

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



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STRAIGHT ON

The last of a recent spate of break-ins at the club premises saw the TV and Video recorder disappear as well as the answering machine. The office files were strewn about after entry was gained by destroying the lock and door of the office. If things have appeared to be in confusion at all lately it is for that reason. Action has now been taken, following an inspection by our insurers, to prevent any further break-ins and this includes alarms, stronger doors, a moat to be built around the clubrooms filled with crocodiles imported from the Daintree, nuclear warhead boobytraps at the doors, Inch thick steel plating around the entire clubrooms and a resident axe-wielding homicidal maniac on site full time. Police suggest that this may deter the culprits but offer no guarantees.

Things should be back to normal soon after we purchase replacement goods.

PDJ

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DUNLOP RALLY TYRES - Used. Mostly 13" SP52RZ and SP61R. G.Summerville 844 2187 BH
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WANTED - Yokohama TRO3 185 x 13 Rally tyres used. Tom Smith 834 2716 BH.

KEEMA

CLASSIC RALLY

THE 'KEEMA CLASSIC RALLY' FOR 1987 WILL ONCE AGAIN BE DIRECTED BY JIM REDDIEX AND THE DATE IS JUNE 27/28 . A SLIGHT CHANGE OF FORMAT THIS YEAR SEES THE ACTION START AT THE MT.COOTHA QUARRY AT 9.00AM THEN UP TO THE SURFAIR HOTEL BEFORE HEADING OUT TO THE KENILWORTH/JIMNA AREAS FOR THE DAYLIGHT STAGES. EVENING MEAL BREAK WILL BE AT THE GALLANGOWAN OVAL WITH THE NIGHT STAGES AT GALLANGOWAN, KANDANGA AND THE TRADITIONAL IMBIL. FIRST CAR SHOULD BE BACK AT SURFAIR BY MIDNIGHT FOR A WELL EARNED PARTY REST. ONCE RELEASED FROM 'PARCE FERME' CARS HEAD TO BEERBURRUM FOR ABOUT 50 KM COMPETITIVE THEN BACK TO BRISBANE TO FINISH POSSIBLY AT THE EXPO SITE.

ENTRY FEE FOR ARC COMPETITORS IS \$210 and for QRC \$170. IF YOU HAVE YOUR ENTRY IN EARLY THERE IS A \$20 REDUCTION. ARC CREWS WILL COVER ABOUT 350 KM COMPETITIVE AND QRC ABOUT 270 KM. ALL ARC CREWS WILL START AHEAD OF ANY GROUP G CREWS AND THERE WILL BE A 15 MINUTE GAP AT EACH RESTART BETWEEN THE LAST ARC AND THE FIRST QRC CAR.

ROOMS AT THE SURFAIR ARE AVAILABLE FROM ABOUT \$50 A NIGHT. SUPP.REGS AVAILABLE SOON FOR FURTHER INFORMATION.

CONTROL OFFICIALS AND ROAD BLOCKS ARE REQUIRED FOR SATURDAY AND SUNDAY. CONTACT THE CLUBROOMS IF YOU CAN ASSIST IN ANY WAY.

Bailey Powerlines Rally

GP CARS/CIBIE SERIES
ROUND THREE

The date for this event is July 18 and 19. (?) This rally qualifies as a round of the GP CARS/CIBIE Clubman Novice series and is an open restricted event. Drivers of Grade 1 or 2 standard are unable to compete as drivers but can compete as navigators. Director is Tony Best and the venue is the Millmeran forest. Start and finish will be in Millmeran, a 2½ hour drive from Brisbane through Toowoomba.

Competitive distance of approx. 170KM will be made up of two short sections at the Reserve Raceway and three long sections in the forest proper. The roads are generally fast. This is not a Special Stage event so will be timed to the forward ¼ minute. Prizemoney consists of the GPCARS award of goods to the value of \$150 for first outright and the event awards of \$100 to first in both Clubman and Novice plus trophies to 5th in each class. Entry fee is \$65 including PAI and a \$5 discount applies to BSCC members. Supp regs out soon or phone Tony Best (Warwick) 076 613571 AH or Peter Johnson (Brisbane) 07 397 5784.

B.S.C.C. Mapping Rally - Due to the recent nasty weather the Mapping rally that was scheduled for 9th and 10th of May has had to be postponed to October. Road damage would have been too great to run the event. Further info a bit closer to the date.

BSCC'S OFF ROAD LONG COURSE CHALLENGE
18th / 19th APRIL 1987

An entry of twenty-four cars was recieved for this event directed by yet another first time Director, Ken Smith. Although there was no major sponsor Ken had managed to attract quite a number of smaller sponsors and to them we say thanks for supporting the event. Things got underway with a short prologue and only two crews failed to finish the test.

PROLOGUE

1 Westwood/Barbe	1	3.07	9 Massey/Massey/Wal	8	3.30	16 Dean/King	5	3.58
2 Svenson/Horton	1	3.08	10 Gamer/Gamer	1	3.32	17 Dolan/Smith	2	3.59
3 Shepherd/Billing	1	3.11	11 Collins/Collins	1	3.35	18 MacArthur/Ma	2	4.04
4 Hinton/Hinton	1	3.12	12 Stean/Hetheringto	5	3.46	Duncan/Pashl	1	4.04
5 Collins/Kennedy	1	3.13	13 Nicoll/Nicoll	3	3.49	20 Hartnett/Wil	3	4.35
6 Hopkins/Baker	1	3.25	14 Bartley/Griffiths	2	3.50	21 Corbett/Ells	4	4.42
7 Stevenson/Brown	2	3.26	15 Smith	9	3.53	22 Lange/Field	2	5.17
8 Cambie/Denning	4	3.27						

LAP ONE

1 Stevenson/Brown	2	38.23	8 Gamer/Gamer	1	41.24	14 MacArthur/Ma	2	46.55
2 Hinton/Hinton	1	38.53	9 Dolan/Smith	2	41.28	15 Smith	9	56.56
3 Cambie/Denning	4	39.10	Collins/Collin	1	41.28	16 Bartley/Grif	2	60.53
4 Shepherd/Billing	1	39.27	11 Westwood/Barbe	1	42.51	17 Corbett/Corb	4	67.22
5 Stean/Hetheringt	5	39.40	12 Nicoll/Nicoll	3	44.37	18 Collins/Kenn	1	83.40
6 Svenson/Horton	1	39.48	13 Lange/Field	2	46.25	19 Russell/McCa	5	151.44
7 Massey/Massey/Wa	8	39.54						

Alan Stean's Class 5 opposition was all but eliminated on this first lap with the Dean/King vehicle retiring for the day and the Russell car obviously with a problem. Other retirements on this lap were Hopkins/Baker, Duncan Pashley, Hartnett/Williams and Clarke/Miller. Quite a high attrition rate.

LAP TWO

1 Collins/Kennedy	1	35.09	7 Massey/Massey	8	39.36	13 Corbett/Cor	4	48.40
2 Cambie/Denning	4	38.02	8 Collins/Collins	1	39.58	14 Smith	9	77.11
3 Stevenson/Brown	2	38.07	9 Dolan/Smith	2	42.10	15 Stean/Hether	5	77.31
4 Hinton/Hinton	1	38.28	10 Nicoll/Nicoll	3	43.43	16 Shepherd/Bil	1	84.43
5 Svenson/Horton	1	39.08	11 MacArthur/MacAr	2	45.33	17 Russell/McCa	5	87.28
6 Gamer/Gamer	1	39.29	12 Lange/Field	2	45.40			

AFTER TWO LAPS

1 Stevenson/Brown	2	76.30	7 Collins/Collin	1	81.26	13 Stean/Hether	5	117.11
2 Cambie/Denning	4	77.12	8 Dolan/Smith	2	83.38	14 Collins/Kenn	1	118.49
3 Hinton/Hinton	1	77.21	9 Nicoll/Nicoll	3	88.20	15 Shepherd/Bil	1	124.10
4 Svenson/Horton	1	78.56	10 Lange/Field	2	92.05	16 Smith	9	134.07
5 Massey/Massey/Wa	8	79.30	11 MacArthur/Mac	2	92.28	17 Russell/McCa	5	239.12
6 Gamer/Gamer	1	80.53	12 Corbett/Corbet	4	116.02			

The prologue winning crew of Westwood/Barbe did not complete Lap 2 nor did the Bartley/Griffiths team. A scintillating time here by Pat Collins made up for a disastrous first lap but he was destined to retire on Lap 4.

LAP THREE

1 Svenson/Horton	1	33.34	Lange/Field	2	39.58	11 Stean/Hetherin	5	46.54
2 Collins/Kennedy	1	34.46	7 Massey/Massey	8	40.51	12 Russell/McCart	5	55.21
3 Stevenson/Brown	2	37.50	8 Nicoll/Nicoll	3	44.56	13 Shepherd/Billi	1	87.20
4 Cambie/Denning	4	38.11	9 MacArthur/MacA	2	45.19			
5 Dolan/Smith	2	39.58	Smith	9	45.19			

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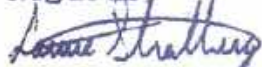
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A 'START-LING' WEEKEND AT TARA.

This Easter weekend saw the running of the BSCC Off-Road Long Course Challenge at the Tara venue, and it turned out to be a success, inspite of the dust.

When we left Brisbane, on Saturday morning we had hopes of a cool, and even perhaps a damp event, as it was doing its best to rain at 7 a.m. However when we got up onto the Downs it became obvious that the weather was not going to favour the farmers, or us, in spite of the clouds still hanging about. But at least there was a wind blowing, and as the prologue got going, we found that it was even blowing the right way, and clearing the dust out of the timing tent!!

The prologue consisted of a 5km loop, and the drivers were out to prove something as the times showed, a sample being 3min 7secs for the car of Dave Westwood and Roberta Barbe (118); just one second faster than Laurence Svenson/Greg Horton (142). After the prologue there was the expectant pause while the starting order was prepared, and then everyone dispersed for the evening. For some, ourselves included the delights of a nights camping beckoned, while others took off for the more dubious delights of a night on the town at Tara!

The camping was quite good really, just cool enough to be pleasant after the heat of the afternoon, and at sunset all the flies went off into Tara as well! Sunday dawned clear, bright and cloudless so all hopes of a dust-settling shower were dashed. We were up to see the dawn too, as it's not only the crews who have to prepare their charges for these events, there is plenty of paperwork to be sorted out and readied for the drivers briefing at 8a.m.

The expected field of 26 was reduced by 2 as numbers 2262 and 350 did not make it to the event. Cars went off at 1 minute intervals, singly, on the first lap. A timely pass by the local water cart made conditions spectacular at the start, and the timing staff remained clean and tidy.

On this lap, as the dust began to rise over the course, there were several DNFs, and not many surprises, the best time being returned by Tom Stevenson & Craig Brown in car 210; their time being 38min 23secs for the 48km. After a 20 min break, Lap 2 began, with the field being reduced by another 4 cars. This time around, car 210 was just pipped by 415, driven by the old firm of Cambie & Denning. A notable non-finisher on this lap was car 118, our fastest prologue timer.

Lap 3 saw the shape of things to come with a very quick 33min 34sec by L Svenson & G Horton. They had been having a struggle with a broken torsion bar since the prologue and with ground clearance at the rear reduced as far as possible, they had decided just to nurse the car around and see how things held together. They managed to keep this up for the remaining 2 laps, returning a 36.00 for 4, and a 36.42 for the last lap. This gave them a total elapsed time of 3.05.12, and the outright win. This was a great effort with a damaged car, and if this is a demonstration of Laurence's nursing techniques then somebody can stand by!

The dust became a problem for all as the day wore on, and many a black look was exchanged by drivers and officials, but on the whole, this was accepted by the crews with a good grace, and no complaints were heard about it.

There were several reports of drivers not giving way to an overtaking car, in spite of the use of the horn: perhaps the dust could be cited as an excuse

by those drivers involved. There were also plenty of hard luck yarns, probably the best being the one about Graham Smith and the horse. It seems there was a tree somewhere out there with several horses standing under it, it's all true this. Other drivers saw them, anyway, along comes this chap Smith in 999, and one horse bolts across the track, Smithy and the horse both take evasive action, but the horse, not satisfied with this, lets fly at our hero with a well aimed hoof. The hoof makes contact with Smithy's helmet, and he ends his lap minus a drop of claret, as the rugby commentators put it, and all this takes place as he is going flat out!! The resulting patch up job by the ambulance man enabled Smithy to get on the road again and to finish with a total time of 4.44.32. Come to think of it, there's even something odd about his car number!

One good thing about this event was the sight of some new faces, five of the entrants were first timers, and to them we must extend a welcome and a hope that they will take part in future events. The 'local lads' acquitted themselves well too, especially the 551 crew of Russell & McCarthy. They were determined to go as far as they could!

The event ended with a presentation at which the flow of awards and trophies seemed to be never ending. There appeared to be no end to the number of awards Ken Smith produced, and they went to people for the most peculiar reasons too, must be the first time I ever had an award for simply enjoying myself! This was followed by an enjoyable barbeque laid on by the committee, which provided a good chance to relax and swap a yarn or two after the event and all the hard work.

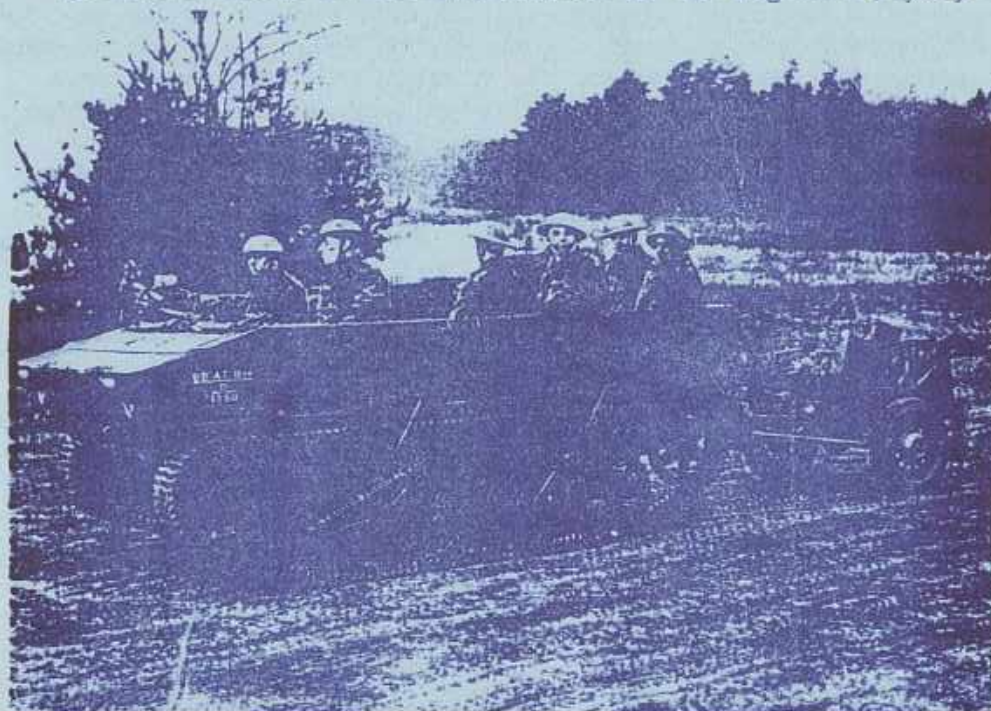
Congratulation must go to Director Ken Smith, and his assistants Steve Abrahamson & Ian McDonald; also to Laureen Smith & family & friends, for a very good event.

It must be remembered in passing that a tremendous amount of work is done before such an event as this, and many trips to Tara had been undertaken over the previous weeks. The photo below shows one such outing, with the team about to start off to lay out more of the track; notice the preparation which has gone into the operation, the wise choice of vehicle and equipment. The director and his crew left nothing to chance; on a cold morning out Tara way, anything that moves might be a 'roo'!

All jokes apart I feel sure that if anyone feels like 'signing on' to help for the next Tara event, in October—and much bigger, Sgt Ron Wilson will find a place in the ranks for him.

P.S. With apologies to JEEP Aust, and thanks, for the generous loan of their track prep vehicle, can anyone out there identify the machine in the photograph? If you think you can, just call Esme at the club, and the name of the winner, if there is one, will be in a later edition. No prize offered, but if we get a response we might put in another puzzler for you next time. I will put the correct name in the next edition of the magazine anyway.

Viv Gibson



B.S.C.C. CHAMPIONSHIPS

IN THE MAGAZINE EACH MONTH YOU WILL FIND AN UP-TO-DATE LIST OF POINT SCORES FOR THE CLUB CHAMPIONSHIP. EACH MONTH WE WILL EXPLAIN THE SCORING SYSTEM.

THERE WILL BE FIVE SEPERATE CHAMPIONSHIPS, AS WELL AS AN OVERALL CLUB CHAMPIONSHIP AND A LADIES CHAMPIONSHIP. THE FIVE SERIES WILL BE MOTORKHANAS, NIGHT RUNS, OFF-ROAD EVENTS, RALLIES AND SPEED EVENTS.

POINTS MAY BE SCORED IN ALL B.S.C.C. ORGANISED MOTORKHANAS, NIGHT RUNS, OFF-ROAD EVENTS, RALLIES AND SPEED EVENTS, BOTH OPEN AND CLOSED. POINTS WILL BE ALLOCATED IN EACH EVENT ONLY TO MEMBERS WHO ARE FINANCIAL AT THE TIME, I.E. TO THOSE WHO HAVE PAID THEIR MEMBERSHIP SUBSCRIPTION AT THE TIME OF THE EVENT. IN ALL EVENTS, POINTS WILL BE AWARDED ACCORDING TO CLUB MEMBERS RESULTS ONLY, FOR EXAMPLE, IF A BSCC MEMBER COMES 17 OUTRIGHT IN AN EVENT BUT THIS IS THE BEST RESULT FOR A CLUB MEMBER, THAT COMPETITOR WILL RECEIVE THE POINTS FOR FIRST PLACE, AND SO ON.

POINTS FOR THE VARIOUS TYPES OF EVENTS WILL BE ALLOTTED IN THE FOLLOWING WAY; FOR NIGHT RUNS, (LONG COURSE) OFF-ROAD EVENTS AND RALLIES; 11 POINTS FOR THE WINNER (REMEMBERING THAT WINNER MEANS BEST BSCC RESULT. 10 FOR SECOND ETC., DOWN TO 2 POINTS FOR TENTH AND 1 POINT FOR ALL BSCC FINISHERS THEREAFTER. FOR MOTORKHANAS AND SPEED EVENTS POINTS WILL ONLY BE AWARDED DOWN TO 2 POINTS FOR TENTH PLACE. IN ALL EVENTS ONLY OUT-RIGHT RESULTS WILL BE CONSIDERED, NOT CLASS PLACINGS.

IN CASE OF A TIE, E.G. FOR THIRD PLACE, BOTH COMPETITORS WILL RECEIVE NINE POINTS FOR THIRD PLACE, THE NEXT BEST RESULTS WILL BE ALLOTTED SEVEN POINTS FOR FIFTH PLACE.

UP TO TWO ORGANISERS OF EACH EVENT WILL EACH RECEIVE 9 POINTS FOR THEIR EFFORTS, HOWEVER, THESE POINTS CAN ONLY BE GAINED ON TWO OCCASIONS PER TYPE OF EVENT.

FINALLY THE TOP TEN-PLACEGETTERS IN EACH OF THE FIVE TYPES OF EVENTS (MOTORKHANAS, OFF-ROAD EVENTS, NIGHT RUNS, RALLIES AND SPEED EVENTS) WILL RECEIVE A POINTS ALLOCATION OF 11, 10, 9, 8 ETC. IN ORDER OF THEIR PLACING (REGARDLESS OF ACTUAL POINTS GAINED) AND ALL THOSE BELOW TENTH WILL RECEIVE ONE POINT EACH. IT IS THIS TOTAL WHICH WILL DETERMINE THE CLUB CHAMPIONSHIP.

THE LADIES CHAMPIONSHIP WILL BE SCORED ON A SIMILAR BASIS, BUT NEEDLESS TO SAY, ONLY LADY MEMBERS WILL BE ELIGIBLE.

PETER SMITH (379 2066 HOME, 379 6182 WORK 42 ARDOYNE ROAD CORINDA, Q.4075) HAS VOLUNTEERED HIS SERVICES AS REGISTRAR AGAIN THIS YEAR AND ORGANISERS OF ALL CLUB EVENTS ARE ASKED (NAY DEMANDED) TO PROVIDE PETER WITH A COPY OF THE RESULTS AS S ON AS POSSIBLE AFTER THE RESULTS ARE COMPILED TO ENSURE THAT THE POINTSCORES ARE ALWAYS AS UP TO DATE AS POSSIBLE.

1987 CLUB CHAMPIONSHIPS

Off Road Championship

1	Laurence Svenson	9	11	20
= 2	Bob Mowbray	11		11
	Jeanette Mowbray	11		11
	Greg Horton		11	11
= 5	Ed van Amstel	10		10
	Don Williamson	10		10
	Tom Stevenson		10	10
	Craig Brown		10	10
	Ron Lange	4	6	10
	Brain Field	4	6	10
	Wayne Cambie	1	9	10
	Dennis Denning	1	9	10
=13	Pat Collins	9		9
	Desley Collins	9		9
	Ken Smith		9	9
=16	Stephen Jeffrey	8		8
	Noel Jeffrey	8		8
	Lisa Massey		8	8
	Lyndon Walshaw		8	8
=20	Nev Taylor	7		7
	George Croucher	7		7
	Mark Dolan		7	7
	John Smith		7	7
=24	William Sharpe	6		6
	John Devries	6		6
=26	Andrew Stewart	5		5
	James Aitken	5		5
	Greg Nicoll		5	5
	Alan Nicoll		5	5
=30	Janelle Svenson	4		4
	Mick Duffy	4		4
	Russell Macarthur		4	4
	Donald Macarthur		4	4
=34	Edwin Hetherington	3		3
	Bruce McDonald		3	3
=36	William Hammond	2		2
	Michael Mason	2		2
	Cindy Dauth	2		2
	Graham Smith		2	2
=40m	Linda Miller	1		1
	Leigh Williamson	1		1
	Doug McMillan	1		1
	Tony McMillan	1		1
	Brian Bowely	1		1
	Barry McFarlane	1		1
	David McClure	1		1
	Bernie Mowen	1		1
	Carl Small	1		1
	Leon Thompson	1		1
	Rick v d Meer	1		1
	Stuart Kaiser	1		1
	Darryl Smith	1		1
	Barry Massey	1		1
	Vaughn Becker	1		1
	Jeff Shepherd		1	1
	Rod Billing		1	1

Rally Championship

= 1	Greg Summerville	11		11
	Martin Darch	11		11
= 3	Peter Marcovich	10		10
	Greg Weale	10		10
= 5	Vivian Gees	9		9
	Noel Gees	9		9
	Errol Bailey	9		9
	Peter Marshall	9		9
= 9	Paul Williamson	8		8
	Sheridan Hetherman	8		8
=#1	Tony Kabel	7		7
	Barton Tew	7		7
13	Tom Cumpston	6		6
=14	Russell Reid	5		5
	Chris Lane	5		5
16	Ian Reddix	4		4
=17	Tony Kellock	3		3
	Kevin Lingard	3		3
19	Richard Anderson	2		2
=20	David Underwood	1		1
	Terry Lewis	1		1
	John Goasdoue	1		1
	Patricia Marr	1		1
	David Newton	1		1
	Michael Girle	1		1
	David Crane	1		1
	Trevor Friswell	1		1
	Alan Mitchell	1		1
	Richard McColm	1		1
	Bruce Mills	1		1
	Brenda Mills	1		1

Night Run Championship

= 1	Cameron Neilson	11	11	11
	Julie Neilson	11	11	11
	Laurence Svson	11	11	11
= 4	Gary McLane	11	9	20
	Ms Chris Peake	11	9	20
	Rod Sams	11	9	20
	Brett Wright	11	9	20
	Christine Fullr	11	9	20
	Tony Kellock	11	9	20
10	Suzie Scanlon	9	9	18
=11	Richard McColm	11	11	11
	Alan Mitchell	11	11	11
	Pete Smith	11	11	11
	Ronnie Burns	11	11	11
	Greg Horton		11	11
=16	Tom Smith	1	9	10
	Kym Smith	1	9	10
=18	Warren Tegg	9		9
	Steven Pitt		9	9
	Shane Lumley		9	9
=21	Zane Murray	4	4	8
	David Ellsworth	4	4	8

Night Ron (Cont)

=23	Matt Smpsn	4	4
	Greg Tbble	4	4
	Ron v Opst	4	4
	Tony Best	4	4
=27	Paul Wlmson	1	1
	Ms S Hthmn	1	1

Ladies Champ

Sheridan Hthman	18
Jeanette Mobray	11
Chris Peake	11
Julie Neilson	11
Christine Fullr	10
Desley Collins	10
Patricia Marr	10
Brenda Mills	10
Lisa Massey	9
Suzie Scanlon	9
Janelle Svenson	8
Kym Smith	8
Cindy Dauth	7
Linda Miller	6

Club Champ

Laurence Svenso	22
Greg Summerville	11
Martin Darch	11
Cameron Neilson	11
Julie Neilson	11
Bob Mowbray	10
Jeanette Mowbra	10
Greg Horton	10
T Kellock	9
Peter Marcov	9
G Weale	9
G McLane	8
C Peake	8
R Sams	8
B Wright	8
C Fuller	8
E van Amstel	7
D Williamson	7
T Stevenson	7
C Brown	7
R Lange	7
B Field	7
W Cambie	7
D Denning	7
V Gees	7
N Gees	7
E Bailey	7
P Marshall	7
P Williamson	3
S Hetherman	3
R McColm	2
A Mitchell	2
S Scanlon	2

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BULLETIN FROM THE RALLY PANEL AND SCRUTINEERS

The Rally Panel and Cams scrutineers have decided to tighten up scrutineering in general in QRC events and other rallies. The following is a list of proposed action that will occur from now on. It has been stressed that these policies will be policed. Firstly a slight change in the system of scrutineering in that scrutineering for events will be held early in the week prior to the event ie Monday or Tuesday and that the last available scrutineering will be on the Friday night. That eliminates Saturday morning scrutiny which is always a headache for Directors. Also there will be no ringing up and saying 'Oh my car is in pieces I can't quite make scrutineering'. That's your problem from now on.

SPECIFIC POINTS

- 1 Front doors will have to be structurally standard and attention be given to the following
 - a) Glass may be replaced with perspex or similiar clear material.
 - b) The window winder, handles (external and internal) and the lock must be functional.
 - c) The door trim must be in place either the standard one or a replica.
- 2 Dashboards must be fully enclosed (no exposed wiring) and be of a neat and tidy appearance and the steering column surround must be standard.
- 3 Bumper bars, front and rear must be of a safe standard ie. no continuous hole sawing and they must have rounded corners.
- 4 The standard grill must be retained and in the standard position.
- 5 The rear window, whether glass or other, must be in the original rubbers.
- 6 Paint and panelwork must be of a neat and tidy appearance.
- 7 There will be a clamping down of general safety rules especially in regard to seat mounts, roll cages and their mounting and seat belts and their mounting.

Page 333 of the '87 CAMS Manual is the relevant page for Group G cars (which the above points are obviously about) and you will see in Eligibility 1.1 ".....which satisfy the scrutineers as being safe". Also 1.2 "The engine and chassis numbers must agree with those shown on the certificate of registration". And Requirements 3.6 regarding maximum noise emission of 96dbA. Also note rule 5 Appearance "General appearance and presentation of vehicles must be of a neat and well finished standard".

Another Eligibility rule, 1.3, states that all cars must comply with "General Requirements of Automobiles", section 1. You will find that on page 255 and give attention to 1.8 and 1.12 regarding Rollcages and Harnesses.

JUST AS A SUGGESTION IF YOU WANT TO UNDERSTAND ALL THE RULES PROPERLY SPEND A NIGHT OR TWO READING YOUR MANUAL. IGNORANCE OF THE LAW IS NO EXCUSE.



ON THE WESTERN FRONT
(BSCC Quilpie sub-branch)



The News From The Dusty West



Bailey's Boat, the big green thing, has been torpedoed in a 500 sq. mile paddock. We won't say who was driving and who was giving directions - except that their initials are R.B. and U.B.R (Useless Bloody Rogers). Life is tough in the West. Betty Melton has been heard to swear once and Alan Clunes twice. Alan's also having trouble fighting off all the Local Young Bloods wanting to buy the purple Capri (they haven't heard of Mazda BFMR's etc out there. A Capri is still considered a good car. Sad really- Ed.). Son Chris, having learnt to ride a motorbike, disappeared while helping to muster sheep. He was found some time later bogged in a gully only because, echoing around the hills, was heard "This F---ing bike."

A number of the local belles very upset at our return to the Big City. Dorothy M, wearing her winter woolies has been seen wandering forlornly around the camp. Mary Anne (of Quilpie) on hearing of John Rogers forthcoming marriage was heard to wail "what for you marry white girl?"

This report has been smuggled out of Camp Bailey at Great Personal Risk so if there are no more reports you will know the 'Boss' caught us.

B.M.

NIGHT RUN 13th MAY 1987.

The second night run for the '87 season was contested by eight crews. This was a "simple" run in the vein of the first one, to enable newer competitors to gain experience and to finish a run.

Apparently it was not so simple (although every one found their way round the course) as only two crews managed to clean sheet the run. Congratulations go to the crews of Laurence Swenson/Greg Horton and Cameron Neilson/Julie Neilson on their win. The interpretation of one question was the downfall of most of the other crews.

The results were:

Laurence Swenson/Greg Horton
Cameron Neilson/Julie Neilson

All Questions correct

Steven Pitt/Shane Lumley
Suzy Scullin/Brett Wright
Christine Fuller/Anthony Kellock
Gary McLane/Christine Peake
Tom Smith/Kym Smith

One Question wrong

David Ellsworth/Zane Murray

Two Questions wrong

Thank you for your support.

Thanks also to the Social-Sub Committee for providing free eats after the run. It has been decided that if possible something will be organised for after each night run so people can relax and reminisce. The first run was followed by a very well received wine and cheese tasting function.

So, even if you don't run in the event come along to the Clubrooms anyway, there will be something to do.

Night runs are cheap events to compete in. All you need is the family hack, a navigator (who can read is handy) and a torch. A street directory is also a handy item to carry. If you don't already have some sort of competition licence from C.A.M.S. then both driver and navigator require a BASIC LICENCE. These are available from Esme Gibson at the Clubrooms or can be obtained on the night for \$9.00. These can be used to the end of the year.

I would also like to thank Joanne for her assistance with this run.

Rod Sams.

DATE OF NEXT NIGHT RUN: Wednesday 8th JULY 1987 8 pm
Organised by Tony Kellock and Matt Simpson

QUEENSLAND LIGHT CAR CLUB MOTORKHANA - Sometime in April at Beenleigh

BSCC members were invited to this event and it was just as well for without us there would have been an entry of about three! As it was there were eight entries and trophies were on offer for first up to 1800cc and over 1800cc.

Test 1 Double Loop

1 Wendall Barr	Celica	34.48
2 Cameron Neilson	Corolla	35.25
3 Peter Johnson	Gemini	35.59
4 Brett Wright	Gemini	36.29
5 Tony Kellock	Escort	36.47
6 Tom Smith	Escort	36.82
7 Ron Van Opstal	Isuzu	36.91
8 Ethan Banar	Alfa	46.24

Test 2 Straight Slalom

1 Tom Smith	Escort	20.51
2 Ron Van Opstal	Isuzu	21.07
3 Ethan Banar	Alfa	21.17
4 Wendall Barr	Celica	21.20
5 Tony Kellock	Escort	21.44
6 Peter Johnson	Gemini	21.65
7 Brett Wright	Gemini	21.67
8 Cameron Neilson	Corolla	23.50

Test 3 Reverse Double Loop

1 Peter Johnson	Gemini	43.81
2 Wendall Barr	Celica	44.18
3 Brett Wright	Gemini	45.02
4 Tom Smith	Escort	45.42
5 Cameron Neilson	Corolla	45.56
6 Ethan Banar	Alfa	45.67
7 Tony Kellock	Escort	45.91
8 Ron Van Opstal	Isuzu	47.13

Test 4 Forward & Reverse Slalom

1 Cameron Neilson	Corolla	22.85
2 Ron Van Opstal	Isuzu	26.19
3 Brett Wright	Gemini	26.43
4 Tom Smith	Escort	26.63
5 Tony Kellock	Escort	26.81
6 Peter Johnson	Gemini	26.92
7 Ethan Banar	Alfa	31.69
8 Wendall Barr	Celica	31.99

After 4 Tests Cameron Neilson in his 1600 Corolla was leading on 127.16 ahead of this writer on 127.97 then followed Tom Smith on 129.38. Cameron's time for the Forward & Reverse slalom is fair dinkum. A perfect front end throw the main contributor¹⁰ achieving that time. Tony Kellock was having trouble adapting to the Smith Escort and Ethan Banar's road going Alfa wasn't quite suited to the thrashing that is required in motorkhana's. Tom's Escort nearly didn't make it to Beenleigh after blowing a hose and getting a flat on the long (for an Escort) trip from Brisbane. The distillery is a superb venue for these events with meals or snacks available and also a bar for drinks after the event. Great Stuff.

Test 5 Multiple Loop?

1 Peter Johnson	Gemini	38.13
2 Wendall Barr	Celica	38.22
3 Cameron Neilson	Corolla	38.88
4 Brett Wright	Gemini	39.19
5 Tom Smith	Escort	39.65
6 Tony Kellock	Escort	40.18
7 Ron Van Opstal	Isuzu	41.06
8 Ethan Banar	Alfa	44.51

Test 6 Reverse Multiple Loop

1 Cameron Neilson	Corolla	38.72
2 Peter Johnson	Gemini	39.08
3 Tom Smith	Escort	39.22
4 Ron Van Opstal	Isuzu	39.93
5 Wendall Barr	Celica	40.15
6 Tony Kellock	Escort	41.31
7 Brett Wright	Gemini	42.40
8 Ethan Banar	Alfa	45.07

Test 7 QLCC Special

1 Peter Johnson	Gemini	47.06
2 Tom Smith	Escort	48.06
3 Ethan Banar	Alfa	48.91
4 Wendall Barr	Celica	49.98
5 Brett Wright	Gemini	50.13
6 Tony Kellock	Escort	51.05
7 Cameron Neilson	Corolla	51.35
8 Ron Van Opstal	Isuzu	54.55

OVERALL RESULTS

			CLASS
1 P. Johnson	HOLDEN GEMINI	252.24	A
2 C. Neilson	TOYOTA COROLLA	256.11	A
3 T. Smith	FORD ESCORT	257.31	B
4 W. Barr	TOYOTA CELICA	259.16	B
5 B. Wright	HOLDEN GEMINI	261.13	A
6 T. Kellock	FORD ESCORT	263.17	B
7 R. Van Opstal	ISUZU PF60	266.84	A
8 E. Banar	ALFA ROMEO	282.41	B

The last test was, shall we say, a long one and it was great fun with everyone getting a tiny bit serious. Thanks to the QLCC for a good day and also for the trophies which are a terrific idea for club motorkhanas. Thanks for the car, Brett.

SEA LAKE MALLEE RALLY 1987

The Sea Lake Off Road club has officially been granted by CAMS the date of the Queens Birthday weekend June 6th & 7th to stage the 3rd (2nd now) round of the 1987 Australian Off Road Championship. The distance will be 400 km's incorporating part of the Tyrell Enduro course on the East side of Lake Tyrell. The event will cover 4 laps in 2 lap sections with a compulsory break between sections.

After scrutineering on the Saturday a prologue will be run. Sunday is race day and a presentation will be held on Sunday evening.

The S.L.O.R.C. is relying heavily on the support of the Off Road community to secure the future of this long running event.

For those who don't know the new date for the TARA BSCC Aust. Off Road Championship is October 17 & 18. Other dates are Yokohama 300 Griffith May 17, Sea Lake June 7, Bridgestone International Kempsey July 26 and Riverland 400 Waikerie September 20.

SUB COMMITTEES - In the back of the mag you will see the names of the new office bearers in the club after the recent AGM.

You will notice in the Sporting Sub Committee's both Off Road and Rally there is space for more names. The main function of the Committee's is to plan the dates for the following years events, early in the year, i.e. the dates for this year were generally decided early '86. Another function is to be liason officers between you the competitor, and the committee and therefore CAMS. Any grievances or suggestions mentioned to a committee member can be discussed at the monthly meetings of the general committee and action considered. As well as deciding dates, things like type of events being run, the need for different events in the future or the popularity of various events are considered.

If you would like to have a say in you're sport contact one of the members of the relevant committee and volunteer you're services. It is only necessary to have spasmodic meetings but the first one must be as soon as possible.

CLUB T-SHIRTS \$7.00

We have available B.S.C.C. Club T Shirts in the following sizes:

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B.S.C.C. BADGES which are \$3.50 ea. See Sandy Milner on a Wednesday night or Esme during office hours. Don't delay, selling fast and all that.

Don't forget the Geoff Portman 'Competition Rally Driving' video is available for hire from the BSCC for \$10 for a week. Good educational rally video. C. Lane.

NIGHT RUN

Directors: Tony Kellock and Matt Simpson

WEDNESDAY 8th JULY 1987 8.00 p.m.

Starts from B.S.C.C. Clubrooms.

You will need Pen/Pencil, Torch and a Basic Licence or higher.

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***** MOVIE OF THE MONTH***** is still 'Ruthless People' and will be shown on Wednesday 3rd of June, thieves permitting.

NIGHT RUNS are becoming popular! The social committee has more or less taken over the running of the night run championship and you know what that means; a good time is had by all: On the last night we had Free food, Free raffle tickets and only Free dollars entry. What more could you possibly want? I know a lot of people are looking forward eagerly to the next event so keep an eye on the calendar for further details. Something special will be guaranteed. LATE NEWS - The next Night Run will be on the 8th of JULY. All rounds count toward the championship.

ANNOUNCING THE BSCC CHAMPIONSHIP DARTS TOURNAMENT . If all you've ever done is hurl verbal barbs about then let me prick your conscience. Spear in to the clubrooms on Wednesday 17th JUNE and get stuck into some serious competition. Gentlemens and Ladies knockout competitions under the piercing lights (Stop..Stop, I can't take any more. I don't need'le this -Ed.) Big points (Ahhh) will win trophies. Darts supplied or BYO and show off. Aim to start at 8.30 pm sharp.

DON'T FORGET - The shortest day of the year BBQ. 12 noon 21st June at 14 Osbourne Court, Loganholme

Hot from the video camera and I mean hot! 1987 Pirelli calendar plus 'Pirelli the Fastest', 1984 Safari Rally, and Pirelli World Championship. Compliments of Brisbane Tyre Services and Pirelli.

NEWS!NEWS!NEWS! - Congratulations to Debbie and Dave Chadwick up in North Rockhampton on the birth of their son, a new playmate for their daughter.

OVERSEAS NEWS FROM OUR CONTINENTAL CORRESPONDENT , JURITZE BALOSKI.....

*It could be worse....in southern Ireland they are facing the end of Special Stage rallying on closed public roads simply because rallying cannot come up with the necessary funds to pay the insurance premium of A\$423,000....

*Supp Regs are now available for the AWA Clarion Rally of New Zealand. The 66 page booklet gives all the detail you could want in English and French. The event consists of four legs mostly around Rotorua and Hamilton and entry fees without organisers optional advertising is NZ\$1,700 + tax (that ought to stop the Wallys from entering). Australian competitors can still do a deal and get free entry in return for carrying sponsor's messages. The winner will receive NZ\$1,000 and \$250 for first in class plus trophies. That lot wouldn't even pay for the Italians drinks bill.

Mind you if you are not foreign, not FIA seeded, drive a Group A Toyota and beat the rest of the Kiwi's home you can win \$3,300 extra. Entry forms from Chris Lane

1987 GP CARS/CIBIE CLUBMAN NOVICE SERIES (After one round)

1	Bruce Dimmett	3	DATSUN 1600	G	15
2	Kevin Harvey	3	DATSUN 1600	G	14
3	Tony Kabel	3	MAZDA RX-7	PRC	13
4	Tom Cumpston	3	SUBARU RX TURBO	PRC	12
5	Russell Reid	3	VOLVO 360 GLT	PRC	11
6	Ian Reddiex	3	MAZDA RX-2	G	10
7	Tony Kellock	4	DATSUN 1600	G	9
8	Richard Anderson	3	ALFA ROMEO ALFETTA	PRC	8
9	Phil O'Brien	3	DATSUN 1600	G	7
10	Keith Fackrell	3	FORD ESCORT	G	6
11	Terry Lewis	3	FORD ESCORT	G	5
12	David Clay	3	DATSUN 1600	G	4
13	Alan Mitchell	4	DATSUN 1600	G	3
14	Terry Donovan	4	VOLKSWAGEN	G	2
15	Mark Griffith	4	FORD LASER	PRC	1

CURRIE MOTORS RALLY

This event started and finished at Nanango which is a good forest road wise and was used last year for the 'Halley's Comet' rally which, like this event, was run by the I.W.M.A.C. First time Director was Craig Reid and this was a closed invitation rally and was not a round of any series. First prize was \$100 with \$50 first first Clubman and Novice. It was disappointing that there was no award for first PRC especially since the December '86 C/MSREPORT stated that "Directors of all events should now be providing a class for PRC in their rallies with trophies, prizemoney etc. being awarded to the PRC class." Obviously this has been overlooked by CAMS in recent rallies. Anyway an entry of 46 cars was received with only 6 of those being PRC. All 46 started headed by the Grade 1 crews of David Johanson Peter Phillips (making a welcome return to rallying) and George Kahler. Phillips was driving the Barry Mann Datsun and I would say started favourite even after a layoff of some time. George Kahler has been in good form but was destined to retire in the first stage with siezed rear brakes. Since rebuilding the car after '86 George has had two disastrous events. As navigator Tony best says "We should have left it alone!". The first section got underway with the fall of darkness.

SECTION ONE

1 Phillips/Young	1	20.46	14 Crane/Friswell	4	22.35	27 Van Opstal/Leig	4	25.13
2 Reddiex/Perry	3	20.54	15 Kemp/Pearce	4	22.39	28 Careless/Fysh	4	25.51
3 Burke/Shinn	4	21.15	16 Reddiex/Reddiex	2	22.59	29 Taylor/Taylor	4	26.19
4 Gees/Gees	2	21.19	17 Summerville/Dar	2	23.02	30 Dobbie/Dunn	4	26.24
5 Anderson/Underw	3	21.47	18 Banar/Chambers	4	23.15	31 Kruger/Alback	4	26.35
6 Cumpston/Lane	3	21.57	19 Krebs/Goodreid	4	23.33	32 Crisp/Trustum	4	26.58
Goasdoue/Marr	4	21.57	20 Johanson/Wright	1	23.41	33 Ruggles/Hewson	3	27.21
8 O'Brien/Siddons	3	22.05	21 Fowler/Schimmin	4	24.52	34 Kanofski/Bishop	4	27.48
9 Bennink/Stinson	4	22.15	22 Smithies/Goote	4	24.53	35 Preston/Cummins	4	28.14
10 Cook/Blake	3	22.21	23 Bognuda/Layton	3	24.56	36 Angelo/Lester	4	30.08
11 Mimnaw/Madsen	4	22.27	24 Donovan/Colledg	4	25.04	37 Page/Syme	4	32.18
12 Lewis/Garth	3	22.30	25 Retschlag/Zisch	4	25.06	38 Kelly/Jordan	4	34.24
13 Williamson/Heth	2	22.31	26 Lucey/Williams	4	25.07	39 Long/Birss	4	34.41
						40 Scullin/Tebble	4	42.19

Phillips back into the groove no trouble but look at Ian Reddiex! Flash in the pan. Won't do it again. No way. And other suitable snide comments. Burke impresses again after the 4GY. Johanson and Summerville have obviously got problems. Bruce Dummett rolled in a big way here and David Newton 'broke everything'. Suzy (I am not afraid) Scullin had a brake caliper sieze and I wish there were more female rally drivers around. Keeps the lads honest. Look at some of the name combinations - There was a Careless Fysh and ee bar goom watch out for Smithies Goote 'cause its got big horns. And the ad for Arnotts- Crisp...Trust 'um.

SECTION SEVEN

1 Johanson/Wright	1	18.11	14 Phillips/Young	1	19.58	27 Dobbie/Dunn	4	22.45
2 Reddiex/Perry	3	18.20	15 Banar/Chambers	4	20.15	28 Krebs/Goodreid	4	22.59
3 Anderson/Underw	3	18.24	16 Reddiex/Reddiex	2	20.26	29 Kanofski/Bishop	4	23.27
4 Summerville/Dar	2	18.33	17 Goasdoue/Marr	4	20.31	30 Scullin/Tebble	4	24.14
5 Cook/Blake	3	19.07	18 Lewis/Garth	3	20.37	31 Gees/Gees	2	29.11
6 Williamson/Heth	2	19.18	19 Van Opstal/Leig	4	20.40	32 Lucey/Williams	4	32.53
7 Kemp/Pearce	4	19.20	20 Donovan/Colledg	4	21.00	33 Crane/Friswell	4	34.10
8 Cumpston/Lane	3	19.29	21 Smithies/Goote	4	21.15	34 Crisp/Trustum	4	37.58
9 Mimnaw/Madsen	4	19.43	22 Kelly/Jordan	4	21.18	35 Bognuda/Layton	3	45.32
10 Angelo/Lester	4	19.46	23 Retschlag/Zisc	4	21.23	36 Kruger/Alback	4	50.04
11 O'Brien/Siddons	3	19.49	24 Ruggles/Hewson	3	21.26	37 Burke/Shinn	4	55.54
12 Page/Syme	4	19.50	25 Taylor/Taylor	4	22.05	38 Bennink/Stinson	4	94.11
13 Careless/Fysh	4	19.57	26 Fowler/Schimmin	4	22.21			

TOP 12 AFTER FOUR SECTIONS

1 Reddix/Perry	3	56.15	5 Cumpston/Lane	3	59.00	Mimnaw/Madsen	4	60.15
2 Phillips/Young	1	57.15	Cook/Blake	3	59.00	10 Lewis/Garth	3	61.15
3 Johanson/Wright	1	58.30	7 Kemp/Pearce	4	59.30	11 Goasdoue/Marr	4	61.30
4 Summerville/Darc	2	58.45	8 O'Brien/Siddo	3	60.15	12 Reddix/Reddix	2	61.45

The two sections not shown had Phillips fastest from Johanson and Summerville then Johanson quickest from Phillips and Summerville. Suzy Scullin retired here after being run into from behind whilst stopped after a slight overshoot. The car was a bit bent but will be repaired. Great to see Ian Reddix leading which was a surprise to most crews at the service break - probably a surprise to Ian too! Good drives from Ray Kemp in a rebuilt car and Mimnaw/Madsen from car number 45 to be in 8th spot. The hapless Barry Cook retired with a broken diff housing. Hang in there Barry, one day, one day.

SECTION NINE

1 Anderson/Underwo	3	20.08	12 Crane/Friswell	4	22.00	23 Angelo/Lester	4	23.12
2 Williamson/Hethe	2	20.13	13 O'Brien/Siddon	3	22.01	24 Retschlag/Zisc	4	23.19
3 Summerville/Darc	2	20.16	14 Page/Syme	4	22.21	25 Kelly/Jordan	4	23.39
4 Reddix/Perry	3	20.20	15 Goasdoue/Marr	4	22.32	26 Van Opstal/Lei	4	23.43
5 Phillips/Young	1	20.29	Banar/Chambers	4	22.32	27 Lucey/Williams	4	23.45
6 Ruggles/Hewson	3	20.44	17 Mimnaw/Madsen	4	22.33	28 Crisp/Trustum	4	23.49
7 Gees/Gees	2	20.57	18 Dobbie/Dunn	4	22.37	29 Kanofski/Bisho	4	23.58
8 Cumpston/Lane	3	21.10	19 Bonovan/Colled	4	22.39	30 Taylor/Taylor	4	24.21
9 Lewis/Garth	3	21.38	20 Kemp/Pearce	4	22.55	31 Smithies/Goote	4	27.08
10 Reddix/Reddix	2	21.41	21 Bognuda/Layton	3	23.00	32 Fowler/Schimmi	4	32.51
11 Kruger/Alback	4	21.55	22 Careless/Fysh	4	23.09	33 Krebs/Goodreid	4	48.13

Great time from Richard Anderson in the 'slow' PRC car. Johanson retired with no compression here and so did Tony Krebs with a faulty handbrake.

FINAL THREE SECTIONS -	1 Summerville	2	5.49	1 Anderson	3	10.03	1 Summervi	18.01
	2 Phillips	1	5.54	2 Reddix	3	10.09	2 Anderson	18.04
	3 Reddix	3	6.00	3 Summervi	2	10.17	3 Phillips	18.17

RESULTS, 1987 CURRIE MOTORS RALLY

1 Peter Phillips/Peter Young	DATSUN 1600	G	112.45	1st Class.
2 Greg Summerville/Martin Darch	DATSUN 1600	G	113.45	1st Recog.
3 Tom Cumpston/Chris Lane	SUBARU RX TURBO	PRC	116.30	1st Club.
4 Ian Reddix/Ross Parry	MAZDA RX-2	G	117.15	2nd Club.
5 Richard Anderson/David Underwood	ALFA ROMEO ALFETTA	PRC	118.30	3rd Club
6 Ray Kemp/A.Pearce	DATSUN 1600	G	118.45	1st Novice
7 Phil O'Brien/Darren Siddons	DATSUN 1600	G	120.00	Clubman
8 Terry Lewis/Craig Garth	FORD ESCORT	G	121.15	Clubman
9 Jim Reddix/Andrew Reddix	CITROEN GS	G	124.15	2nd Recog.
10 Paul Williamson/Sheridan Hetherman	DATSUN 1600	G	125.45	3rd Recog.
11 Vivian Gees/Noel Gees	FORD CAPRI	G	126.15	Recognised
12 John Careless/Karen Fysh	DATSUN 1600	G	127.15	2nd Novice
13 John Dobbie/Phil Dunn	TOYOTA CELICA	G	129.00	3rd Novice
14 Ron Van Opstal/Simon Leigh	ISUZU PF60	PRC	132.15	Novice
15 Brett Retschlag/Randall Zischke	DATSUN 1600	G	132.30	Novice
16 Mark Taylor/Lynette Taylor	MAZDA CAPELLA	G	133.45	Novice
17 John Goasdoue/Patricia Marr	FORD ESCORT	BRC	134.30	"
18 Noel Kanofski/Gordon Bishop	MITSUBISHI GALANT	G	134.45	"
19 Steven Kelly/Steven Jordan	MAZDA RX2	PRC	138.30	"
20 Paul Mimnaw/John Madsen	?	G	139.00	"
21 Ross Angelo/Boyd Lester	DATSUN 180B	PRC	140.30	"
22 Tim Donovan/Ross Colledge	VOLKSWAGEN	G	141.00	"
23 Craig Lucey/Melvin Williams	DATSUN 1600	G	146.45	"
24 Edward Fowler/Bruce Schimming	TOYOTA CORONA	G	147.15	"
25 Micheal Page/Ian Syme	FORD ESCORT	G	192.30	"

Jim Reddix had an off in the last section..... The roads were slippery apparently and hard to read the surface in spots..... Tom Cumpston reported that his tyres were heard to squeal on some of the twice-used roads.... All in all a well organised event and it was good to see BSCC members fill the first five positions!!

CLUB OFFICIALSTELEPHONE NUMBERSHOME WORK

PATRON.....	THE HON. SIR JAMES KILLEN	K.C.M.G.	
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ASSISTANT TREASURER.....	BRETT WRIGHT	397 0531	844 1809
CLUB CAPTAIN.....	WILSON BOYD	38 1639	

BOARD MEMBERS:

(Meet 1st Tuesday each mth 7.30 pm.)

STEVE ABRAMAMSON,	PETER JOHNSON
SANDRA MILNER	CAROLYN MOEDT
JIM REDDIEX	ROD SAMS
SUZY SCULLIN	KEN SMITH
TOM STEVENSON	LAURENCE SVENSON

ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8801
CAMS DELEGATE.....	PETER MARCOVICH	395 1484	352 6335
CAMS OBSERVER.....	BARRY MASSEY	345 1261	343 1261
AUDITOR.....	NEV JOHNSON	266 8241	
BUILDING & PROPERTY.....	BRIAN SWINTON	848 4556	832 2088
REGISTRAR.....	PETER SMITH	379 2066	379 6182
EDITOR.....	PETER JOHNSON	397 5784	844 1800
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	KEVIN LINGARD		

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	MICHAEL BAILEY
	TONY KELLOCK
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	SANDRA MILNER	379 8978	275 2021
	SHARON GAYLARD	261 1669	221 0144
	ROD SAMS		834 2422

CLUBROOMS:

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

POSTAL ADDRESS

ALL CORRESPONDENCE FOR THE CLUB SHOULD BE ADDRESSED TO:

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PROPOSED CALENDAR

JUNE 2ND BOARD MEETING 7.30 P.M.
JUNE 3RD MOVIE OF THE MONTH "RUTHLESS PEOPLE"
STARTS 8 P.M.
JUNE 10TH CLUB NIGHT
JUNE 17TH BSCC CHAMPIONSHIP DARTS TOURNAMENT STARTS 8.30 P.M. SHARP
JUNE 21ST SHORTEST DAY OF THE YEAR B.B.Q. SEE BELOW
JUNE 24TH CLUB NIGHT
JUNE 27TH/28TH AUSTRALIAN RALLY CHAMPIONSHIP KEEMA CLASSIC RALLY
(SEE INSIDE FOR MORE DETAILS BUT NOTE THE DATE)
JULY 1ST CLUB NIGHT COME AND SEE WHATS ON
JULY 7TH BOARD MEETING 7.30 P.M.
JULY 8TH NIGHT RUN DIRECTED BY TONY KELLOCK AND MATT SIMPSON
JULY 15TH CLUB NIGHT
JULY 18TH BAILEY POWERLINES RALLY BUT THIS DATE IS NOT CERTAIN
WE WILL KEEP YOU POSTED.....

AUGUST 1st weekend. The B.S.C.C. will be an invited Club to the M.G. CAR CLUB'S IRONMAN WEEKEND. If entries are poor, our invitation to this event in 1988 will have to be re-considered. So make sure you support this event.

SHORTEST DAY OF THE YEAR B'B'Q

DON'T BE CAUGHT SHORT
BBO
ALL MEMBERS WELCOME

21st June at 12.00 noon
at Ron "Wally" Langes,
just a short distance away
at 14 Osbourne Court Loganholme

- B.Y.O.---food in short supply
- Refreshments available at short prices
- Short videos of Tara will be shown



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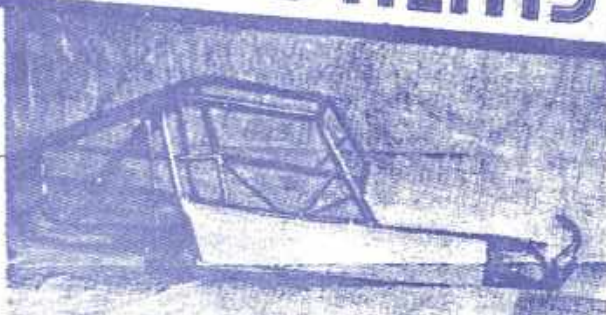
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