuart Kaiser beat us in Class 5, and the 280 ZX came in front of the HR Ute for the Class six win. Paul Swenson brought the Jeep home in front of the Datsun Ute for Class eight. John Brixey took out Class nine in the rotary powered single seater.

All up a great weekend, thanks to Ron Wilson for directing the event, his crew of officials, time keepers etc., and the property owners. I can't wait for the next event.

Mark Deacon.

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TARA OFF ROAD ENDURO 6th Sept.

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LAP 1

1	Svenson/Svenson	1	33.21	12	Sams/Sams	3	38.15	24	Gilkes/Locke	8	44.19
2	Adams/Adams	1	34.23		Butler/Clark	3	38.15	25	White	9	45.21
3	Hopkins/Baker	1	35.12	14	Gordon/Cirso	1	38.22	26	Kaiser/Dauth/M	5	45.38
4	Whitbread/Whitbr	1	35.36	15	Hammond/Lock	6	38.49	27	Vandermeer/Tho	3	45.59
5	Bradley/Bradley	1	35.51	16	Stean/Hether	6	38.52	28	Deacon/Bee	5	46.18
6	Billing/Lynch	2	36.06	17	Cambie/Denni	4	39.19	29	Eustace/McInty	3	47.03
7	Loy/Ambrose	1	36.24	18	Mowen/Small	3	40.22	30	Thompson/Macka	3	47.50
8	McMillan/McMilla	2	36.41	19	Stewart/Aitk	6	40.55	31	Bowley/Macfarl	2	54.37
9	Brixey	9	37.04	20	Macarthur/Wa	2	41.10	32	Linneweber/Lin	3	57.21
10	Lange/Field	2	37.13	21	Swenson/Brya	8	42.52	33	Clarke/William	2	64.20
11	Bartley/Wilman	2	38.05	22	Doddridge/Ro	8	43.21	34	Jeffery/Shephe	4	99.43
				23	Kelly/Taylor	6	43.54				

LAP 2

1	Svenson/Svenson	1	33.26	11	Sams/Sams	3	38.23	21	Doddridge/Row	8	48.17
2	Adams/Adams	1	34.17	12	Stewart/Aitk	6	39.47	22	Linneweber/Lin	3	49.05
3	Billing/Lynch	2	35.32	13	Bowley/MacFa	2	39.49	23	Thompson/Mack	3	53.59
	Whitbread/Whitbr	1	35.32	14	Mowen/Small	3	39.56	24	Hopkins/Baker	1	54.59
5	Bradley/Bradley	1	35.52	15	Swenson/Brya	8	40.58	25	White	9	65.30
6	Brixey	9	36.39	16	Stean/Hether	6	41.11	26	Jeffery/Sheph	4	66.05
7	Bartley/Wilman	2	37.05	17	Gilkes/Locke	8	43.29	27	Hammond/Locke	6	75.59
8	Lange/Field	2	37.16	18	Kelly/Taylor	6	43.47	28	Vandermeer/Th	3	96.58
9	Cambie/Denning	4	37.23	19	Kaiser/Dauth	5	46.49				
10	Gordon/Cirson	1	38.00	20	Deacon/Bee	5	47.16				

LAP 3

1	Svenson/Svenson	1	33.38	8	Brixey	9	38.34	16	Linneweber/Li	3	47.04
2	Adams/Adams	1	34.25		Gordon/Cirso	1	38.34	17	Gilkes/Locke	8	47.29
3	Cambie/Denning	4	36.40	10	Swenson/Brya	8	40.11	18	Kaiser/Dauth	5	48.29
4	Billing/Lynch	2	36.43	11	Doddridge/Ro	8	40.20	19	Stewart/Aitke	6	48.50
5	Bartley/Wilman	2	37.46	12	Lange/Field	2	40.39	20	Kelly/Taylor	6	61.17
6	Hammond/Locke	6	38.04	13	Bowley/MacFa	2	42.24	21	Vandermeer/Th	3	64.19
7	Sams/Sams	3	38.08	14	Stean/Hether	6	42.26	22	Deacon/Bee	5	81.31
				15	Hopkins/Bake	1	42.49	23	Mowen/Small	3	91.20

LAP 4

1	Adams/Adams	1	33.52	8	Bartley/Wilm	2	39.57	15	Linneweber/Li	3	47.20
2	Lange/Field	2	37.55	9	Mowen/Small	3	40.13	16	Deacon/Bee	5	49.16
3	Brixey	9	37.59	10	Gordon/Cirso	1	40.19	17	Kaiser/Dauth	5	52.17
4	Cambie/Denning	4	38.07	11	Stean/Hether	6	40.36	18	Stewart/Aitke	6	55.41
5	Hammond/locke	6	38.17	12	Doddridge/Ro	8	42.48	19	Billing/Lynch	2	56.27
6	Sams/Sams	3	39.07	13	Vandermeer/T	3	45.19	20	Bowley/Macfar	2	56.59
7	Swenson/Bryant	8	39.28	14	Svenson/Sven	1	46.57	21	Kelly/Taylor	6	57.32

LAP 5

1	Svenson/Svenson	1	32.09	6	Swenson/Bryant	8	38.49
2	Adams/Adams	1	34.03		Stewart/Aitken	6	38.49
3	Cambie /Denning	4	36.36	8	Lange/Field	2	38.52
4	Brixey	9	37.28	9	Billing/Lynch	2	44.58
5	Gordon/Cirson	1	37.50	10	Stean/Hetherington	6	46.02

TARA OFF ROAD ENDURO

		<u>CLASS</u>	<u>CLASS POS.</u>
1 Doug Adams/Kathy Adams	2.51.00	1	1st
2 Laurence Svenson/Janelle Svenson	2.59.31	1	2nd
3 John Brixey	3.07.44	9	1st
4 Wayne Cambie/Dennis Denning	3.08.05	4	1st
5 Ron Lange/Brian Field	3.11.55	2	1st
6 John Gordon/Doug Cirson	3.13.14	1	3rd
7 Paul Swenson/Ray Bryant	3.22.18	8	1st
8 Alan Stean/Edwin Hetherington	3.29.07	6	1st
9 J.SHEPHERD:Rod Billing/Glenda Lynch	3.29.46	2	2nd
10 Andrew Stewart/James Aitken (4 LAPS)	3.44.02	6	2nd
11 Rod Sams/James Sams	2.33.52	3	1st
12 Chris Bartley/Daniel Wilman	2.34.33	2	
13 Tim Doddridge/Warren Rowles	2.54.46	8	
14 YOKOHAMA AUST.:William Hammond/John Hammond Micheal Locke	3.11.09	6	
15 Stuart Kaiser/Cindy Dauth/Micheal Mason	3.13.13	5	1st
16 Brian Bowley/Barry MacFarlane/Paul Fleming	3.13.49	2	
17 Robert Linneweber/Clinton Linneweber	3.20.50	3	2nd
18 Brett Kelly/Peter Taylor	3.26.30	6	
19 Bernie Mowen/Carl Small	3.31.51	3	3rd
20 Mark Deacon/Douglas Bee	3.44.21	5	
21 Ricky Vandermeer/Glwyn Thompson	4.12.35	3	

1986 BP VISCO BRIGHT ALPINE

The popular Alpine is back! This year the event is on the 22nd/23rd November, centering in the North Eastern Victorian town of Bright. Total event distance is approx 700 k's with 450 of that competitive. All except 80 km in daylight. Entry fee is \$185 and they close on Oct 30th. The Light Car Club of Aust. is the organising club. This is Round 6 (Final) of the ARC.

Club Motorkhana results. 21/9 at Mt.Ommaney.

1st Alan McConnell, 2nd Don Tainton, 3rd Cameron Neilson. The rest were HSCC.

NEXT MOTORKHANA - MT. OMMANEY - 9th NOVEMBER 1986.

BE THERE - BSCC!!!

WYNN'S SAFARI (Cont.)

Still, I had a great time, had a lot of laughs, but next time I would like to be out there making the dust not eating it. If only I can get somebody who is willing to take a slightly (?) overweight navigator, with a shocking sense of humour, and no money. How about Andrew? I don't wear glasses.

Also if anybody found a small brown camera case, somewhere between Dalby and Roma, on the outbound side - it could be mine. Contained my old faithful Olympus Trip camera and stopwatch, small reward offered, I really miss them both. My home number is 3722723, For camera or offers for the next Wynns.

Pat McCreery.

I'm too lazy to ... cross today? (No, no damn The Rolling Stones) to copy out p1
 THE OFF ROAD CHAMPIONSHIP - It's the same as last month.

CLUB CHAMPIONSHIPS

Speed Event Championship Club Champ (Cont.)

Rally Championship

= 1	Iain Stewart	8	11	19
	Jim Reddiex	10	9	19
3	Tony Best	11		11
= 4	Peter Marshall	10		10
	Coral Taylor		10	10
= 6	Rod Browning	9		9
	Laurie Garth	9		9
	Paul Fritz	9		9
	Peter Marcovich		9	9
	Greg Weale		9	9
=11	Greg Summerville		8	8
	Martin Darch		8	8
=13	Michael Bailey	7		7
	Brian Swinton	7		7
	Ian Ogilvie		7	7
	Del Garbett		7	7
=17	Craig Garth	6		6
	Peter Smith	6		6
	Peter Johnson		6	6
	Tom Smith		6	6
=21	Stephen Grant	5		5
	Paul Crawley	5		5
	Ian Reddiex		5	5
	Ross Perry		5	5
25	Tom Cumpston	4		4
=26	Richard Anderson		3	3
	Denis Nolan		3	3
=28	David Clay		2	2
	Michael Spearing		2	2
=30	Jeff Guyatt		1	1
	David Underwood		1	1
	Frank Ball		1	1
	Paul Cadell		1	1
	Richard Butler		1	1
	Rod Cross		1	1
	Tony Kabel		1	1
	Tony Krebs		1	1
	Andrew Reddiex		1	1
	Suzy Scullin		1	1
	Lance Redding		1	1
	David Crane		1	1
	Trevor Friswell		1	1

1	Ken Stevens	11
2	Cedric Loy	10
= 3	Tom Poots	9
	Terry Connelly	9
	Steve Blackburn	9
6	Ron Lange	8
7	Tom Stevenson	7
8	Noel Jeffery	6
9	Wayne Cambie	5
=10	Don Williamson	4
	Rodney Schipp(?)	4
12	Dave Blackmore	2

Ladies Championship

1	Del Garbett	26
2	Chris Brand	22
3	Coral Taylor	11
= 4	Janelle Svenson	10
	Kathy Jamieson	10
= 6	Linda Miller	9
	Cathy Gurdon	9
	Suzy Scullin	9
9	Desley Collins	7
10	Glenda Lynch	6
11	Cindy Dauth	4

Club Championship

1	Alan McConnell	22
3	Chris Brand	19
= 4	Wilson Boyd	12
	Ken Stevens	12
= 6	Cedric Loy	11
	Iain Stewart	11
	Jim Reddiex	11
	Ed van Amstel	11
= 10	Tony Best	9
	Alan Ball	9
	Brendon Boyd	9
	Steve Blackburn	9
	George Croucher	9
	Terry Connelly	9
	Kameron Garth	9
=18	Ronnie Burns	8
	Ross Kiehne	8

=18	Peter Marshall	8
	Tom Smith	8
	Nev Taylor	8
	Coral Taylor	8
=24	John Brixey	7
	Ray Kemp	7
	Nicholas Reeve	7
	Laurence Svenson	7
	Janelle Svenson	7
=29	Rod Browning	6
	Paul Fritz	6
	Laurie Garth	6
	Peter Marcovich	6
	Ron Lange	6
	Greg Weale	6
=35	Shaun Hatch	5
	Peter Johnson	5
	Noel Jeffery	5
	Tom Stevenson	5
=39	Wayne Cambie	4
	David Jamieson	4
	Ray Evans	4
	Kathy Jamieson	4
	Brett Wright	4
=44	Jim Adness	3
	Del Garbett	3
	Peter Meiers	3
	Stephen McCabe	3
=48	Craig Garth	2
	Cameron Neilson	2
	Ian Ogilvie	2
	Rodney Schipp	2
	Don Williamson	2

Motorkhana Championship

1	Alan McConnell	11	9	11
2	Don Tainton		10	9
3	Alan Ball	9	9	7
4	Wilson Boyd	9	5	9
5	Ray Kemp		11	8
6	Neil Bennink	7	7	
7	Brendon Boyd	2	4	7
8	Ray Evans	6	6	
9	Stephen McCabe			10
10	Cameron Neilson			9
=11	Craig Read	8		8
	Kay Read		8	
	Chris Lane			8
14	Craig Garth	4	2	6
15	Del Garbett	5		5
16	Shaun Hatch		3	3

Night Run Championship

= 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

< Tom Poots 9

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WAIKERIE S.A. THE RIVERLAND 400 - A bird's eye view

It was with the kind financial assistance from Bridgestone Australia that we (an unlikely team, Leigh Sweet - novice navigator, nervous and negative, Ed Van Amstel - tow-car driver, has-been off-roader, arm chair racer and me- can-handle-anything driver, but only if there's a reconnaissance) found ourselves 2,000 k's from home competing in the fastest off-road race of the year.

I must confess to a certain trepidation as we sampled the nectar of the gods at the picturesque wineries of the Riverland. Not at the certainty of an almighty hangover the next day but the uncertainty of racing sight unseen track, untried but willing navigator and unsure driver. About the only thing that was definite was the car, she carries on regardless.

Trepidation which turned to fear on Saturday morning prologue. As Leigh and I headed off to watch the action at the infamous dam wall an over-enthusiastic competitor thought aerial acrobatics would liven proceedings a tad but unfortunately he recieved a rather large headache for his effort and a car that looked all the world like modern art. Two awfully pale birds headed back to the pits.

Prologue Waikerie-style : a casual affair 'when you're ready. No hurry, we'll be here all day'. It was late afternoon by the time we thought we were ready and with a feeling of impending disaster we approached the start line.

We were off....we were back.

'Didn't we fly! God it's quick out there! Did we look O.K. over the jump? Did we look as if we were going too slow? That's the fastest prologue I've done ! This is gonna be good!'

10th last. Yep I was stunned. Actually floored would be more accurate. Demoralized, embarassed, defeated would have done too. I thought 'This is what separates the men from the girls. I've never been this far down the field. Even seeded I've never been this far down the back.' In self pity I had visions of completing the course only to find everybody finished, packed and in the pub.

But that only lasted a few minutes. As a great believer in finding the best in everything, I decided it was a good time to give Leigh her pep talk.

'Well, the pressure's off us now - can't be too many people left to overtake us - until we get lapped that is. So, just relax when you get there and settle in. We've got nothing to loose so we'll go out there take in the scenery and have a ball. But whatever you do - don't forget to breathe DEEP. Don't want my navigator to have a heartattack do I? '
A nervous little smile from Leigh.

Nine o'clock start the next day - truly a most civilized hour. 2 car start. Leigh very silent beside me as we inch our way up to the start line. I do my usual nervous chatter. Leigh's still silent beside me.

'For God's sake Leigh don't be that relaxed. Start that adrenalin pumping - God knows mine's working overtime, I think I'm going to throw up.'

Over the intercom a small voice whispers 'I think I'm going to die.'

And we're away. We win the drag up the straight from the baja. 'great start' I yell. The baja roars passed us at the next sweeping corner. 'Probably knows the track' I yell again. At this stage I get the distinct impression I'm alone in the car. I do a quick check. At least the body's still there. 'Leigh talk to me' Silence... A couple of kilometres down the track that haunting whisper 'Corner'.

While I was waiting for Leigh to relax and get in the spirit of things I made mental note of the track. My fears about no reconnaissance proved groundless. You simply didn't need it. Even I could see that. The endless straights, wheatfield sweeps, sanddune crossings had been there since time began and off-roader's instinct told you where the track went and you just followed your nose. And if you couldn't follow that they had 3 story high arrows on corrugated iron to show you.

By day's end we were still in the running. Leigh was a constant roar by now. In fact so much at home I turned the intercom off to have a quiet moment to my self. The fact that nobody had gone home surprised us as we had been lapped by the front runners but we hadn't been outraced at least. We were both weary and sore - while the track was still very fast the rough stuff really got rough. Even our siren fell off. Mind you we really never got to use it much. Although we redeemed ourselves by passing the baja, finally, and he was even parked.

It was time to count the cost. 50 vehicles were still running out of the 130 starters. The usual tales of blown engines, gearboxes, diffs etc, and a very lucky driver who is alive to tell a tale after another endo could be heard for the price of a beer. Fellow Queenslanders Ken Stevens and Jim Adness unfortunately were amongst the suffering. It is only then one considers oneself one of the lucky ones. So we celebrated with a bottle of champagne which promptly went to our legs and we staggered back to the motel to prepare for presentation.

Presentation Waikerie-style : another casual affair, at the Waikerie Pub, close and cosy, congenial atmosphere, 3 course meal, very quick drink service consequently very relaxed patrons. We were honoured with a trophy for first females home and a \$50 cheque. That's the second trophy I've ever recieved for simply being a bird in a car. I could get to like it. Everybody recieved trophy beer mugs to commemorate the event as well. It was nice to see competitors treated with charity for a change instead of an endless supply of funds. And I am pretty sure it was appreciated by all. Going on previous presentations we thought it was a matter of presentation, followed by a couple more drinks, bar closes, everyone goes home. Not in Waikerie. There's a competition to see who can outlast the other - the bar or the drinkers. Needless

LETTER TO THE EDITOR

I would like to voice my opinions regarding a letter in the August edition of 'Brisport'. After 20 years of being connected with rallying in Queensland I have reached a few conclusions which members may like to argue about.

We need to alter the licencing system of competitors; i.e. a Super Licence for ARC events. This would mean no Novice, Clubman and Recognised in A.R.C. events.

I have discussed my ideas with some of the top drivers from all over Australia. One reaction was "I don't think some of those top drivers would go for it." This is a quote from Wayne Bell. Come on - you National and State Classified drivers are the cream of the sport in this country. Can I enter the 'US Open' and play against McEnroe, enter Bathurst and run against Brock or enter Monte Carlo and drive against Nigel Mansell? - Definately Not. So why do our top rally drivers denegrate their ability.

With my method a 'new' competitor would have to do a number (to be predetermined) of sprints against their peers, then be issued with a Novice Rally Licence, then on up through the ranks finishing events and earning points. This way the old 'fastest non-finisher' may realise it takes talent to go right through to the finish control. This also makes preparation and servicing of the cars important.

With this method we would only have about 20 competitors in an ARC but because we would have only the top competitors, I as an administrator, think it would be much easier for organisers to get sponsorship as well as competitors.

The great winge at the moment^{is} regarding P.R.C. and Group G. We could have all groups up until ARC. I think this, with proper promotion by competitor, club and CAMS could easily lead to large car firms owning rally cars which could be driven by top drivers.

I don't expect everyone to agree with me but I would like everyone to think it through. When I have been able to have a rational discussion with competitors, I would say 70% or more have realised it would be the best thing for the sport.

And Novices, would you like to be able to say to your local service station, car parts shop or panel beater that you were Qld Novice Rally Champion and you need his assistance to go up a class in the following year, rather than you came 17th outright in the last QRC? It would work out better for everyone in the longrun.

Hilary Garth
Admin.Sec. Qld.ARC 83-86 etc.

I would be interested to receive any comments on this idea. It certainly is radical. Imagine the ARC promoted as much as the ATCC! Great Stuff. - Ed.

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

HELP WANTED - I have recently joined BSCC after coming from Melbourne. My rally car is still in Melb. and I am calling on somebody travelling to the Alpine on 15th Nov. If you have a vehicle capable of towing a trailer with a car on board you may be able to help me. My car would be arranged to be at Bright. I will reimburse all costs for the trip back and possibly a bonus. If anybody might be interested could they contact me. Tony Kellock. 07 38 2788.

LOST - Sledge hammer, and claw hammer used at TARA. Ph. 356 4356 - Ron Wilson

SUBARU RX TURBO RALLY CAR - '86 , 4 rallies old. Ph. Tom Cumpston 290 1650 AH.

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WANTED - Paid drive in RAC rally. Works teams only need apply. Lots of QRC experience in very powerful Gemini. You pay air fares and expenses. Queue forms to the left... Wake up Johnson, Wake up fool..... you can't sleep on a typewriter.

TALES FROM THE LAND OF THE WALKING DEAD.

It seems as though half the BSCC was on or doing a control for the Wynns Safari! Yes, the Gibson family (the boys wanted to see the cars so we thought that this would be the easiest way!) together with Debbie Lansely and Paul Fritz offered to do a control. Ken Smith and his daughter Denise and Tom Orcher joined us to (and would you believe Ken only had coffee all day and night - fair dinkum!). We landed up at the top end of Millmeran Forest, between Dalby and Moonie, but on private land and that is where the fun (?) started.

The zero Land Rovers came through and left us a clock, no crib sheet from which to work the due time in (luckily I had taken a Wharton clock and we set this 2 hrs 55 mins on imagine late at night trying to work that on to 8.27 or whatever).

We set ourselves up near the gate and awaited the arrival of yes, Andrew Cowan first out of the dust and hot on his heels a motorbike. We continued on our merry way seeing Dennis Brown and crew and Garry Connelly, when a very irate farmer (to say the least) came along to advise us he knew nothing about the cars coming along the fence line on his track. Ordered us to stop the cars, which was beyond us as we were a finish control, so I gave him the Sydney phone number of the Wynns Safari, and suggested he contact them. He went off in high dudgeon and we advised crews to be wary.

It hardly seemed a blink of an eye and the farmer was back, with the police and a paddlock and of course his gun, advising us that nobody continued until somebody in authority arrived.

During this time cars kept arriving and being checked in, Russians, French, Japanese and Australian and by the time an official arrived we had about 30 crews held up. Talks were held and eventually, after the farmer had received a letter from the official, crews were allowed to go on their merry way after a hold up of say 1½ hours. By this time we had been moved down the track and had to advise all crews of the situation and ask them to travel very carefully till they reached the forestry road. We were a bit concerned to say the least about this as we had planned to camp, but felt that this might not be the wisest thing to do. However, a few hours later the farmer appeared again, a completely changed person, to enquire if we knew of a motorcyclist who might have had an accident in the section. We told him we hadn't any news so he went back to report this to the person who had contacted him. After this second encounter we felt a little happier and decided to camp.

Yes, quite an experience and next time we might ask for confirmation that the land owner does know all about it. However, I think we all felt for the motorcyclists, some had come off so often in the bull dust that they could hardly stand up and just had enough breath to ask for "Water". Martin was opening their pockets and getting their cards out as they seemed too tired to do even that, and they had another 195 km transport before they finished for the day. Obviously the first on the road were better off, not having to drive at night. Some crews were coming through at 11 p.m having started early that morning. It was good to see Jim Reddiex, Ian and Andrew in their Mitsubishi Canter (have to give it a plug).

Good to hear that the BRISBANE SPORTING CAR CLUB won the Club award. Good on you!

Esme Gibson

TALE NUMBER TWO

As requested, a few words from the viewpoint of a (very dusty) control official for the Wynn's Safari. Due to the fact that someone called Cedric Loy decided to 'have a go' at the hillclimb at Echo Valley on Sunday, we didn't start for our control at 'Pony Hills', 51.5 km out of Injune, until 5.30PM. Tried to get unaded petrol at Roma at 10.30 PM but no luck. Fared better at Injune at midnight - some kindly soul pointed us to the garage with a night bell, forgot there were those things still in existence, and \$5.00 later plus petrol we were on our way.

The operator told us that we would have no trouble finding the property, (that's when I started to get worried) but that it was a fairly rough road.

At 70km's out of town we decided to turn around and try again, dirt, corrugations, gullys, washouts, bull dust, then a Kangaroo ran into the side of the Scout, Jackaroo almost ran into the rear of said Scout when they hit the anchors. Serves them right for covering us with the aforesaid bulldust. Eventually found the place - no road signs, property name etc., followed a dirt track and parked outside some poor fellows house, still no names but (Cedric said) that the area looked right.

Cedric, Geoff and Ross slept on the ground under a fly stretched over the two vehicles- yuk yuk!!! Ron and I put the seats back in the jackaroo, I slept well, don't know about anyone else, but at 1.30 AM you really don't have much interest in the welfare of your fellow man. About 5.30 AM (4 hours sleep, good thing I don't need much beauty sleep isn't it?) I unwound myself from the steering wheel just in time to miss the owners appearance at the window, minus his pyjamas (that's what the boys said). However he was pleased to tell us that we were at the right place, he had thought we weren't going to make it didn't he! Hot washing water and a billy of tea made the morning a little brighter and we finally arrived at the gate for the control just in time to meet the Zero car. Sorry boys no hot coffee - maybe that's why we didn't get all the goodies we should have. That would be the way to go, get to roar around the course, no expenses, someone elses vehicle, I could handle that.

First car through had to be the (so called) Pajero of Andrew Cowan - maybe they cancel the rally if he doesn't come in first. He was having a blue with his navigator. Apparently he hit a big jump, navigator broke his glasses, cut his neck and arm, and we all know that Andrew's navigators always carry two pairs of glasses don't we? He must have been enjoying himself so much that he missed the route by about 180° and headed for the hills (literally).

Another of the Pajeros came in with the wheel (one of the fancy expensive ones) half folded back on itself with the tube hanging out - still up - bet yours and mine won't do that (tyres I mean).

First one or two competitors were OK then we had 55 vehicles in two minutes (or so it seemed). Horrible feeling, did we miss someone, was everything right, absolute panic, however nobody actually came over and made us eat their time cards so it must have been under control.

Those guys on the bikes have got to be crazy. Some of them couldn't stand up when they dismounted, fell into a chair, on the table. Only thing they didn't do was spill their iced water. They all looked the same, brown from head to toe, red eyes, shaky hands, some of the navigators were a bit shaky too - must come from that 'not in control' disease. I must admit that, even when things went a trifle wrong, the competitors were, almost without exception, polite and reasonable. Unfortunately there were occasions when Cedric and I couldn't lift our heads from the papers so we didn't get to see quite a few of the competitors.

Some of them stick in my memory though, Like the Range Rover that had rolled on the preevious day, still flying, almost didn't make the gate. no windscreen, taped up doors, relaxed attitude of the driver. Also that fell over "maybe 4,5,6 times" that day and still managed to pick themselves up. Lots of stories of how drivers would follow other vehicles for kilometres in the dust, couldn't move over mate, didn't even see you back there. The vehicles which had the misfortune to be near the unimogs wre a bit caustic, Apparently they were throwing up so much dust etc. that they couldn't see lights, hear horns or sirens etc. The two Falcon 4x4's still running without a scratch, the Citroen still up with the front runners and running well, the riders/drivers who couldn't speak English.

The crew of the Aro who didn't seem to impressed - I don't know if it was with the vehicle or with Australian roads. Maybe I saw some of this in my subconscious because my strögest memory is of having head down bum up in the dust. The number of competitors who asked us if we were crazy to be there - hadn't thought of it like that at the time. I am afraid I don't have much sympathy for the Pajeros that didn't even try to look authentic, with the crews 'oh so professional' attitude, but I can sympathise with the 'little guy' obviously doing the thing on a shoe string, no back up trucks etc., mostly eith the attitude that if they managed to finish the event they would be winners, and they would be happy to do just that.

A few complaints ; we didn't know how many vehicles to cater for, we were expecting some 180-200 and we were still on the alert for the rest after the 146 that did arrive came through.

The media weren't interested in us little people at all, or maybe the whole thing left them feeling just a little blase with it all. Didn't even come over for a howdy or owyagoinmate, or even a drink of our famous iced water. The complete lack of media coverage in the surrounding areas - nobody knew what was going on - none of the country town TV stations showed a picture or said a few words. Apparently you fared a bit better here in the 'big smoke', but I would have expected that such a newsworthy (maybe only to us) event would have raised some interest in the west.

contd

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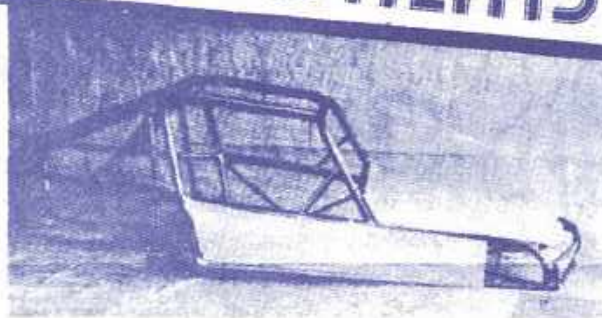
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