

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



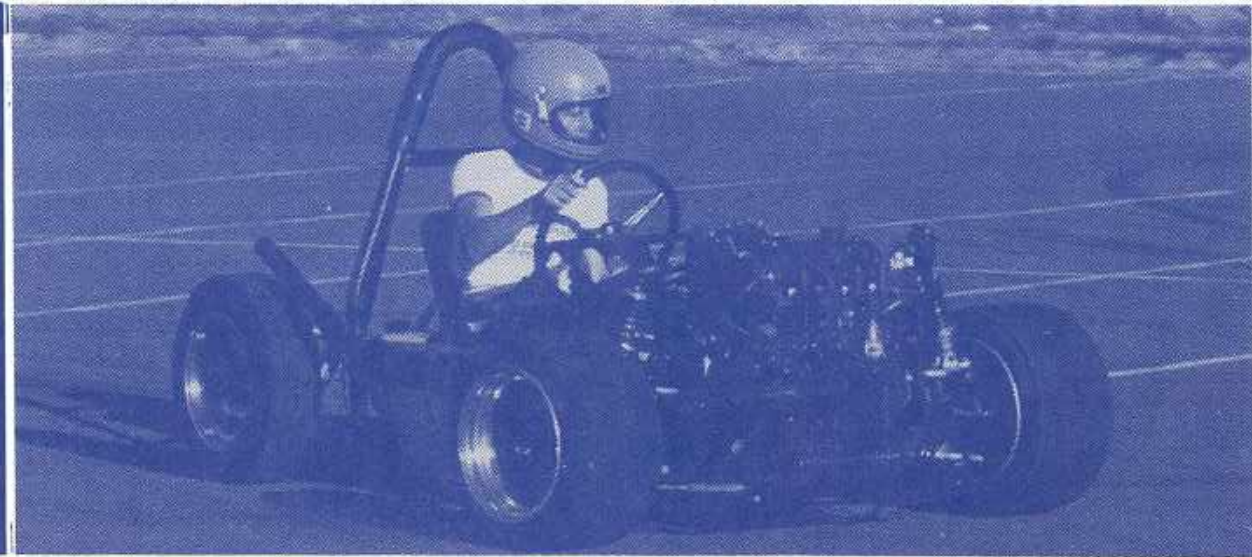
RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

Cars of Character.



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CITROËN

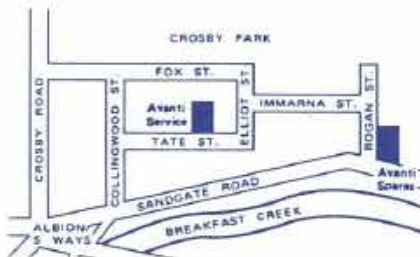
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STRAIGHT ON

Last issue, in the green bits, were all the points for the various club championships in 1986. These points were compiled by that Hispid Human Pete Smith and he has excelled himself this year with an event by event chart so you can see when you scored (so to speak). Any way the point of mentioning this is to offer congratulations to the various champions.

CLUB CHAMPION - Alan McConnell, OFF ROAD CHAMPION - Ed van Amstel and Chris Brand, RALLY CHAMPION - Iain Stewart, SPEED EVENT CHAMPION - Ron Lange, MOTORKHANA CHAMPION - Alan McConnell and NIGHT RUN CHAMPION - Alan McConnell and Don Tainton

I hope all the winners will do us the courtesy of being present at the Annual General Meeting at the clubrooms on Wednesday 25th March at 8.00PM when the awards will be presented.

Speaking of the AGM I hope everyone attends (OK not Everyone!!) so as to elect a new Committee for 1987. Nomination forms are still available at the clubrooms and nominations can also be taken from the floor. The Committee meets on the first Tuesday of every month (except Jan) so why not nominate yourself for a position now if you want a say in how things run.

The inaugural Sportsman of the Year award was presented in 1986 and will be presented again this year. The award is open to anyone within motor sport locally who is considered to have completed a sportsmanlike or unselfish act during the previous year. During 1987 keep your eyes and ears open and nominate people during the year rather than trying to remember the instances at the end of the year. Just put forward your nomination and the act or acts to a Committee member.

PETER JOHNSON.

***** MOVIE OF THE MONTH ***** " Down and Out In Beverly Hills "
starring - Bette Midler and Nick Nolte. A great comedy. The show starts at ...
8.00PM on Wednesday the 8th April. Drinks available at the bar (And chips).



NIGHT RUN

The first Night Run of '87 is being run on Wednesday the 1st of April (No it is.. really) and the organisers are Warren (Wrong Direction) Tegg and Suzy (Ironguts) Scullin. If you've never competed in a Night Run before and are a bit wary - don't be! All you need is a car, any car, and a navigator with a pen and a torch. You will be given a set of instructions like this TR @ TJ, BL, SO @ TL etc. which translates into Turn right at T junction, bear left, straight on at traffic lights.

There are no distances given just road junctions or other landmarks like traffic lights etc. Interspersed among these instructions are Questions like; What is Harrys Phone Number? or Number of 3rd light pole? or Who sells bags of manure? etc. The questions are always on the left and are always visible from your car. If you want to blood a new Off Road or rally navigator then try them out in this. The head is down most of the time and it's a good test for potential 'yawners'.

This event will last at the most 1 hour and the entry fee is

\$2.00 and as long as you have a CAMS basic licence or above you can compete. You don't have to be a BSCC member.

If your navigator doesn't become ill after the night run then they most probably will after the

***** WINE AND CHEESE BACCHANAL ***** which follows the night run. This Chaotic Occasion of Chablis and Camembert is being brought to you by that hard working social committee of ours.

THE EVENT STARTS AND FINISHES AT THE CLUBROOMS IN REID STREET.

1987 QUEENSLAND RALLY CHAMPIONSHIP

<u>Drivers</u>				<u>Navigators</u>	
Tony Gray	DATSUN 1600	G	25	Peter Young	25
Greg Summerville	DATSUN 1600	G	23	Martin Darch	23
Peter Marcovich	SUBARU RX TURBO	PRC	23	Greg Weale	23
Bruce Dummet	DATSUN 1600	G	20	Ian Mogg	20
Vivian Gees	FORD ESCORT	G	18	Noel Gees	18
David Johanson	DATSUN 1600	G	16	Andrew Wright	16
Tony Kabel	MAZDA RX-7	PRC	16	Barton Tew	16
Kevin Harvey	DATSUN 1600	G	14	Peter Garbett	14
Tom Cumpston	SUBARU RX TURBO	PRC	14	Mick Bruce	14
Paul Williamson	DATSUN 1600	G	12	Sheriden Hetherman	12
Russell Reid	VOLVO 360 GLT	PRC	12	Chris Lane	12
Richard Anderson	ALFA ROMEO ALFETTA	PRC	8	Denis Nolan	8
Ian Reddiex	MAZDA RX-2	G	7	Ross Perry	7
Tony Kellock	DATSUN 1600	G	5	Kevin Lingard	5
Mark Griffith	FORD LASER	PRC	5	Debbie Renwick	5
John Goasdoue	FORD ESCORT	PRC	4	Patricia Marr	4
Phil O'Brien	DATSUN 1600	G	2	Darren Siddins	2

The GP Cars/Cibie Clubman/Novice Series will be in the next issue. Top points are Bruce Dummett 15, Kevin Harvey 14, Tony Kabel 13, Tom Cumpston 12, Russell Reid 11, Ian Reddiex 10, Tony Kellock 9, Richard Anderson 8 and Phil O'Brien 7.

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba on WEDNESDAY 25th MARCH 1987 commencing at 8.00 p.m.

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

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

Nomination for Office Bearers and other members of the Board as listed below:-

<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
<u>PRESIDENT:</u>		
Peter Marcovich	Jim Reddiex	Peter Johnson
<u>VICE-PRESIDENT</u>		
Chris Lane	Warren Tegg	Suzy Scullin
<u>SECRETARY</u>		
Warren Tegg	Brian Swinton	Hugh Walker
<u>TREASURER</u>		
Hugh Walker	Brian Swinton	Warren Tegg
<u>ASSISTANT TREASURER</u>		
Brett Wright	Hugh Walker	Peter Johnson
<u>BOARD MEMBERS (10 to be elected)</u>		
Steve Abrahamson	Ken Smith	Laurence Svenson
Michael Bailey	Laurence Svenson	Wilson Boyd
Peter Johnson	Wilson Boyd	Hugh Walker
Tony Kellock	Peter Johnson	Chris Lane
Ian Macdonald	Ken Smith	Laurence Svenson
Sandra Milner	Paul Fritz	Michael Bailey
Carolyn Moedt	Willaim Hammond	Stuart Kaiser
Jim Reddiex	Peter Marcovich	Peter Johnson
Rod Sams	Janelle Svenson	Laurence Svenson
Suzy Scullin	Chris Lane	Peter Johnson
Ken Smith	Steve Abrahamson	Laurence Svenson
Tom Stevenson	Ken Smith	Laurence Svenson
Laurence Svenson	Wilson Boyd	Michael Bailey
<u>CLUB CAPTAIN</u>		
Wilson Boyd	Michael Bailey	Laurence Svenson
<u>EDITOR</u>		
Peter Johnson	Wilson Boyd	Hugh Walker

THE 2ND ANNUAL 'BRISPORT' RALLY AWARDS - The Super Oscars.

The awards offer no monetary gain whatsoever and the voting panel consists of one person - the Editor. His decision is final and no correspondence will be entered into unless over a glass of beer at the clubrooms.

- DRIVER OF THE YEAR - David Johanson
- RALLY OF THE YEAR - Jimma Forest Classic for the roads and Keema Classic for the format.
- NAVIGATOR OF THE YEAR - Greg Weale ,QRC Champion and Iain Stewart 6th and 1st in the two big mapping events.
- DRIVE OF THE YEAR - Murray Coote, Action Realty
- CLUBMAN OF THE YEAR - Viv Gees
- NOVICE OF THE YEAR - David Clay
- CAR OF THE YEAR - The Keys Audi Quattro - Love those brakes!
- ROUGHEST CAR OF THE YEAR - Tony Gray's Datsun
- BIGGEST PRANG - The Keys and Johanson head on in the Keema
- WORST EVENT OF THE YEAR - Grand Prix Mazda Rally MGCC
- MOST CONSISTENT - Viv Gees
- MOST OPTIMISTIC - John Palmer, Peugeot 404, Gallangowan.
- YUMP OF THE YEAR - SS12 Jimma. Ask Marco, Gray, Mann, Fackrell, Martin etc.
- BEST JUSTIFIERS OF RE-INTRODUCING THE DEATH PENALTY - The scum who pinched all the rally car bits at Benarkin on several occasions.

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

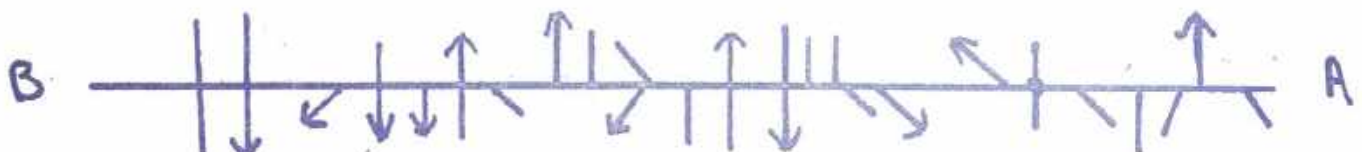
FORTHCOMING EVENTS - The BSCC has been invited to a motorkhana at Beenleigh Rum distillery on the 12th of April. The QLCC are the organisers and these events usually start about 10 am so be there at 9.30 . Enter on the day.

AUTOPART CENTRE/2CS AM RALLY - Round 1 NSW State Championship and Round 2 NSW Clubman Series . April 11. Coffs Harbour & District Sporting Car Club. Phone Director Bob Halpin 066 55 1800 or 066 52 2854 for further details.

CIRCUIT OFFICIALS WANTED - The Qld. Motor Racing Officials Association need New people to be trained in areas such as Flag marshalling, communications and Fire and rescue etc. We are assured you won't be thrown in at the deep end without sufficient training so don't be worried about that. If you are interested in learning one of these important tasks write to the QMROA, PO Box 229 Spring Hill.

BSCC MOTORSPORT SCHOOL
 MONDAYS 23rd, 30th MARCH, 6th APRIL
 BSCC CLUBROOMS- 7.30pm
 Cnr Reid & Hawthorne Sts.
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ABOUT 'LATE TIME', HOW TO READ & CALL
 A ROUTE CHART, WHAT TO HIGHLIGHT,
 etc, etc

MUSICRADIO 56/4GY

RALLY

QRC-I GP CARS-I

Well the All-Singing, All Dancing 4GY Rally finally happened on the 28th of February at Gympie. The start of the event was at the Goldfields Plaza Shopping Centre at about 1.00. but crews arrived well before that so as to give the locals a close look at the rally cars. During the morning we were treated to a Aerobics display and then a fashion parade with the gorgeous Lisa and Loretta modelling various outfits accompanied, at one stage, by drivers Peter Ball, Keith Fackrell, Russell Reid and Greg Summerville. As you can imagine other crews in the crowd offered lots of vocal support to these fellows.

A huge entry of 65 cars was headed by Murray Coote in the great, legendary Datsun 1200, the Mazda being saved for the ARC events this year. Car 2 was the talented David Johanson sporting 'Jesus saves' decals on his Datsun and behind him was Dennis Brown in a welcome return to the QRC in his Subaru. Other potential winners included '86 Queensland Champion Peter Marcovich in his Subaru, Geoffery Keys in the fabulous Quattro and Tony Gray's Datsun. Ex BSCC president and chief stirrer Mike Mitchell made a special trip up from Sydney for the event to handle PR during the weekend and also start the cars from the Plaza.

The whole of the first division was in daylight and covered 100 competitive kilometres. The first section was at the Driver Training Centre in Gympie and quite a few spectators were on hand as well as food and bar facilities.

2.00 km		SECTION 1		PRONGERS HARDWARE						
1	GRAY	1	1.52	22	SUMMERVIL	2	1.59	ZAGAMI	4	2.03
	KEYS	1	1.52		WILLIAMSO	2	1.59	NEWTON	4	2.03
	COOK	3	1.52		KELLOCK	4	1.59	45 R. REID	3	2.04
4	BROWN	1	1.53		CARTER	4	1.59	BRYSON	4	2.04
	HARVEY	3	1.53		TOMKINS	4	1.59	47 CUMPSTON	3	2.05
6	S. REID	2	1.54	27	JOHANSON	1	2.00	JEANNERET	4	2.05
	BURKE	4	1.54		DUMMETT	3	2.00	49 LEWIS	3	2.06
8	MARCOVICH	1	1.55		FACKRELL	3	2.00	BOGNUDA	3	2.06
	DAWSON	3	1.55		T. KABEL	3	2.00	JONKERS	4	2.06
10	COOTE	1	1.56		HENDERSON	4	2.00	52 KREBS	4	2.07
	FERON	2	1.56	32	MANN	2	2.01	O'BRIEN	3	2.07
	P. BALL	3	1.56		MARTIN	3	2.01	VANDERSEE	4	2.07
	CLAY	3	1.56		ROSE	3	2.01	55 REVILLE	3	2.09
	ANDERSON	3	1.56		GAYLARD	4	2.01	DONOVAN	4	2.09
	CROSS	3	1.56		STACEY	4	2.01	BANAR	4	2.09
	ZISCHKE	4	1.56		MITCHELL	4	2.01	GOASDOUE	4	2.09
17	GEES	2	1.57		HORNE	4	2.01	59 MILLS	4	2.10
	REDDIEX	3	1.57		KRUGER	4	2.01	60 F. BALL	4	2.11
	KRAUSE	4	1.57	40	JOHNSON	3	2.03	61 SLATTERY	4	4.02
	GRIFFITH	4	1.57		CLARKE	3	2.03			
21	BELL	2	1.58		CRANE	4	2.03			

This stage was tight with lots of grassy bits and a THL on a concrete skidpan. Non starters included George Kahler with his RX7 which people were frantically working on all morning, Jim Reddix who's place in the Citroen was taken by Tony Krebs, Gary Batts who was unfortunate to have suffered a heart attack in the week prior to the rally (best wishes from the BSCC Gary. Hope to see you back in the Gemini as soon as possible), Matthew Regan and Kiwi Floyd Watene.

Gray was one of only a few drivers who 's car spun the wheels of the tarmac and I reckon Barry Cook's Mazda probably did the same.

28.00 km SECTION 2 GOLDFIELDS PLAZA

1	BROWN	1	26.35	22	CUMPSTON	3	29.31	43	KRUGER	4	31.40
2	BELL	2	26.37	23	CLARKE	3	29.40	44	BOGNUDA	3	34.02
3	COOTE	1	26.45	24	STACEY	4	29.46	45	FERON	2	35.05
4	SUMMERVIL	2	26.49	25	CLAY	3	29.47	46	JONKERS	4	35.11
5	COOK	3	27.20	26	DONOVAN	4	29.50	47	GOASDOUE	4	35.22
6	DUMMETT	3	27.25	27	LEWIS	3	30.12	48	HENDERSON	4	35.31
7	GEES	2	27.44	28	HORNE	3	30.14	49	GAYLARD	4	36.00
8	GRAY	1	27.45		BURKE	4	30.14	50	VANDERSEE	4	36.06
9	JOHANSON	1	27.49	30	JOHNSON	3	30.21	51	ZAGAMI	4	36.53
10	MARCOVICH	1	28.04	31	TOMKINS	4	30.22	52	BRYSON	4	37.33
11	HARVEY	3	28.21	32	CRANE	4	30.26	53	BANAR	4	38.00
12	ANDERSON	3	28.31	33	GRIFFITH	4	30.29	54	P. BALL	3	38.08
13	WILLIAMSO	2	28.32	34	DAWSON	3	30.34	55	S. REID	2	39.06
14	REDDIEX	3	28.40	35	MITCHELL	4	30.36	56	MILLS	4	46.55
15	T. KABEL	3	28.45	36	NEWTON	4	30.50	57	MARTIN	3	48.37
16	REVILLE	3	28.50	37	F. BALL	4	31.11	58	CARTER	4	53.47
17	R. REID	3	29.06		ZISCHKE	4	31.11	59	ROSE	3	54.17
18	CROSS	3	29.14	39	O'BRIEN	3	31.12	60	KEYS	1	54.20
19	KELLOCK	4	29.18	40	KREBS	4	31.14	61	MANN	2	59.58
20	FACKRELL	3	29.29	41	KRAUSE	4	31.29				
	JEANNERET	4	29.29	42	SLATIERY	4	31.38				

11.14 km SECTION 3 MR. HOME IMPROVER

1	COOTE	1	10.25	21	CROSS	3	11.18	41	STACEY	4	12.03
2	BROWN	1	10.27	22	ANDERSON	3	11.19	42	NEWTON	4	12.06
3	BELL	2	10.47	23	GEES	2	11.21	43	GOASDOUE	4	12.25
4	HARVEY	3	10.49		CUMPSTON	3	11.21	44	KRAUSE	4	12.31
5	FERON	2	10.51	25	LEWIS	3	11.25	45	BANAR	4	12.40
6	R. REID	3	10.55	26	T. KABEL	3	11.26	46	ZAGAMI	4	12.59
7	JOHANSON	1	10.56	27	CLARKE	3	11.27	47	VANDERSEE	4	13.06
	COOK	3	10.56	28	MANN	2	11.28	48	MITCHELL	4	13.34
9	GRAY	1	10.57	29	JEANNERET	4	11.33	49	JONKERS	4	13.42
10	KEYS	1	11.01		CRANE	4	11.33	50	MILLS	4	14.21
11	SUMMERVIL	2	11.02	31	ROSE	3	11.34	51	BRYSON	4	15.18
12	P. BALL	3	11.03		DONOVAN	4	11.34	52	HORNE	3	21.39
13	MARCOVICH	1	11.04	33	FACKRELL	3	11.35	53	KRUGER	4	22.00
14	WILLIAMSO	2	11.07	34	GRIFFITH	4	11.41	54	BURKE	4	22.41
15	DUMMETT	3	11.10	35	REVILLE	3	11.42	55	DAWSON	3	26.08
	CLAY	3	11.10	36	TOMKINS	4	11.43	56	CARTER	4	30.56
17	REDDIEX	3	11.12	37	JOHNSON	3	11.44				
18	KELLOCK	4	11.14	38	O'BRIEN	3	11.51				
19	SLATTERY	4	11.15	39	KREBS	4	12.00				
20	F. BALL	4	11.16	40	ZISCHKE	4	12.02				

So far we've lost David Martin, Errol Bognuda and Wayne Henderson. Stewart Reid/Ian Goldsworthy slid off the road at a very chewed up TVHR and got bogged trying to get back on the road in SS2 and it was only after two crews stopped and helped move the car that the road was clear again. Stewart retired soon after with a dead motor and diff. Dennis Brown leads the rally by 11 seconds from Coote with Robert Bell a further 16 secs back in third. Barry Cook leads Grade 3 from Bruce Dummett and Kevin (Grade 3 my foot) Harvey. The Novice class is being lead by Tony Kellock/Kev Lingard from Marc Jeanneret with Tim Donovan in third.

It was in SS2 that Geoffery Keys/Robert Carter made an error which ultimately may have cost them the rally when they missed a passage control and incurred 30 mins penalty. A real shame as the Quattro was at its most competitive yet in this event. These two sections were mountainous stuff. Toolara comes later.

5.69 km SECTION 4 GOLDEN CITY BRICKS

1	JOHANSON	1	4.28	T. KABEL	3	4.49	HORNE	3	5.07
2	COOTE	1	4.29	20 MARCOVICH	1	4.50	38 NEWTON	4	5.08
3	SUMMERVIL	2	4.30	CROSS	3	4.50	39 O'BRIEN	3	5.09
4	COOK	3	4.32	KELLOCK	4	4.50	GRIFFITH	4	5.09
5	HARVEY	3	4.35	23 BURKE	4	4.52	MILLS	4	5.09
6	GRAY	1	4.36	24 ROSE	3	4.54	42 MITCHELL	4	5.10
7	BELL	2	4.37	ZISCHKE	4	4.54	GOASDOUE	4	5.10
8	FERON	2	4.39	26 F. BALL	4	4.57	44 BANAR	4	5.12
	DUMMETT	3	4.39	27 JEANNERET	4	4.58	45 KREBS	4	5.13
10	WILLIAMSO	2	4.43	28 LEWIS	3	5.00	46 KRAUSE	4	5.18
11	KEYS	1	4.44	CLARKE	3	5.00	47 ZAGAMI	4	5.20
12	GEES	2	4.45	30 STACEY	4	5.01	48 KRUGER	4	5.33
	ANDERSON	3	4.45	31 CUMPSTON	3	5.02	49 VANDERSEE	4	5.42
14	BROWN	1	4.46	32 JOHNSON	3	5.03	50 JONKERS	4	5.54
	R. REID	3	4.46	33 DONOVAN	4	5.04	51 SLATTERY	4	6.10
16	DAWSON	3	4.47	TOMKINS	4	5.04			
17	CLAY	3	4.48	35 FACKRELL	3	5.05			
18	REDDIEX	3	4.49	36 CRANE	4	5.07			

5.17 km SECTION 5 JOHN MASON TROPHIES

1	COOTE	1	4.00	19 GEES	2	4.08	37 HORNE	3	4.24
	JOHANSON	1	4.00	CROSS	3	4.08	SLATTERY	4	4.24
	BROWN	1	4.00	21 REDDIEX	3	4.09	39 KREBS	4	4.25
	GRAY	1	4.00	22 R. REID	3	4.10	DONOVAN	4	4.25
	BELL	2	4.00	DAWSON	3	4.10	GOASDOUE	4	4.25
	SUMMERVIL	2	4.00	24 KELLOCK	4	4.11	42 O'BRIEN	3	4.26
	JOHNSON	3	4.00	25 ROSE	3	4.12	42 FACKRELL	3	4.29
	COOK	3	4.00	26 ZISCHKE	4	4.13	44 T. KABEL	3	4.32
9	FERON	2	4.01	27 CLARKE	3	4.15	45 MITCHELL	4	4.37
10	KEYS	1	4.03	28 CUMPSTON	3	4.16	46 KRAUSE	4	4.40
	CLAY	3	4.03	29 GRIFFITH	4	4.18	ZAGAMI	4	4.40
12	ANDERSON	3	4.04	STACEY	4	4.18	48 GAYLARD	4	4.43
13	WILLIAMSO	2	4.05	31 JEANNERET	4	4.19	49 KRUGER	4	4.46
14	MARCOVICH	1	4.06	32 BANAR	4	4.21	50 NEWTON	4	4.51
	F. BALL	4	4.06	33 MILLS	4	4.22	51 VANDERSEE	4	4.54
16	DUMMETT	3	4.07	34 LEWIS	3	4.23	52 JONKERS	4	5.02
	HARVEY	3	4.07	CRANE	4	4.23			
	BURKE	4	4.07	TOMKINS	4	4.23			

TIMES AFTER SECTION 5 AND 52 Km's

1	COOTE	1	47.35	19 CLAY	3	51.44	37 MITCHELL	4	55.58
2	BROWN	1	47.41	20 CUMPSTON	3	52.15	38 FERON	2	56.32
3	BELL	2	47.59	21 JEANNERET	4	52.24	39 SLATTERY	4	57.29
4	SUMMERVIL	2	48.20	22 CLARKE	3	52.25	40 GOASDOUE	4	59.31
5	COOK	3	48.40	23 FACKRELL	3	52.38	41 ZAGAMI	4	61.55
6	GRAY	1	49.10	24 DONOVAN	4	53.02	JONKERS	4	61.55
7	JOHANSON	1	49.13	25 LEWIS	3	53.06	VANDERSEE	4	61.55
8	DUMMETT	3	49.21	26 STACEY	4	53.09	44 BANAR	4	62.22
9	HARVEY	3	49.45	27 JOHNSON	3	53.11	45 HORNE	3	63.25
10	GEES	2	49.55	28 TOMKINS	4	53.31	46 BURKE	4	63.48
11	MARCOVICH	1	49.59	29 CRANE	4	53.32	47 KRUGER	4	66.00
12	WILLIAMSO	2	50.26	30 GRIFFITH	4	53.34	48 DAWSON	3	67.34
13	ANDERSON	3	50.35	31 F. BALL	4	53.41	49 MILLS	4	72.57
14	REDDIEX	3	50.47	32 ZISCHKE	4	54.16	50 KEYS	1	76.00
15	R. REID	3	51.01	33 O'BRIEN	3	54.45	51 ROSE	3	76.58
16	CROSS	3	51.26	34 NEWTON	4	54.58			
17	T. KABEL	3	51.32	35 KREBS	4	54.59			
	KELLOCK	4	51.32	36 KRAUSE	4	55.55			

16.16 km SECTION 6 BUMPA-T-BUMPA

1	COOTE	1	10.49	19	LEWIS	3	12.15	DONOVAN	4	12.52
2	HARVEY	3	10.59		KELLOCK	4	12.15	38 CRANE	4	12.56
3	WILLIAMSO	2	11.09	21	CUMPSTON	3	12.18	39 STACEY	4	13.03
4	BROWN	1	11.12	22	FACKRELL	3	12.19	40 JEANNERET	4	13.06
5	MARCOVICH	1	11.20	23	HORNE	3	12.21	41 SLATTERY	4	13.10
	DUMMETT	3	11.20	24	JOHNSON	3	12.22	42 MILLS	4	13.22
7	GRAY	1	11.31	25	JOHANSON	1	12.24	43 GOASDOUE	4	13.33
8	SUMMERVIL	2	11.32	26	TOMKINS	4	12.26	44 VANDERSEE	4	13.48
9	BELL	2	11.33	27	GRIFFITH	4	12.27	45 KRUGER	4	13.55
10	REDDIEX	3	11.39	28	R. REID	3	12.28	46 ANDERSON	3	14.11
11	GEES	2	11.44	29	GAYLARD	4	12.29	47 JONKERS	4	14.15
12	KEYS	1	11.49	30	F. BALL	4	12.31	48 CLAY	3	14.55
	COOK	3	11.49	31	KREBS	4	12.32	BANAR	4	14.55
	T. KABEL	3	11.49	32	MITCHELL	4	12.35	50 NEWTON	4	16.08
15	DAWSON	3	11.51	33	BURKE	4	12.37	51 KRAUSE	4	16.11
16	CLARKE	3	11.54	34	ZISCHKE	4	12.45			
	CROSS	3	11.54	35	ZAGAMI	4	12.46			
18	ROSE	3	12.13	36	O'BRIEN	3	12.52			

After 6 Sections Coote leads by 29 secs from Brown and Rob Bell 39 secs behind Dennis. Grade 3 is lead by Barry Cook from Dummett and Harvey. Kellock has a huge lead in the Novice class over Jeanerette, and Donovan in the VW. Dave Feron's Datsun was up on it's side in SS 6 and out of the rally. Barry Mann retired early as did Peter Ball and Bruce Reville. The immaculate RX-7 of Off Roader Reg Carter also unfortunately stopped after only three stages. Continued next month.

FOR SALE - SUBARU RX TURBO -Rally Car. Gp.A. Factory suspension, 200+HP. You can win the ARC in this car. \$25,000. Dennis Brown 201 7705.

FOR ABUSE - One (1) only navigator looking for a ride. Ex New South Welshman Tony Garvey has experience in navigating and would like a ride in the QRC and other events this year. Ph. 371 8055

It is with deep regret that we have to advise that the First Round of the Australian Off Road Championship has been postponed till later in the year. The harshness of the prolonged draught in S.E. Queensland has, unfortunately, made it necessary for the not so fortunate adjoining property owners to withdraw their prior approval. We are sure everybody will appreciate and understand the situation.

However, it is the intention of the B.S.C.C. to honor it's commitment to the OFF ROAD COMPETITOR and provide them with the opportunity of another run on the SUPER FAST STRAIGHTS amidst the Open Wheat Fields of the Shepherd and Wiseman properties and are therefore pleased to announce that the following event will take place.

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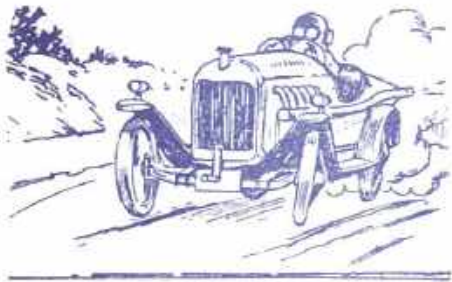
SALES — SERVICE — INSTALLATIONS

A CONVERSATION BETWEEN
CHAMP CONTENDER AND
'DICK USELESS' (THE WELL
KNOWN LIMP MEMBER)



C.C. I'm taking the old bus
To PETE SMITHS' GRASS MOTORKHANA
on SUNDAY, 5TH APRIL, PURGA CREEK
at 10.30am - ARE YOU COMING D.U.?

D.U. Strife! Isn't Purga CREEK Too far for a club
Motorkhana? It's OK for the Off Road boys who
just ooze money. I think I'll just stay home
and look at next doors Budgie.



C.C. Nonsense D.U., a quick
run to Ipswich, take the BOONAH
TURNOFF from the bypass, about
8km (? about the right word) TURN
RIGHT at the Purga Creek School

and then 1 1/2 km TURN LEFT AT CROSSROADS,
it'll be arrowed anyway. He promises 6
forward tests, 2 forward and reverse, an
entry fee of \$X (X could be 8 or 5, whatever,
you'll get a SQUARE DEAL MOTORKHANA
from Piss & TREAT SMITH.) You just need
anything on wheels you can see to reverse,
a set of tight wheelnuts and a secure
battery. BRING SOME LUNCH, some fabulous
women and have a good time. Ah yes he
promises that anybody leaving any litter will
be NAILED to a tree.

D.U. Well I might come, I'll
see how fit me DAD is.



SELECTING YOUR P.R.C.

Elsewhere in this issue you'll find an article on building a PRC vehicle. Naturally the first step in building a PRC car is to decide what type of car you wish to build. Firstly let's get the facts right on when and in what you can compete. As you are no doubt aware the Australian Rally Championship this year is open only to PRC vehicles. That is cars that are internationally homologated in Group A or cars that suit the Australian Production Rally Car requirements. For these requirements see page 335 of the '87 C.A.M.S manual.

For rallies combining an ARC event with a State championship round i.e. Keema Rally, the State event is restricted to a maximum of 75% of the stages of the ARC event. Group G cars cannot enter the ARC component of the event but will be eligible for the State Rally Championship component providing that the cars engine has the same number of cylinders and the same configuration. This last requirement is of course the same for all State Rounds this year.

Having said, above, that the ARC is open only to PRC cars in '87; those PRC cars must be of a model which the production of continued after Jan 1 1980.

For those PRC cars not meeting that criteria they cannot compete in the ARC component of an event like the Keema but of course can compete in the State part of that event. I'm not sure for '88 but I would imagine the whole rally will be restricted to PRC cars of a model not more than 7 years old.

Ok, so the smart thing to do is to pick a car that will be eligible for ARC events for at least a few years. If you're not particularly concerned in competing in the ARC event (s) then fine, there is no age limit for other events including State Championship events. Don't forget that to be eligible to score points in the State Championships in 1988 you must have a PRC vehicle.

For 1987 ARC events and PRC cars in State rounds CAMS have introduced what I think is an excellent class structure based on cubic capacity and the number of driven wheels. The classes, as listed in the March '87 edition of the CAMS report, are: up to 1300 cc, 1300 - 1600 cc, 1600 - 2000 cc, over 2000 cc and Four Wheel Drive all capacities. The first four listed classes are for 2 wheel drive vehicles whether front or rear drive. I'm not sure how successful the up to 1300 cc class will be as there aren't that many cars that most rally drivers would be keen to attack a forest with. If there aren't many starters in any class I'm sure CAMS have considered the option of combining classes in the future if need be. I think a class win should be considered as something important and if you're only beating home one or two guys in your class it's not very special is it?

What I'll endeavour to do now is put forward a few cars which might be considered suitable to build into a PRC vehicle. If you want a complete list of cars homologated in Group A then CAMS have such a list. That list does not include older 'PRC' cars or any car not Group A. The list that follows does not pretend to be complete or comprehensive. I've got most of the cars from old magazines or just general knowledge and where possible given the exact CC figure.

People who are enthusiasts toward a particular make or model of car will know more than I with regards exactly what engines that car may have been produced with. E.g. Corollas, Renaults etc. Obviously if I was to list every car made in the last 10-15 years there would be a world paper shortage. The cars listed are ones that a) shells are readily available b) would be considered suitable to rally and still be reasonably competitive ie no Marinas or Magnas, and c) cars that are already competing in Australia. If you want to import a million dollar exotic see the CAMS list. Hopefully this list may spark a few ideas for people thinking about a PRC car (that should mean everyone?!). I'm sure most people who see the list will immediately think of another car that might work and that's great. If you do, tell me and we might be able make a huge list for general circulation.

Some points to think about when selecting a PRC car are a) The ease to update the model, b) the weight, c) homologation bits available, d) fuel system ie. how many carbs?, e) brakes and f) gearbox and diff ratios. Of course by obtaining a set of homologation papers you can find most of the above information.

For now this list will do as a general guide. Many of the cars are financially out of the reach of the average competitor but I've included them anyway to show what your opposition might be.

0 - 1300 cc 2WD

ALFA SUD	1186
DATSUN 1200	1171
DATSUN 120Y	1171
DAIHATSU CHARADE	993
FORD ESCORT	1298
FORD LASER	1296
HONDA CIVIC	1169
SUZUKI SWIFT 3Dr	993
FIAT 128	1116
FIAT 128	1290
MAZDA 808	1272
MAZDA 1300	1272
CITROEN GS	1015
MAZDA 323	1296
TOYOTA COROLLA	1298
RENAULT 12	1251
NISSAN PULSAR	1270

1300 - 1600 cc 2WD

ALFA SUD	1490
CITROEN BX 16RS	1580
DATSUN SUNNY	1488
DATSUN 1600	1595
DATSUN STANZA	1595
FORD LASER	1598
FORD LASER	1490
FORD ESCORT	1598
FIAT 131	1585
FIAT REGATA	1585
HOLDEN GEMINI	1584
HOLDEN BARINA	1324
HOLDEN ASTRA	1597
HONDA CIVIC	1335
HONDA CIVIC	1590
MAZDA 323	1598
MAZDA 323	1490
MAZDA 808	1586
MAZDA 323 (RWD)	1415
MITSUBISHI SIGMA	1597
MITSUBISHI COLT	1410
MITSUBISHI COLT	1597
MITSUBISHI LANCER	1597
MITSUBISHI GALANT	1597
RENAULT 12TS	1397
SUZUKI SWIFT GTi	1324
TOYOTA COROLLA GT	1588
TOYOTA COROLLA	1587
TOYOTA CELICA	1589
VW GOLF	1584
MAZDA CAPELLA	1586

1600 - 2000 cc 2WD

ALFA ROMEO ALFETTA	1779
ALFA ROMEO ALFETTA	1962
DATSUN STANZA	1952
DATSUN BLUEBIRD	1952
DATSUN 200B	1952
DATSUN 180B	1770
DATSUN H510SSS	1770
DAIHATSU CHARADE TURBO	1688*
FORD ESCORT RS2000	1998
HONDA PRELUDE	1958
ISUZU GEMINI ZZ	1817
ISUZU PF60	1817
MAZDA 626	1970
SUBARU LEONE	1781
MITSUBISHI SIGMA	1995
MITSUBISHI SCORPION	1995
TOYOTA CELICA	1998
TOYOTA CELICA	1968
VOLVO 360 GLT	1986
VW GOLF GTi	1781

OVER 2000 cc 2WD

ALFA ROMEO GTV6	2492
BMW 323i	2316
DATSUN 240z	2393
DATSUN 260z	2565
NISSAN BLUEBIRD TURBO	3009*
NISSAN PULSAR	2529*
NISSAN EXA	2529*
MAZDA RX-2	2062
MAZDA RX-3	2062
MAZDA RX-4	2354
MAZDA RX-7	2062
MITSUBISHI COLT TURBO	2716*
MITSUBISHI STARION	3395*
MITSUBISHI SIGMA	2555
MITSUBISHI SCORPION	2555
MITSUBISHI CORDIA TURBO	3051*
HOLDEN COMMODORE	3297
HOLDEN COMMODORE	4980

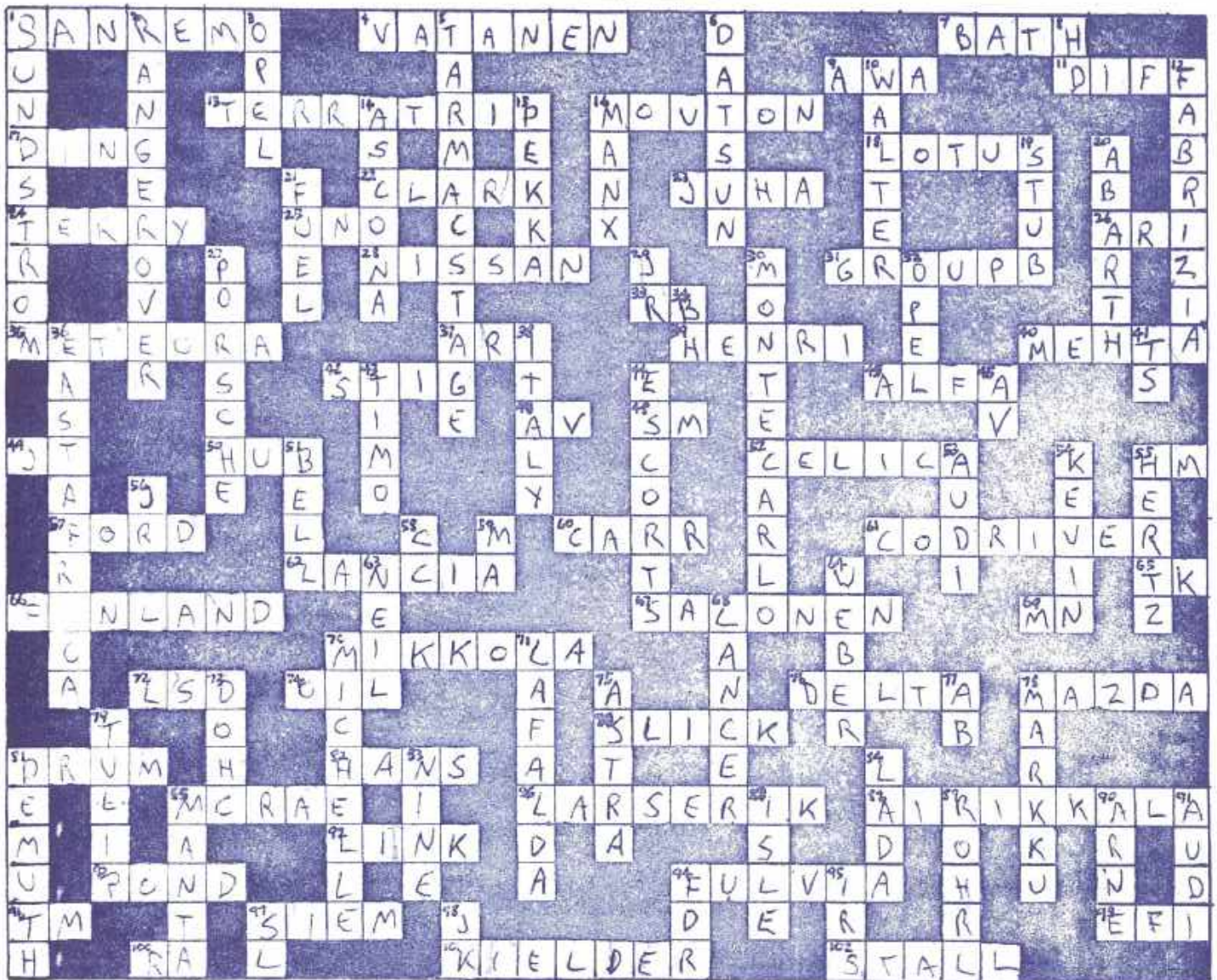
4WD All Capacities

* = Turbo

AUDI QUATTRO COUPE	2226
MAZDA FAMILIA 4WD BFMR	2716*
SUBARU RX TURBO	3029*

Notes - The current factor for turbo's is 1.4. I have used 1.7 which is being used in '88. The new factor for rotaries is 1.8 replacing 2.0 .

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PRODUCTION RALLY CAR BUILDERS GUIDE

Introduction to Production Rally Cars

Production Rally Car regulations permit basically simple, straightforward modifications that may be performed on a vehicle to enhance its performance and increase its durability to withstand the rigors of competition. It is considered the durability aspect of the modifications allowed should permit a vehicle to be used in competition for a very reasonable length of time.

1 Safety

Normal safety requirements as outlined in the CAMS Manual of Motor Sport must be incorporated into the vehicle i.e. fire extinguishers, bonnet pins, firewalls, etc., and roll cages in Special Stage events.

2 Mechanical Components

A mechanical part is defined as : 'All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working'.

As long as a mechanical part may be identified it may be subjected to all tuning operations through finishing, scraping, etc. Its shape may be ground, balanced, adjusted, reduced or modified through machineing. However, all minimum or maximum weights and dimensions, if mentioned in the homologation papers must be respected.

Adding material or bolting on parts to any part is strictly forbidden unless the regulations specifically permit that operation.

3 Power Output

The power output of a PRC vehicle is simply controlled by restricting the amount of air that the engine can consume. All the basic engine components must remain; cylinder block, head, carburettors and manifolds but they can all be modified. The internals of the engine are even freer; pistons, camshafts, valves, their springs and retainers can all be replaced as long as some of their major dimensions are respected. The crankshaft connecting rods can be polished and then heat treated. The air admission is controlled by specifying the maximum diameter of the valves (with a tolerance of + 12 thou.), valve and cam timing is free.

Carburettors and fuel injection systems may not be changed, however they may be re-jetted or the injection may be changed as long as the standard chokes remain or in the case of fuel injection the inlet dimension. the original exhaust manifold must be used. The original air filter box may be removed or it may be modified, in addition it may have its filter removed or another added. The ducting devices may be removed and added to as long as they are within the engine compartment. (This will be different in '88. The air filter box may be modified but not removed. No ducting can be added. See CAMS report March '87 - Ed.).

Fuel pumps are free as is the ignition provided the coil is not changed to magneto and vice-versa. Basically then the engines modifications are reasonably extensive, there are no expensive inlet and exhaust manifolds to buy and the power is limited very simply, thus, in theory making all engines of a specific type very similar.

A PRC's engine will usually need only lightweight pistons, stronger valve springs and a 'hot' cam then it is up to the individual builder to get the most out of it. Radiators and oil collers are free as long as they remain inside the bodywork. Engine mounts are free as long as the engine isn't moved and the exhaust is free after the basic manifold or a turbocharger, if fitted. Turbos are actually specified in the homologation papers when fitted, and any non standard boost pressure regulators are prohibited.

P.R.C. BUILDERS GUIDE (Cont.)

The power transmission to the wheels is restricted to what is homologated by the manufacturer, with a maximum of two sets of gear ratios. alternative final drive ratios must be homologated to be used. A manufacturer may homologate heavy duty suspension elements. The original suspension elements can be strengthened by the addition of materials, but the mountings must remain as original.

Brakes again are restricted to what is homologated but as with the heavy duty suspension components, they have to be homologated by the vehicle manufacturer. servos can be disconnected but not removed. The lining material and brake backing plates are free as long as the dimensions of the linings are retained. Brake cooling is also looked after by a rule allowing 1 brake cooling duct per wheel of up to 10cm inner diam.

SUSPENSION - The shock absorbers are free, other than restriction to mechanically identical units, obviously other than the damping element, and adjustable spring platforms may be fitted. Anti-roll bars may be removed or replaced with other units, as long as the mounting points are unchanged. Gas pressure shock absorber units are considered as hydraulic units and vice versa. The suspension components and their mountings can be strengthened by the addition of metal and joints can be made of a different material so that spherical bearings can be fitted into the components and in most circumstances, rod ends may be fitted.

BODY - Bodyshell strengthening is free as long as the additional metal follows the line of the original, which rules out gussetss on chassis rails. Sound proofing can be removed and in theory that is the only lighteneing that can be done. Carpets can be removed as can the rear seat. also head lining and roof padding and door padding can be removed, but the door trims must remain intact. Outside rearview mirrors, that may be knocked off or damaged in the course of rallying may be replaced with non genuine ones. Bumper bar overriders may be removed. Knock strips may be removed provided they are less than 25mm in width. A fireproof and liquid proof bulkhead must be installed between the petrol tank and the habitical. There are two other very important factors for PRC cars. Minimum weight compared to engine capacity and tyre and rim width restriction. The tyre and wheel restriction is interesting in that it is the width of the tyre and wheel combination that is restricted always assuming that the maximum allowable unit will fit under the standard wheel arch. Clearly these limits are more applicable to racing than to rallying as it is almost impossible to get a rally car down to the weights and they nearly always use substantially narrower wheels and tyres than the maximum allowed.

NAVIGATION AIDS - Under PRC rules the dashboard must be kept intact and extra instruments may either be additional or may replace the original units. The dashboard and the doortrims are about all that is required to be left in the cockpit.

halda's etc. may be added without restriction whether on new panels or on the existing dashboard, however the dashboard must not be modified (ie whole sections removed).

Where a roll cage is fitted to a car a hole may be cut in the dashboard to accomodate a tighter and safer fit of the cage.

LIGHTING - driving lights etc. may be added by attaching brackets to the front bumper bar. In states where it is forbidden to use more than four lights, a pair of auxiliary driving lights may be added as long as the inner two original lights are removed and their space blanked off by a flat surface.

Generator/alternator and voltage regulator are free provided the generator/alternator remains in its original location. Extra relays may be added at will.

BRUCE KEYS.

With a little bit of imagination and interpreting the rules to the fullest extent you can turn your PRC car into something reasonable. The only real restriction is on brakes and air intake. So pick a car with good brakes and twin carbs and you're half way there. Throw out all the soundproofing , carpets, radios and anything that doesn't help the performance of your car and you'll be surprised . I think keeping the weight down is very important. Good Luck.

PDJ.

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- SECOND: \$125.00 cash plus \$50.00 trophy
- THIRD: \$100.00 cash plus \$25.00 trophy
- FOURTH: \$ 75.00 cash
- FIFTH: \$ 50.00 cash

Five rounds are to be run (subject to confirmation from CAMS) with the best four results to count for the series.

The five rounds will be made up as follows:

- Four to be run in conjunction with QRC rounds (all except the ARC/QRC round)
- Plus one round to be conducted by BSCC in June/July.

This series,started in 1978 with joint sponsorship from G P CARS and CIBIE has gone from strength to strength for the past nine years and has given encouragement to many rally competitors in Queensland on their way up through the sport, however.....

Two factors will influence what format the series will take after 1987

1. The inflexability of CAMS RELATING TO ELIGIBILITY OF COMPETITORS for this series. As it was in 1986, some clubman competitors came very close to performing themselves out of the series. e.g. if a competitor performed well enough during the year as a clubman, he/she then became a 'recognised' competitor at that time and as such unable to score further points towards the series and quite possibly out of the running for a place in the series.

As the sponsor, we have approached CAMS (6.10.86) in an effort to rectify this matter for 1987. Our request was flatly denied hence the situation that existed in 1986 is with us again in 1987.

2. Some competitors have won more than one round of the series in a single year and as such have been awarded Cibie products to the value of \$150.00 for each win. While some recipiants have been glad to receive these awards, some have made it more than clear that one can only use so many CIBIE lamps. We have co-operated in the past by offering 'other' products

in exchange for CIBIE (against the wishes of our co-sponsor - CIBIE) but it has become apparent that we have not kept all prize winners happy. It is unfortunate but we have only found this to be the case as second hand news.

These two factors together have us formulating some exciting new plans for this sponsorship for 1988, the 10th. year of our involvement. These plans will make the cash, trophies and CIBIE product now awarded in the series available to competitors who really need or deserve the encouragement.


With this in mind if you have any comment on how you would like to see this achieved, please feel free to call or write to me with your thoughts. While we are on the point regarding talking with us, should you have a gripe relating to our Clubman Novice series please talk to us first not last, we may be able to help.

In the mean time we can do nothing to change the format of the series for 1987 but to wish all the best of luck to those competing for the CIBIE-G P CARS Series this year and thank those that have supported us in the last year.

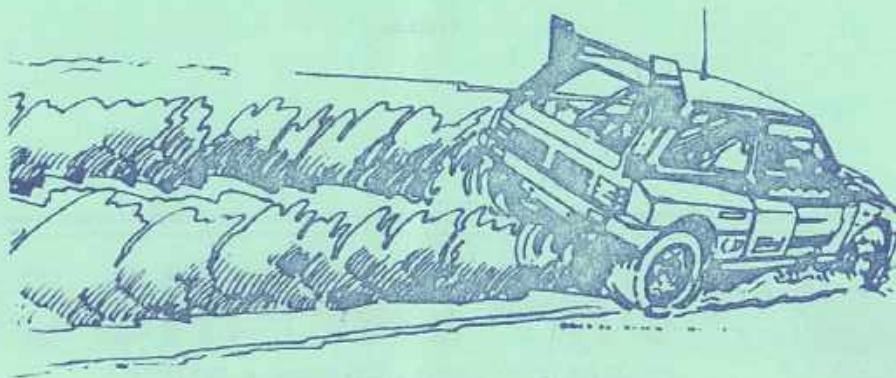
The presentation of awards for 1986 will take place at the CAMS Dinner as has been the practice in the last few years as soon as CAMS decides when the dinner is to be held. If you are eligible for some prize we will notify you as the date becomes closer.

Yours ,

The Management of G P CARS.
per,



Rod Browning.



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Note : This article should be read in conjunction with the articles on the same subject in the August and September '86 issues. (Ed.)

Wiring Your Race Car - Yet More Ramblings

=====

Looking at my "things to do in the new year" list, I was reminded that even though there probably isn't anyone waiting with eager anticipation for the continuation of this series of articles, in the tradition of true apathy I'll finish presenting them anyway.

The story so far - hopelessly technical discussions on such things as layout, tools, wire and insulation. The basic idea I guess is that the more time spent on thinking about, and actually doing the job, the less chance there will be of a malfunction. Use quality tools and accessories, and use wire that is too heavy rather than too light. This brings us to the next topic;

CONNECTORS: All the electricity flowing in your vehicle goes through a connector at some stage. The connectors supplied in the standard harness for a road car are mass produced and therefore built "down to a price not up to a standard". As such, those types are unsuitable in general for the additional power wiring required in a race vehicle. It is usually quite OK to leave the standard harness (if you have one, as in a rally car) carrying all the standard currents to make the car operate. The additional wiring (lights etc) however needs special attention. The most common connector used is a quarter inch "quick connect" flat type connector - "1/4inch Q.C.". These are exceptionally robust, are capable of carrying up to twenty amps and are the most economical and readily available thing to use for general wiring harness applications. A number of configurations can be obtained, from single uninsulated connections to twenty wire connector blocks. For individual wires, the preinsulated single connector type is the most appropriate, whilst for bundles of wires a "block connector" of suitable size can be used. The "block" arrangement is a plastic holder for a number of connectors - similar less robust blocks can be seen in a standard wiring harness. Special connectors are required to mount in the block, these come with locking tabs to hold them in the block.

A crimping tool is required for effective use of the preinsulated type; the uninsulated type (as used in connector blocks) may also be crimped (with a different tool), or soldered.

For other general purpose uses, there are a large number of related connectors available. These range from lugs with holes (designed to be screwed to the chassis) to insulated double ended connectors (designed to join two wires that do not need to be disconnected again) to "bullet" types as used on Super Oscars. Utilux, Australian AMP and Amtron Tyree all produce connectors worth looking at. Utilux seems to have the largest range.

Every connector is designed to take a certain size wire, with the color of the connector giving the appropriate wire size. The standard color coding (from memory, so the sizes may not be exact) is,

RED - 0.5 to 1.5mm square conductor
BLUE - 1.5 to 3.0mm square conductor
YELLOW - 3.0 to 5.0mm square conductor

For wire sizes over 5.0mm, the connectors are usually marked with the size, or are purchased for specific applications.

For battery leads etc. the lugs required can be either crimped (with an outrageously expensive tool) or can be soldered by carefully using an oxy-acetylene welder on low heat. Soldering of any type of lug is the most effective way of ensuring a reliable electrical joint.

FUSES: Are the worst offenders in the failure department. Every single electrical failure I have personally been involved with has been due to inadequate fuses - not fuses that were too small in current rating, but fuses that were incapable of carrying the required current without melting!

The small glass type are terrible, they are a quarter of an inch in diameter and one and a quarter inches long, and are commonly called "glass automotive fuses"; we all use them. The proper name is 3AG, and they are available in ratings up to 25amps. When these fuses are used on 12vdc in race conditions, I have found them to be TOTALLY INCAPABLE of carrying more than ten amps continuously. The heat produced in the fuse by currents in excess of ten amps is quite capable of melting most of the holders available, and will happily destroy the fuse eventually (at the most inconvenient time - MURPHY). They may be quite safely used in circuits up to ten amps, however, for larger currents it is advisable to use something more robust.

An industrial electrical product that has been successfully used is the HRC Cartridge fuse. These are a 440v rated device and can be obtained in a variety of sizes up to 20 amps (in the smallest holder size). Their main disadvantage is the price - about \$5-\$7 dollars per fuse and fuseholder, and the size - about 100 x 25 x 60mm. In essential systems though, reliability is the main factor. These can be obtained from any Electrical Wholesaler, and come in a range of mounting styles. Larger current ratings (using bigger holders) are also available.

Most wreckers are happy to sell old fuse boxes and wiring harnesses and these are an excellent low cost source for wiring components, however, as with connectors, the fuses provided in a standard wiring harness are just capable of doing the job. This is fine for all non essential systems, as long as the installer makes allowances for more robust equipment where required.

Everything should be fused, as a fuse protects the item it is connected to as well as the whole vehicle. It is possible for a shortcircuit in an unfused piece of equipment to blow the main alternator or battery fuse, thus leaving your vehicle without power. For maximum protection, install the fuse in the positive power lead to the piece of equipment.

The convenient location of the fuses in the vehicle is also important, within arms reach of the fully harnessed crew is the best place.

Laurie Streitberg.

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- 23RD MARCH FIRST NIGHT MOTORSPORT SCHOOL 7.30 P.M.
SEE INSIDE MAG FOR MORE DETAILS.
- 26TH MARCH ANNUAL GENERAL MEETING 8.00 P.M.
followed by AWARDS PRESENTATION.
- 30th MARCH SECOND NIGHT MOTORSPORT SCHOOL 7.30 p.m.
- 1st APRIL TEGG'S APRIL FOOL NIGHT RUN followed by WINE and CHEESE NIGHT
- 5th APRIL PETE SMITH'S PURGA MOTORKHANA, see ad.
- 6th APRIL FINAL NIGHT MOTORSPORT SCHOOL
- 7th APRIL BOARD MEETING 7.30 p.m.
- 8th APRIL TABLE TOP RALLY - come and put into use what you have
MOVIE OF THE learnt at the Motorsport School, or just come for the fun of it!!
MONTH
- 18th/19th APRIL BRISBANE SPORTING CAR CLUB'S OFF ROAD LONG COURSE
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- 22nd APRIL BRING YOUR OWN VIDEO NIGHT for OFF ROADERS. 8.00 p.m.
- 29th APRIL
- 5th MAY BOARD MEETING 7.30 p.m
- 9th/10th MAY MAPPING RALLY - Director: Laurie Garth
Another chance to put into practice what you have learnt
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- 24th May Short course Off Road - Director, Steve Blackburn.
- 16th/17th May Invitation from Mackay Off Road & Rally Club to an
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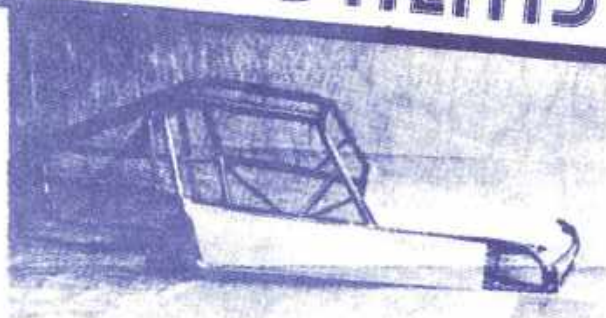
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