

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF
ROAD



OFF
ROAD

MOTOR
KHANA

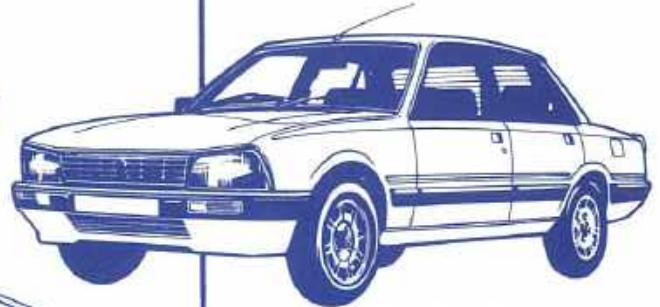


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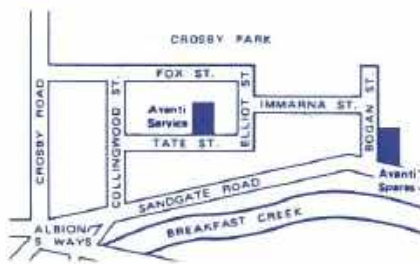
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STRAIGHT ON

The Annual General Meeting held on the 26th of March at the clubrooms witnessed the electing of a new executive and Committee. Starting from the top we welcome a new President in Peter Marcovich to replace Brian Swinton who did not stand for re-election. Peter has been competing in rallies since 1980 and is of course is twice Queensland Champion. When he is not rallying Peter serves as Chairman of the Rally Advisory Committee in Queensland and also on the National Rally Committee. It looks like a busy year for Mr. Marcovich!

The position of vice-President previously held by Peter has been filled by Chris Lane who did such a great job with the social committee last year.

Warren Tegg remains as Secretary as does Hugh Walker as Treasurer. We have a new assistant Treasurer in Brett Wright and the Club Captain is once again Wilson Boyd. The bar will now be looked after by Brett Wright and Kevin Lingard. Welcome to all the new members on the club committee-you'll find all the names listed in the back of the mag.

Whilst on the subject of office bearers, on behalf of the B.S.C.C. I would like to say thanks to Brian Swinton for his two years as President of the club. Under Brian the participation of club members in the organisation of various social and sporting events has increased dramatically and as far as sheer hard work goes Brian's shoes are going to be hard to fill. We aren't losing Brian altogether as he will continue on the board and also look after property. Thanks again Brian.

One of the things discussed at the first meeting of the new Committee was the never-ending subject of the search for a piece of land for use by the club for anything from motorkhans's to Short Course. It's hard to believe that in a country as big as ours we can't seem to find a lousy few acres to run some club events on. Fortunately we now at least have a couple of promising options which are under investigation at the moment. Wouldn't it be nice to be able to run an event without having to look for a venue each time?! Stay tuned.

PDU

BSCC

MAPPING RALLY

May 9th and 10th is the weekend of this event and will be run on the Woodford and Caloundra 1:50,000 maps. Starts at the clubrooms at 3.00 pm on the Saturday with the first car expected at the finish at approx. midnight. Director is the venerable Laurie Garth with assistance from wife Hilary, and Wilson Boyd. Entries are open now and the fee is \$40 plus P.A.I. @ \$11 per crew if you want it. They close on the 4th May. There are awards for four classes; Expert, Non-expert, Road car and New competitor. Those competing in their first event don't require a CAMS licence. Supp Regs available at the club or phone Laurie on 349 8053 B & H.

The classes are based mainly on the navigators status at the Directors discretion. Road cars can't run rally tyres.

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OPPOSITE LOCK ACCESSORIES - have opened a store in Queensland at 146 Abbotsford Rd.
Bowen Hills, just near Scorpion. A catalogue is
available for \$5 posted or \$3 collected.
Contact - Mr. Graeme Seymour.

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

'RUTHLESS PEOPLE'

How would you like to meet some 'Ruthless people'? Yes? Well then drag your bones
along to the clubrooms on Wed. 6th May and don't forget to arrive by 8PM. This
movie is a comedy starring Bette Midler and Danny DeVito and is free.

Oh No! Not another stack of mail offering big discounts on travel and entertainment,
I can't stand it anymore...I know, I'll start a BSCC travel and entertainment
advisory service. That way I can unload all sorts of offers and deals on accomodation
and entertainment on the clubmembers! What a good idea! So if you are going
somewhere or want to, see Chris Lane because I've got zillions of deals for all
over Oz for all sorts of things. Free offers and special rates mostly.
Features this month ; Mach 1 "goanna Trail", Kooralbyn weekend special event,
Walt Disney's "World on Ice", Lake Cooroileah Holiday Park, Noosa & Polaroid Cameras.

OVERSEAS NEWS..... DIRECT FROM OUR MAN IN LONDON, JURTZE BALOSKI.....

*Opel will enter five WRC rallies this year with 2 litre versions of the Kadett GSi.

*Audi have decided to return to rallying and not as widely suspected turn to
circuit racing. The car which Audi will be using first is the 5 cylinder 2.1 Coupe
Quattro normally aspirated then the 200 Quattro with turbo which has actually
already been used on the Monte Carlo driven by Walter Rohrl..

*FISA have banned evolution models of the following cars from international
rallying - Holden Commodore V8, BMW 635 CSi and Rover 3500. All other Group A cars
and their evolutions are permitted.... * Jean-Marie Balestre reckons he will do
as much as possible to ensure that the WRC eventually will place more significance
on Tarmac stages. In the '86 WRC only 2 of the 13 rallies were held entirely on
Tarmac....*The three rounds of the World Rally Championship held so far this year
have provided the following results- WRC 1 Monte Carlo, 1st Massimo Biason-Lancia,
WRC 2 Sweden, 1st Timo Salonen- Mazda and WRC 3 Portugal 1st Markku Alen-Lancia..

QUICKIE VIDEO REVIEW - The 1000 Lakes rally is always spectacular viewing and
the 1986 event was no exception with the Lancia Deltas and Peugeots etc.

This video is worth seeing just for the shot of Markku Alen sideways in the air
over a yump on a corner!! Available at GP Cars for about \$6 a night I think.

BRISBANE SPORTING CAR CLUB'S PRESIDENT'S REPORT

25th March 1987

It is with a mixed assortment of feelings that I present this year's President's Report. Mixed probably due to my inability to continue as the Club's President because of changed home and business commitments, and also probably that I can see a continuation of difficult times for the Club and the sport generally.

1986 has proved to be a year of building new teams in almost every aspect of the Club's interests.

You will have seen the results of the rift within the Off Road fraternity and the loss of Club income and event venues caused primarily by the Kooralbyn event organisation split. This led initially to a further weakening of Off Road event organizing, which forced a new era of Off Road directors to come forward - ordinary Club members who were prepared to take the responsibility to run Club events.

Hence we have seen the arrival of perfectly capable directors in this popular but volatile area of motor sport such as Ron Wilson, Barry Massey, Ken Smith and Laurie Svenson.

I wouldn't dare to say that things have now settled down in this area of the sport, but it is extremely pleasing to see "Mr Average" Off Road Member becoming interested in the administration aspect of their sport.

Property venues are the most important area of concern for 1987-88 and must be pursued with vigour by all concerned off roaders if the Long Course event is to continue. I hope you will give the incoming committee some support in this important area.

The Rally fraternity has also seen the arrival of capable new director material with Peter Johnson and Errol Bailey supported of course with the expertise of Jim Reddiex, Peter Marshall and Mike Mitchell.

This area of our motor sport looks poised to become extremely volatile also with the advent of Group A Production Rally Cars and the "doing away" with Driver Classifications. Both these areas of rally motor sport have numerous points for and against their acceptance. Personally as an event organizer and a competitor in this area, I feel that with the motor industry in such an upheaval and sponsorship harder than ever to obtain, perhaps it might be just a little too early to accept these changes and I think that all Rally competitors should give careful thought to the need to object or agree early this year (1987) in order that 1988 will see a smooth transition to Group "A" if that's what the majority want. I might add that as I understand it, it is a C.A.M.S. National Rally Committee recommendation only, subject to each State Council approval to implement the Group "A" question.

I would personally like to see the continuation of "Classified" competitors offering their time and assistance to improving the sport through either assistance to the "Novice" competition through schools, advice, example or through assistance in running small events where "Classified" drivers/navigators are not able to gain point scores or are not eligible to run.

Rally Sprints, Motorkhanas and Night Runs are finding it difficult to survive because of rule and insurance changes and to a point, venues that are suitable and do not require maintenance after an event.

These areas of sport have seen the building of an organizing team under the control of Wilson Boyd, no less dedicated than the organizers of the previous motor sport areas mentioned.

I would ask each and every member to remember this is where our junior competitors are able to safely improve their vehicle control and handling expertise and that is the basis of this Club to teach better road driving skills on our public roads.

In summary the Club's administration has provided the types of events Club members are accustomed to and under difficult circumstances in numerous cases.

You will have noticed our new Honour Board, kindly organized by Lin Melton's Dad, Ray, which now, with a little homework, will provide some history of our Club's previous notoriety.

Our Club radio network continues to grow although I believe some acquisition of clocks and perhaps our printer will require some type of re-purchase in the not too distant future. New cupboard for our equipment, thanks to Viv Gibson. Our property value has increased (ten times in value according to the rate notice) over the year and continues to provide us with a good stepping stone to a more suitable property situation should the opportunity arise, for example, on the lines of IWMAC's Willowbank.

Could I pay a special thanks to:

The Executive Committee (Jim, Warren, Hugh) for their dedication and time.

To the Club Committee elect for their worthwhile argument and attendance at Board meetings throughout the year.

Again to the various event directors and their teams for another year of what I believe to have been better and more professionally organized motor sport events.

Our Club's Administration Officer, Esme Gibson, who continues in our employ for I don't know why. Esme would have to be the Club's best asset and I sincerely hope to see her continue in her capacity as Admin. Officer for a good deal of time to come.

A personal thanks to Jim Reddiex, Errol Bailey, Peter Marshall, Barry Massey, Laurie Garth and Mike Mitchell for showing me the "light" on numerous occasions.

Peter Marcovich for looking after the "Vice" and his capable advice when often sought.

Peter Johnson and "Cheers" Lane for their dedication to the team in 1986.

My wife - who I wouldn't dare to forget

Finally to all the Club members who obviously I couldn't name and to all the associated Clubs and Groups who have assisted myself and the various Club Committees - Thank you.

Please welcome your new incoming Board and Executive with enthusiasm and let's pull together to make the B.S.C.C. a Club to be reckoned with.

Brian Swinton.

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

Honorary Members: Lord Mayor, Ald. Sallyanne Atkinson, Mr. Geoff Adcock,
Mr. Alan Thomas, Mr. Vaughn Becker, Mr. Jean-Pierre Zajac, Mr. Neville Johnson,
Mr. Graham Campbell, Mr. Archie Porter, Mr. Mike Porter, Mr. Col. Young.

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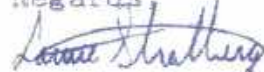
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DISCUSSION PAPER

NATIONAL OFF ROAD COMMITTEE

SUBJECT: 5 YEAR PLAN FOR STABILITY OF OFF ROAD COMPETITION

The following discussion paper has been produced to elicit comment from all factions of the sport of Off Roading, be they competitor, constructor, sponsor, organiser, spectator, etc.

Replies should be addressed to the - The Secretary,
National Off Road
Committee,
CAMS,
P.O. Box 441,
CAMBERWELL. 3124

prior to 10 May 1987.

1. PREAMBLE

In recent years, the National Off Road Committee (NORC) has come under a great degree of criticism from the competitors in the sport of off roading. This criticism has ranged from mild and constructive comments based on sound technical facts to wild and malicious (and very public) accusations based on pure emotion.

In the main, the National Off Road Committee has been accused of not keeping the competitor in mind when making decisions the Committee sees it as being best for the advancement and benefit of the sport in the future.

The National Off Road Committee obviously does not wish to alienate any part of the sport and, in fact, is mindful that to introduce a rule which may be of benefit to the sport will not necessarily be a popular rule. It may well be that to enhance the sport in some way, the actual changes that have to be made may inconvenience somewhere between a few, and the majority of competitors. To offer the sport some much needed stability, the National Off Road Committee wishes to place some ideas in front of those who matter most, to hopefully obtain some equally as much needed feedback.

It is with the above in mind that this discussion paper should be read.

The National Off Road Committee is keen to establish a definite plan for the stability of vehicle regulations over a 5 year period, to enable the competitor to be sure of the likely life he will be able to have with his present or future off road vehicle.

Such a plan would involve the determination of broad guidelines for the introduction of a new class of vehicle and similarly the phasing out of some classes for National competition. At all times it must be remembered that the two following parameters will be adhered to.

1. No vehicle, which is currently eligible for National Championship competition, will be totally "outlawed".
2. All decisions will ultimately be made for the eventual benefit of off roading.

2. BROAD PLAN

- 2.1 To stabilise regulations regarding vehicle classes eligible to compete in the Australian Off Road Championship for a period of 5 years, without introducing major changes to the regulations for the modification of those vehicles, other than if required by statute law (i.e. Civil Authorities) or of an urgent safety related matter.
- 2.2 To place a definitive life on the present class 4 in National Off Road competition.
- 2.3 To place a definitive life on the present class 9 vehicles in Long Course Off Road competition.
- 2.4 To introduce a new class to the Australian Off Road Championship (of yet to be determined regulations) that will be based around standard vehicle components on a buggy type chassis by 1990.

3. PROMULGATION AND IMPLEMENTING OF PLAN

Following the receipt of submissions from the sport, the National Off Road Committee will consider all the alternatives with the view to placing a final proposal for ratification by the CAMS National Council at its Meeting in November, 1987.

19 March 1987

BMK:a1-934
A18/74

NORDP - 023

1987 WYNN'S SAFARI

The 9 day long, 6500 Km route for this years Wynn's Safari has been set and will encompass every form of terrain possible. Competitors will face tracks and roads of mud, rock, sand and gravel. The Director Tom Snooks has not ruled out the likelihood of snow and ice, especially in mid NSW. Assistant Director Bob Carpenter says "The course this year is designed to test the following parameters ; driving skill, navigation and vehicle preparation. Overall it is less exhausting than previous events and we have maximised daylight running".

Although the route of the Safari will remain secret the organisers have released two of the overnight stops. Crews will stop at Condobolin the first Saturday night (22 August) and at Alice Springs the following Thursday. The rest of the overnight stops will be in the bush.

Entries for the event close on May 30 but a discount fee applies to entries received by May 1. Supp. Regs. and entry forms are available from :
AUTOMOTION AUSTRALIA, 854 Pittwater Road, Dee Why NSW 2099. PH. 02 971 1977

CONTROL OFFICIALS - If you are interested in doing a control in the Wynns forms are available at the clubrooms that need filling out if you wish to apply.

FORTHCOMING EVENT - The I.M.W.A.C. are running a closed invitation rally, to which members of the BSOC have been invited, on the 25 th of May. Sponsored by Currie Motors the event will run in the same area as last years Halley's Comet rally, that is East Nanango. It will cover approx. 90 km's and timing is to the forward $\frac{1}{2}$ minute. Entries close on Monday 20th April and the fee is \$55 plus P.A.I. There are awards for 1st to 3rd O/R and 1st to 3rd in both Clubman and Novice. Director is Craig Reid Ph. 379 7177 H or 375 8893 W.

Hope you have noticed the date change for the '87 Keema Classic Rally. This is the 2nd date change that has been forced upon us for this event. It is now on the 1st of August. Going by my calender the only events we may have to change again for are the very well attended 7th round of the NSW Motorkhana series and the venerated 3rd round of the similiar SA series!! Let's lay in waiting.

S.S.C.C. LONG COURSE OFF ROAD CHALLENGE

Easter Weekend 18/19. Hopefully you will be reading this before that date!! The prologue starts at 12.30 PM on the Saturday and the race starts at 8.00 AM on the Sunday. The 240 km long event is made up of five laps each of approx. 48 km's long. The venue is of course Tara and if you were thinking of going out for a spectate please do but there might be a possibility that you could be asked to assist in some way toward the running of the race on the day.

More 4GY notes - It was good to see a new face on the winners rostrum in a QRC, that of Tony Gray who we all knew was quick enough but never seemed able to get to the end. This victory is the culmination of the most meteoric rise to the top in Queensland since Peter Marcovich.... I used one of the E.E.S intercoms in the 4GY and found it quite excellent.....

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When we left the 4GY Rally last issue Coote/Stewart were leading after 6 sections, 26 seconds ahead of Dennis Brown then 36 seconds back to Rob Bell. The next two stages were the last two in daylight and division one.

20.60 km		SECTION 7		LEISURE TRAVEL	
1	GRAY	1	13.00	HORNE	3 15.34
2	COOTE	1	13.33	19 CUMPSTON	3 15.35
3	BROWN	1	13.53	MITCHELL	4 15.35
4	KEYS	1	14.00	21 KELLOCK	4 15.36
5	MARCOVICH	1	14.11	22 JOHANSON	1 15.48
6	SUMMERSVIL	2	14.13	R. REID	3 15.48
7	HARVEY	3	14.20	24 STACEY	4 15.49
8	COOK	3	14.26	25 WILLIAMSO	2 15.51
9	REDDIEX	3	14.38	JOHNSON	3 15.51
10	CLAY	3	14.45	BURKE	4 15.51
11	CROSS	3	14.46	28 O'BRIEN	3 15.53
12	GEES	2	14.54	29 F. BALL	4 15.57
13	CLARKE	3	15.00	30 LEWIS	3 16.00
14	DUMMETT	3	15.08	31 KREBS	4 16.05
15	T. KABEL	3	15.12	32 DONOVAN	4 16.23
16	ANDERSON	3	15.14	33 GRIFFITH	4 16.26
17	FACKRELL	3	15.34	34 CRANE	4 16.38
				35 SLATTERY	4 16.43
				36 KRAUSE	4 16.52
				37 DAWSON	3 16.53
				38 TOMKINS	4 16.56
				39 ZAGAMI	4 16.57
				40 ROSE	3 17.00
				41 MILLS	4 17.10
				42 GAYLARD	4 17.12
				43 GOASDOUE	4 17.20
				44 KRUGER	4 17.34
				45 VANDERSEE	4 17.52
				46 NEWTON	4 18.54
				47 JEANNERET	4 18.56
				48 JONKERS	4 19.01

Gray's average was over 95 kmh for this stage which makes it the fastest so far. This was the minimum time for the stage so he was actually a bit faster.

How anyone can beat Coote in the 1200 by 30 secs I don't know!! A great drive from Rob Bell ended in SS 7 and Gray moved up to third, Summerville fourth.

10.30 km		SECTION 8		POLLEY'S COACHES	
1	COOTE	1	7.00	CLAY	3 7.00
	BROWN	1	7.00	ANDERSON	3 7.00
	GRAY	1	7.00	DAWSON	3 7.00
	MARCOVICH	1	7.00	CROSS	3 7.00
	KEYS	1	7.00	F. BALL	4 7.00
	GEES	2	7.00	22 T. KABEL	3 7.06
	SUMMERSVIL	2	7.00	23 JOHANSON	1 7.08
	WILLIAMSO	2	7.00	JOHNSON	3 7.08
	CUMPSTON	3	7.00	25 KELLOCK	4 7.14
	LEWIS	3	7.00	26 KREBS	4 7.16
	DUMMETT	3	7.00	27 GRIFFITH	4 7.17
	HARVEY	3	7.00	28 MITCHELL	4 7.22
	R. REID	3	7.00	29 O'BRIEN	3 7.24
	REDDIEX	3	7.00	STACEY	4 7.24
	FACKRELL	3	7.00	31 HORNE	3 7.25
	ROSE	3	7.00	32 CRANE	4 7.26
				BURKE	4 7.26
				34 TOMKINS	4 7.28
				35 JEANNERET	4 7.31
				DONOVAN	4 7.31
				37 KRAUSE	4 7.40
				38 GAYLARD	4 7.48
				KRUGER	4 7.48
				40 ZAGAMI	4 8.01
				41 VANDERSEE	4 8.09
				42 NEWTON	4 8.24
				43 GOASDOUE	4 8.28
				44 JONKERS	4 8.35
				45 MILLS	4 8.45
				46 CLARKE	3 12.09

The minimum time of 7.00 mins for SS 8 represents an average speed of 'only' 88 kmh. As you can see 21 crews cleaned it which obviously would have surprised the organisers! Barry Cook retired his Mazda after a top drive into fifth outright and First Clubman. Barry might have a change of luck one day.

TIMES AFTER SECTION 8 and 99.06 km's

1	COOTE	1	78.57	17	CUMPSTON	3	87.08	33	KRAUSE	4	96.38
2	BROWN	1	79.46	18	FACKRELL	3	87.31	34	NEWTON	4	98.24
3	GRAY	1	80.41	19	LEWIS	3	88.21	35	HORNE	4	98.45
4	SUMMERVIL	2	81.05	20	CLAY	3	88.24	36	GOASDOUE	4	98.52
5	HARVEY	3	82.04	21	JOHNSON	3	88.32	37	ZAGAMI	4	99.39
6	MARCOVICH	1	82.30	22	F. BALL	4	89.09	38	BURKE	4	99.42
7	DUMMETT	3	82.49	23	STACEY	4	89.25	39	VANDERSEE	4	101.44
8	GEES	2	83.33	24	GRIFFITH	4	89.44	40	DAWSON	3	103.18
9	REDDIEX	3	84.04	25	DONOVAN	4	89.48	41	JONKERS	4	103.46
10	WILLIAMSO	2	84.26	26	TOMKINS	4	90.21	42	KRUGER	4	105.17
11	JOHANSON	1	84.33	27	CRANE	4	90.32	43	KEYS	1	108.49
12	CROSS	3	85.06	28	KREBS	4	90.52	44	MILLS	4	112.14
13	T. KABEL	3	85.39	29	O'BRIEN	3	90.54	45	ROSE	3	113.11
14	R. REID	3	86.17	30	CLARKE	3	91.28				
15	KELLOCK	4	86.37	31	MITCHELL	4	91.30				
16	ANDERSON	3	87.00	32	JEANERET	4	91.57				

This is the end of Division One and the daylight and the end of Dennis Brown's rally as his Subaru's motor cried enough. Bruce Dummett is matching his usual speed with some reliability this time and is second in the clubman class which Kevin (I was Classified once)Harvey leads. Ian Reddiex is also having a good run and fills the third Clubman spot. Grade 4 is the sole property of Tony Kellock/ Kev Lingard in their Datsun ahead of Frank Ball's 180B which was destined to retire in SS 9. Third Novice is Gary Stacey in a Datsun 1200.

9.73 km SECTION 9 MURGON TOYOTA

1	DAWSON	3	7.51	16	KEYS	1	8.57		GOASDOUE	4	9.14
2	ANDERSON	3	8.01		R. REID	3	8.57	32	GRIFFITH	4	9.16
3	COOTE	1	8.07	18	TOMKINS	4	9.02	33	MITCHELL	4	9.23
4	DUMMETT	3	8.16	19	ROSE	3	9.03	34	F. BALL	4	9.25
5	JOHANSON	1	8.24		T. KABEL	3	9.03	35	O'BRIEN	3	9.30
6	SUMMERVIL	2	8.32	21	CRANE	4	9.04	36	FACKRELL	3	9.40
7	GRAY	1	8.33	22	WILLIAMSO	2	9.05	37	VANDERSEE	4	9.42
8	MARCOVICH	1	8.39		CLAY	3	9.05	38	KRAUSE	4	9.45
9	KELLOCK	4	8.43		DONOVAN	4	9.05		ZAGAMI	4	9.45
10	BURKE	4	8.44	25	CUMPSTON	3	9.06	40	JONKERS	4	9.47
11	CLARKE	3	8.47	26	REDDIEX	3	9.09	41	LEWIS	3	10.03
12	GEES	2	8.48		CROSS	3	9.09	42	JOHNSON	3	10.04
	HARVEY	3	8.48	28	KREBS	4	9.11	43	HORNE	3	11.17
14	STACEY	4	8.53		MILLS	4	9.11				
15	NEWTON	4	8.56	30	KRUGER	4	9.14				

33.21 km SECTION 10 BHP MINERALS

1	COOTE	1	23.23	15	KRUGER	4	25.33	29	VANDERSEE	4	27.47
2	MARCOVICH	1	23.28	16	HORNE	3	25.38	30	GRIFFITH	4	27.48
3	DUMMETT	3	23.38	17	MILLS	4	25.49	31	CRANE	4	27.58
4	KEYS	1	23.40	18	LEWIS	3	25.59		TOMKINS	4	27.58
5	SUMMERVIL	2	23.51	19	MITCHELL	4	26.20	33	JOHNSON	3	28.14
6	GEES	2	24.17	20	O'BRIEN	3	26.34	34	ZAGAMI	4	28.16
	WILLIAMSO	2	24.17	21	CLAY	3	26.38	35	JONKERS	4	28.18
8	GRAY	1	24.20	22	BURKE	4	26.39	36	GOASDOUE	4	28.32
9	KREBS	4	24.26	23	CROSS	3	26.42	37	DONOVAN	4	28.48
10	JOHANSON	1	24.31	24	KELLOCK	4	26.45	38	KRAUSE	4	29.55
11	CUMPSTON	3	24.53	25	DAWSON	3	27.04	39	REDDIEX	3	33.04
12	ANDERSON	3	25.08	26	R. REID	3	27.07	40	STACEY	4	42.21
13	HARVEY	3	25.22	27	FACKRELL	3	27.25	41	ROSE	3	51.36
14	T. KABEL	3	25.28	28	NEWTON	4	27.39				

The end-of-SS 10 was where Murray Coote pulled out of the rally in protest to the long grass on the roads of not only this event but many recent rallies. Running at Car 1 or 2 would highlight this problem but even at about midfield I had trouble finding the road on some road junctions. I'm sure this problem is solvable but we won't go into it here. Our event ended here also with a broken exhaust which we ran out of time fixing. Our only other trouble was a short in the spotlight wiring causing two blown fuses. Naturally this occurred 50 metres into both the first and second night stages!! Sorry about the dust Russell.

21.26 km SECTION 11 TOWN AND COUNTRY TOYOTA

1	MARCOVICH	1	13.45	14	JOHANSON	1	15.08	27	ZAGAMI	4	16.39
2	GRAY	1	13.53	15	KELLOCK	4	15.11	28	GRIFFITH	4	16.50
3	KEYS	1	13.56	16	DAWSON	3	15.22	29	NEWTON	4	16.57
4	SUMMERVIL	2	14.00	17	KRUGER	4	15.50	30	WILLIAMSO	2	17.11
5	ANDERSON	3	14.01	18	KREBS	4	15.53	31	KRAUSE	4	17.17
6	HARVEY	3	14.14	19	BURKE	4	15.54	32	DUMMETT	3	17.32
7	CUMPSTON	3	14.21	20	HORNE	3	15.58	33	LEWIS	3	17.58
8	REDDIEX	3	14.22	21	MITCHELL	4	16.02	34	STACEY	4	18.10
9	GEES	2	14.24	22	TOMKINS	4	16.12	35	JONKERS	4	18.28
10	CLAY	3	14.29	23	DONOVAN	4	16.14	36	GOASDOUE	4	23.01
11	T.KABEL	3	14.35	24	FACKRELL	3	16.20	37	ROSE	3	23.30
12	R.REID	3	14.55	25	CRANE	4	16.22	38	MILLS	4	24.17
13	O'BRIEN	3	14.56	26	VANDERSEE	4	16.37				

38.53 km SECTION 12 MANNING HOMES

1	GRAY	1	26.50	14	CUMPSTON	3	29.33	27	HORNE	3	32.00
2	KEYS	1	27.01	15	O'BRIEN	3	29.34	28	LEWIS	3	32.21
3	ANDERSON	3	27.36	16	T.KABEL	3	29.40	29	KRAUSE	4	32.37
4	MARCOVICH	1	27.39	17	KREBS	4	30.28	30	ZAGAMI	4	32.39
5	SUMMERVIL	2	28.00	18	FACKRELL	3	30.57	31	GRIFFITH	4	33.05
6	WILLIAMSO	2	28.11	19	DAWSON	3	30.59	32	JONKERS	4	33.11
7	DUMMETT	3	28.13	20	CRANE	4	31.17		NEWTON	4	33.11
8	HARVEY	3	28.30		VANDERSEE	4	31.17	34	GOASDOUE	4	33.29
9	REDDIEX	3	28.40	22	MITCHELL	4	31.32	35	STACEY	4	33.56
10	JOHANSON	1	28.41	23	KRUGER	4	31.33	36	CLAY	3	34.01
11	R.REID	3	28.43	24	KELLOCK	4	31.35				
12	GEES	2	29.13	25	TOMKINS	4	31.37				
13	MILLS	4	29.19	26	DONOVAN	4	31.40				

TIMES AFTER SECTION 12 AND 201.79 km's

1	GRAY	1	154.17	14	REDDIEX	3	169.19	27	DAWSON	3	184.34
2	SUMMERVIL	2	155.28	15	KREBS	4	170.50	28	NEWTON	4	185.07
3	MARCOVICH	1	156.01	16	O'BRIEN	3	171.28	29	KRAUSE	4	186.12
4	HARVEY	3	158.58	17	FACKRELL	3	171.53	30	ZAGAMI	4	186.58
5	GEES	2	160.15	18	CLAY	3	172.37	31	VANDERSEE	4	187.07
6	DUMMETT	3	160.28	19	LEWIS	3	174.42	32	KRUGER	4	187.27
7	JOHANSON	1	161.15	20	MITCHELL	4	174.47	33	STACEY	4	192.45
8	ANDERSON	3	161.46	21	TOMKINS	4	175.10	34	GOASDOUE	4	193.08
9	WILLIAMSO	2	163.10	22	CRANE	4	175.13	35	JONKERS	4	193.30
10	T.KABEL	3	164.25	23	DONOVAN	4	175.35	36	MILLS	4	200.50
11	CUMPSTON	3	165.01	24	GRIFFITH	4	176.43				
12	R.REID	3	165.59	25	KEYS	1	182.23				
13	KELLOCK	4	168.51	26	HORNE	3	183.38				

17.83 km SECTION 13 MODERN GARAGES

1	KEYS	1	13.05	13	T. KABEL	3	14.44	25	NEWTON	4	15.39
	SUMMERVIL	2	13.05	14	HARVEY	3	14.47	26	ZAGAMI	4	15.53
3	GRAY	1	13.07	15	KELLOCK	4	14.49	27	VANDERSEE	4	15.56
4	JOHANSON	1	13.21	16	KREBS	4	14.57	28	MITCHELL	4	16.01
	DUMMETT	3	13.21		CRANE	4	14.57	29	JONKERS	4	16.09
6	GEES	2	13.26		KRUGER	4	14.57	30	STACEY	4	16.18
7	MARCOVICH	1	13.45	19	MILLS	4	15.03	31	GOASDOUE	4	16.19
8	R. REID	3	13.59	20	FACKRELL	3	15.07	32	CLAY	3	17.33
9	WILLIAMSO	2	14.06	21	HORNE	3	15.14	33	DAWSON	3	18.00
	CUMPSTON	3	14.06	22	DONOVAN	4	15.18	34	KRAUSE	4	18.37
11	LEWIS	3	14.28	23	O'BRIEN	3	15.26	35	ANDERSON	3	27.00
12	REDDIEX	3	14.29	24	GRIFFITH	4	15.34				

Mal Clarke retired his 120Y in SS10 and Jim Rose stopped in SS12 as did Rod Cross in SS11 after his best performance in the Cordia. Other retirees include Sharon Gaylard in the PRC Rx-2, Jeanerett, and Micheal Burke after a promising start in what I think was his first event. Ethan Banar also DNF'ed with his 'Japanese' Corolla in his first event. A debut fastest time for Summerville I think. The Datsun now having extra horsepower after a rebuild would help.

12.69 km SECTION 14 COOROY AUTO WRECKERS

1	KEYS	1	8.48	13	LEWIS	3	9.55	25	ZAGAMI	4	10.40
2	GRAY	1	8.59	14	KELLOCK	4	10.02	26	FACKRELL	3	10.41
3	ANDERSON	3	9.12	15	O'BRIEN	3	10.03	27	DONOVAN	4	10.47
4	MARCOVICH	1	9.14		KRUGER	4	10.03	28	VANDERSEE	4	11.00
5	REDDIEX	3	9.24	17	SUMMERVIL	2	10.08	29	KRAUSE	4	11.02
6	JOHANSON	1	9.26	18	MILLS	4	10.09	30	NEWTON	4	11.04
	GEES	2	9.26	19	HARVEY	3	10.10	31	STACEY	4	11.05
8	R. REID	3	9.30	20	DAWSON	3	10.16	32	GOASDOUE	4	11.15
9	DUMMETT	3	9.37	21	GRIFFITH	4	10.21	33	CLAY	3	12.25
10	CUMPSTON	3	9.46		HORNE	3	10.21	34	CRANE	4	14.02
11	WILLIAMSO	2	9.48	23	KREBS	4	10.34	35	JONKERS	4	35.30
12	T. KABEL	3	9.49	24	MITCHELL	4	10.35				

15.84 km SECTION 15 GYMPIE BLINDS

1	ANDERSON	3	12.17	13	KELLOCK	4	13.15	25	FACKRELL	3	14.28
2	SUMMERVIL	2	12.25	14	HARVEY	3	13.16	26	DAWSON	3	14.29
3	JOHANSON	1	12.26	15	T. KABEL	3	13.18	27	DONOVAN	4	14.33
	DUMMETT	3	12.26	16	CUMPSTON	3	13.27	28	MITCHELL	4	14.38
5	MARCOVICH	1	12.51	17	KRUGER	4	13.41	29	GOASDOUE	4	14.43
6	R. REID	3	12.52	18	MILLS	4	13.50	30	ZAGAMI	4	15.04
7	KEYS	1	12.55	19	LEWIS	3	13.52	31	JONKERS	4	15.12
8	REDDIEX	3	12.58	20	CRANE	4	13.54	32	VANDERSEE	4	15.15
9	WILLIAMSO	2	13.02	21	HORNE	3	13.55	33	NEWTON	4	15.39
10	GRAY	1	13.07	22	GRIFFITH	4	14.04	34	KRAUSE	4	15.59
	CLAY	3	13.07	23	STACEY	4	14.10				
12	GEES	2	13.09	24	O'BRIEN	3	14.15				

2.00 km SECTION 16 SHELL MONKLAND

1	MARCOVICH	1	1.55	13	HARVEY	3	2.05		O'BRIEN	3	2.12
2	JOHANSON	1	1.57		T. KABEL	3	2.05		KRAUSE	4	2.12
	SUMMERVIL	2	1.57	15	WILLIAMSO	2	2.06	27	CRANE	4	2.13
	DUMMETT	3	1.57		GOASDOUE	4	2.06	28	ZAGAMI	4	2.15
5	REDDIEX	3	1.59	17	KEYS	1	2.07	29	MILLS	4	2.17
6	GRAY	1	2.01		LEWIS	3	2.07		JONKERS	4	2.17
	GRIFFITH	4	2.01	19	DONOVAN	4	2.08	31	KELLOCK	4	2.20
8	DAWSON	3	2.02		STACEY	4	2.08	32	R. REID	3	2.21
9	GEES	2	2.03		MITCHELL	4	2.08	33	VANDERSEE	4	2.22
	ANDERSON	3	2.03	22	HORNE	3	2.11		NEWTON	4	2.22
11	CUMPSTON	3	2.04		KRUGER	4	2.11				
	CLAY	3	2.04	24	FACKRELL	3	2.12				

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RESULTS 4GY RALLY (QRC 1, GP CARS 1)

1	Tony Gray/Peter Young	DATSUN 1600	G	3.11.31	1st Class.
2	Greg Summerville/Martin Darch	DATSUN 1600	G	3.13.03	1st Recog.
3	Peter Marcovich/Greg Weale	SUBARU RX TURBO	PRC	3.13.46	2nd Class.
4	Bruce Dummett/Ian Mogg	DATSUN 1600	G	3.17.00	1st Clubman
5	Vivian Gees/Noel Gees	FORD ESCORT	G	3.18.19	2nd Recog.
6	David Johanson/Andrew Wright	DATSUN 1600	G	3.18.24	3rd Class.
7	Kevin Harvey/Peter Garbett	DATSUN 1600	G	3.19.16	2nd Clubman
8	Paul Williamson/Sheridan Hetherman	DATSUN 1600	G	3.22.11	3rd Recog.
9	Tony Kabel/Barton Tew	MAZDA RX-7	PRC	3.24.21	3rd Clubman
10	Tom Cumpston/Mick Bruce	SUBARU RX TURBO	PRC	3.24.24	Clubman
11	Russell Reid/Chris Lane	VOLVO 360 GLT	PRC	3.24.41	Clubman
12	Ian Reddiex/Ross Perry	MAZDA RX-2	G	3.28.18	Clubman
13	Tony Kellock/Kevin Lingard	DATSUN 1600	G	3.32.17	1st Novice
14	Richard Anderson/Denis Nolan	ALFA ROMEO	PRC	3.32.18	Clubman
15	Phil O'Brien/Darrin Siddins	DATSUN 1600	G	3.33.24	Clubman
16	Keith Fackrell/David Underwood	FORD ESCORT	G	3.34.21	Clubman
17	Terry Lewis/Craig Garth	FORD ESCORT	G	3.35.04	Clubman
18	David Clay/Micheal Spearing	DATSUN 1600	G	3.38.46	Clubman
19	Geoffrey Keys/Robert Carter	AUDI QUATTRO	PRC	3.39.18	Classified
20	Allan Mitchell/Richard McColm	DATSUN 1600	G	3.41.09	2nd Novice
21	Tim Donovan/Ross Colledge	VOLKSWAGEN	G	3.41.30	3rd Novice
22	Mark Griffith/Debbie Renwick	FORD LASER	PRC	3.41.43	Novice
23	David Crane/Trevor Friswell	DATSUN 1600	G	3.43.19	Novice
24	Arnold Horne/John Dobbie	TOYOTA CELICA	G	3.45.19	Clubman
25	W.Kruger/M.Alback	DATSUN 1600	G	3.48.19	Novice
26	Rod Dawson/Brian Smith	DATSUN 1600	G	3.49.21	Clubman
27	David Newton/Micheal Girle	FORD ESCORT	G	3.49.51	Novice
28	Glen Zagami/John Coleman	DATSUN 120Y	G	3.53.50	Novice
29	John Vandersee/David Savage	FORD ESCORT	G	3.54.40	Novice
30	Gary Stacey/Stephen Crick	DATSUN 1200	G	3.56.26	Novice
31	Geoff Krause/John Madsen	DATSUN 1600	G	3.57.02	Novice
32	John Goasdoue/Patricia Marr	FORD ESCORT	PRC	3.57.31	Novice
33	Bruce Mills/Brenda Mills	MAZDA RX-3	G	4.05.09	Novice
34	Martin Jonkers/Stephen Delany	TOYOTA CORONA	G	4.22.38	Novice

61 Starters, 34 finishers. Total Distance 250.15 km. Average Speed 80.68 kmh.

Special Stage Analysis

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Murray Coote	4	2	3			
Geoff Keys	3	1	1	2		
Tony Gray	2	2	1			3
Peter Marcovich	2	1		2	3	
Greg Summerville	1	2	1	2	1	2
Richard Anderson	1	1	2		1	
Dennis Brown	1	1	1	2		
David Johanson	1	1	1	1	1	1
Barry Cook	1			1	1	
Rod Dawson	1					
Bruce Dummett		1	2	2	1	2
Robert Bell		1	1			
Kevin Harvey		1		2	1	1
Paul Williamson			1			2
Ian Reddiex					2	
Dave Feron					1	
Vivian Gees						3
Russell Reid						2
Stewart Reid						1
Micheal Burke						1
Mark Griffith						1

Notes

Richard Anderson debuted his Alfetta and surprised with some very smart times. If not for getting stuck on a log for a long time he would have finished well inside the top ten..... Tony Kabel, who drives in rallies every Pancake Friday, also put in a good showing in the Keema RX-7..... New Yokohama tyres were tried by Russell Reid and he found them satisfactory. The Volvo lost high beam for one stage and they had a little bit of dust..... Tony Kellock lost his muffler, remembered about where, went back to find it on the Sunday and it was still there, unscathed!!

A SUBJECT YOU CAN GET YOUR TEETH INTO

Have you ever had trouble keeping your lunch down?

Travel by car, plane or boat results in motion sickness for an estimated one million Australians; but a one cent sized adhesive patch behind the ear is about to change this daunting statistic.

Ciba-Geigy Australia says it's adhesive patch, Scop, worn on the hairless skin behind the ear, is the most effective means yet devised for preventing motion sickness, which so often spoils competitive outings, especially during Summer.

The patch contains Hyoscine, considered by medical authorities to be the most effective single agent for the prevention of motion sickness.

Hyoscine passes from the patch through the skin directly into the bloodstream, providing a continuous level of treatment suitable for short journeys or for up to three days. The possibility of side effects is reduced because the Hyoscine is not taken orally.

Motion sickness is caused by over-stimulation of the body's balancing mechanism. When this occurs, messages are sent to the brain which activate the vomiting centre. Hyoscine is believed to block these messages.

The traditional means of preventing motion sickness has involved taking tablets, which is often difficult when travelling; but Scop is simple to apply, ensures the correct dosage and can make travelling a lot more enjoyable.

Scop has been used by NASA, the Australian Antarctic Expedition, the America's Cup and Admiral's Cup crews and by sail training ships. It is available only from chemists for a recommended retail price of \$10 for two patches.

Scop is for adults and children over ten. People over 65 should seek professional advice before use as they may be especially susceptible to side-effects from Hyoscine.

DR(?)CHRIS LANE

An old wives (spouses?) tale I heard once was that if you put a bit of cotton wool in one ear only this will also prevent mal-de-mere. This preventative device has much more medical merit than the one above, as I heard it on Haydn Sargent.

Seriously if this works, the Scop I mean, then it will be a real boon to those unfortunate navigators who suffer from the odd dose of 'Sustenance Recycling'.-(Ed.)

Results, Night Run 1st April.

1 Richard McColm/Alan Mitchell	0	This was the first of our 1987 Nightruns which will have very low entry fees so as to encourage entries. The next one will be in May-see the back page. All the crews reported back that they enjoyed this event - well nearly all, hey Tom and Kym. Thanks to organisers Warren Tegg and Suzy Scullin. This event was followed by the wine and cheese night which was excellent. Lots of Cabernet Sauvignon etc. was 'tasted' and a few people walked out of the clubrooms more than merry. Thanks to the social committee.
Gary McLean/Christine Peake	0	
Laurie Svenson/Rod Sams	0	
Brett Wright/Ron Burns	0	
Christine Fuller/Tony Kellock	0	
Cameron Neilson/Julie Neilson	0	
Pete Smith/TIMS	0	
8 Matt Simpson/Greg Tebble	10	
Ron Van Opstal/Tony Best	10	
Zane Murray/David Ellsworth	10	
11 Paul Williamson/Sheridan Hetherman	20	
12 Tom Smith/Kym Smith	30	

Cont. The rear of the ammeter (if fitted) should be readily accessible, as ammeters have been known to fail leaving the vehicle without power. This can be overcome by bridging the two terminals on the back of the ammeter together.

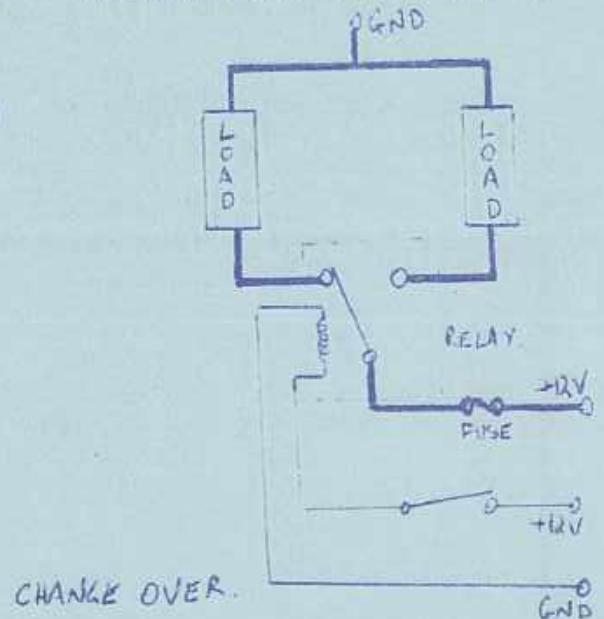
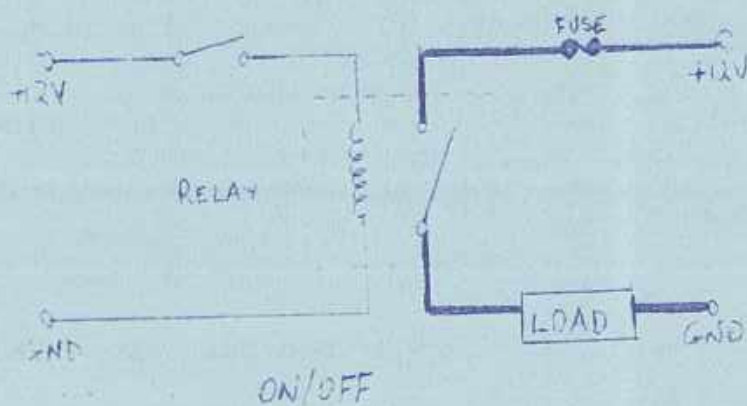
Battery cutout switches are normally wired into the main battery cable, to isolate the battery in the event of an accident. If the battery is accidentally isolated whilst the engine is operating at high speed, the removal of the battery load from the alternator and associated regulator circuitry can destroy the regulator.

Laurie Streitberg

Wiring Your Race Car

RELAYS AND SWITCHES:

Fortunately not much can go wrong here when common sense prevails. Use of high quality components will ensure adequate reliability. Everything should be dust proof, and where used in the engine bay waterproof also. Bosch, along with several other manufacturers, market a small cube shaped relay which will quite happily switch 20amps and these are well known and quite reliable. Sockets can be used with these also, making it a simple matter to change a failed unit. Any relay of this general type can be used, with the Taiwanese brands avoided as usual. Switches should be rated to comfortably carry the required current, with anything over about 4-5amps put through a relay, the switch being used to operate the relay. Circuits for two types of installation follow.



The switches used in your wiring harness should not only be able to carry the current, but should also be robust enough to withstand rough treatment. Plastic actuators tend to break off if struck fiercely enough.

Suitable switches come in a number of configurations.

SPST - use for straight on/off applications (just like disconnecting the wire)

SPDT - is a change over switch, as you change from one position to the other, the input is changed from one output to the other.

DPDT - same as two SPST switches operated by one actuator.

There are more types available, but they are not commonly used in this application.

The wiring used for the control circuitry (from the switch to the coil of a relay) need only be light as the current required is typically a few tenths of an amp.

INSTRUMENTATION WIRING: follow the directions on the instructions enclosed with the instruments and success will be easy. The main problem is supplying a proper voltage to the instruments. Most high quality racing instruments are designed to operate of 13.8volts (the voltage of a fully charged battery) and the readings can be affected if the supply voltage is too low. Take the supply off the back of the accessories terminal on the ignition switch if possible, or from the thickest supply wire available behind the dash board. Wires going from the firewall to sensors on the engine need to be high quality - see the previous article on wire types.

SOURCES OF SUPPLY OF PARTS: As always, the following is a guide only. In mentioning the following companies, I have done so without consultation or favour. The list is by no means comprehensive, it is an indication only of the suppliers I have personally used and found to have products of suitable quality. Well, with that qualification, if you can't find what you need from the following list, don't be concerned about pestering similar suppliers you may know, most of them are relatively sympathetic towards race car owners.

CONNECTOR BLOCKS - VE, AA
CONNECTORS - GP, AA, AE (for boxes of 100-200, or serious help - VE)
CRIMPING TOOLS - BO, VE, GP
FUSES (GLASS AND GENERAL TYPES) AND HOLDERS - EE, DS, JA
FUSES (HRC HIGH CURRENT TYPE) AND HOLDERS - AU, HA, GE
HEAT SHRINKABLE TUBING - BO, AU
INDICATOR LIGHTS - DE, EE, DS, JA
INSTRUMENTS - GP (or AA, WR if desperate)
INSULATING TAPE (high quality) - GP, AU, HA, GE
RELAY SOCKETS - EL (they are the only stockists I could find)
RELAYS - GP, EL, AE, DS, JA
SWITCHES - GP, EE, DE, AA, DS, JA
TOOLS (soldering irons, cutters etc.) - EE, DS, JA
WELDING CABLE - AU, HA
WIRE MARKING EQUIPMENT - AU, GE, HA
WIRE - AA, AE, AU, GE, HA, WR (you may need to try all of these !)

KEY TO ABBREVIATIONS

AA=YOUR LOCAL AUTO ACCESSORIES SHOP	EL=ELPHINSTONES
AE=YOUR LOCAL AUTOMOTIVE ELECTRICIAN	GE=GEC ELECTRICAL WHOLESALE
AU=AUSLEC ELECTRICAL	GP=GP CARS
BO=BOWTHORPE AUSTRALIA	HA=HAYMANS ELECTRICAL
DE=DELSOUND	JA=JAYCAR ELECTRONICS
DS=DICK SMITH ELECTRONICS	VE=R. A. VENN (UTILUX)
EE=ECONOMIC ELECTRONICS (Campbell St.)	WR=WRECKERS

That wraps it up. I hope some of the things I have said are useful to someone. For repair or modification of instruments and electronic equipment such as injection system controllers, I recommend using a qualified serviceman. Some odds and ends follow, just to fill up the page.

It is sometimes useful to put the current that normally flows through the ignition switch to the starter motor, through a relay and use the ignition switch to operate the relay. This ensures there will be the maximum voltage possible going to the starter - an important factor if the battery is low.

CLUB OFFICIALSTELEPHONE NUMBERSHOMEWORK

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IMMEDIATE PAST PRESIDENT.....	BRIAN SWINTON	848 4558	
SECRETARY.....	WARREN TEGG	848 3889	394 1922
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ASSISTANT TREASURER.....	BRETT WRIGHT	397 0531	844 1009
CLUB CAPTAIN.....	WILSON BOYD	38 1639	
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each mth 7.30 pm.)	SANDRA MILNER	CAROLYN MOEDT	
	JIM REDDIEX	ROD SAMS	
	SUZY SCULLIN	KEN SMITH	
	TOM STEVENSON	LAURENCE SVENSON	
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CAMS DELEGATE.....	PETER MARCOVICH	395 1484	352 6555
CAMS OBSERVER.....	BARRY MASSEY	345 1261	345 1261
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	MICHAEL BAILEY
	TONY KELLOCK
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MOTORKHANA/NIGHT RUNS.....

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9th/10th MAY MAPPING RALLY - Director LaurieGarth
13th MAY NIGHT RUN - see below.
20th MAY CLUB NIGHT - Come and see whats on....
24th MAY B.S.C.C. SHORT COURSE OFF ROAD - MUNDOOLUN
Director Steve Blackburn
24/25 MAY RENAULT RALLY. Supp.Regis available at CLUBROOMS
not being sent direct.
27th MAY CLUB NIGHT.
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12 noon please note time.

NIGHT RUN

Come and have a go - Rod Sams will be directing and will set not too hard a course for you to follow.
Only \$3.00 which includes a free ticket in the raffle! Pen/Pencil, Torch and a Basic Licence or higher.

WHEN??? WEDNESDAY 13th MAY 1987

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