

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



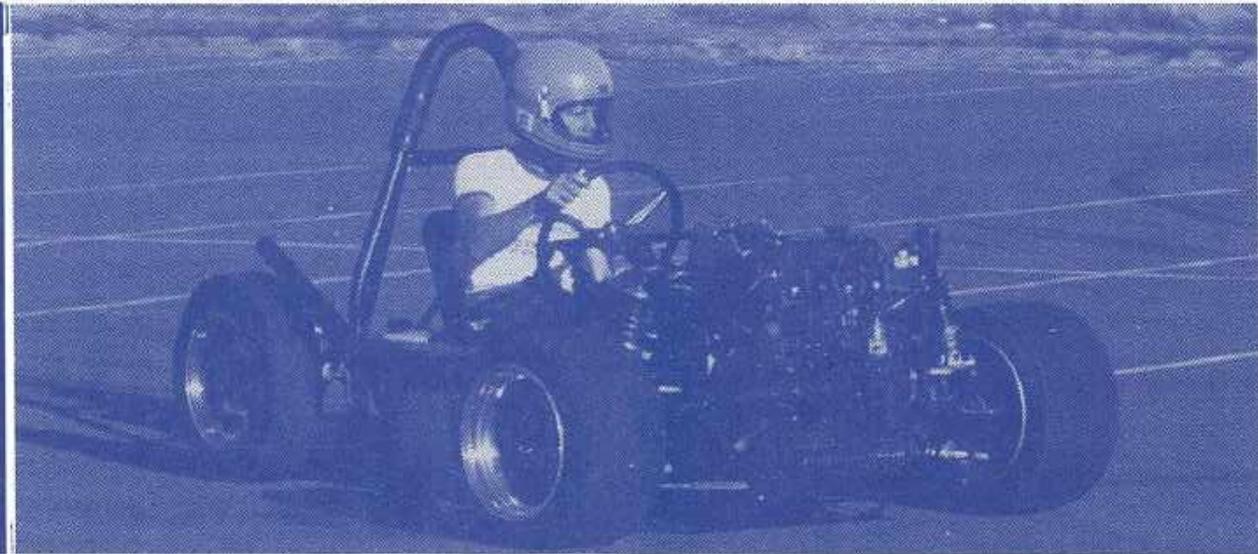
RALLY

OFF
ROAD



OFF
ROAD

MOTOR
KHANA



MOTOR
KHANA

Cars of Character.



SAAB
PURELY FOR THE INDIVIDUAL



 **PEUGEOT 505
SLI SERIES II**



 **CITROËN**

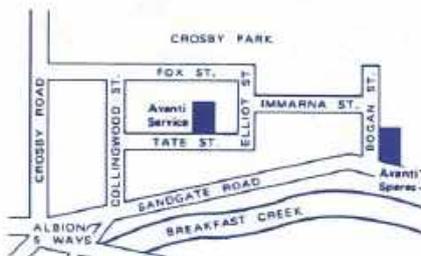
maxim motors

Showroom: Ross Street, Newstead.
Service & Spares: 52 Abbotsford Road, Bowen Hills.
Phone: 52 7177

Avanti



Spares



New & Used Parts to suit
alfa romeo

Richard Anderson

119 Sandgate Road Albion 4010 Qld

Ph (07) 262 1222

Introducing :-

Avanti Service



**alfa romeo
specialist repairs
and servicing**

Shane Flynn

9 Tate Street Albion 4010 Qld

Ph (07) 262 1220

B.S.C.C. QUILPIE SUB BRANCH

What is this rumour we hear of a Bris Radio Announcer, who happens to be a member of the B.S.C.C., wearing his wife's underwear to work? With flowers on it, would you believe. And what other member, not having seen his son since the Adelaide Grand Prix, walked past him in a tavern, even said "Good day, mate" and did not recognise him. U.B.R, of course. No thats not a new street directory - its "Useless Bloody Rogers".

Meanwhile out at Camp Bailey, what rally driver, who ran out of petrol in a rally last year, repeated the performance? This time in a truck on a lonely country road at night! Nearly sacked all his employees next morning because no one went to look for him. WE thought he was talking to the person he had called in to see, didn't we? Well thats our story and we are sticking to it. The fact that we were all in bed asleep had nothing to do with it. And what Club member on opening the shower door and seeing a young lady bathing in her birthday suit, as one offer does, said "Well, we are both from South Australia"? And you thought life was dull in the West.

We have found lots of lovely roads for the Club to hold rallies, sprints, off road events on, and if you don't like the roads there are you just take a bulldozer and make some new ones. You can have a choice of two road conditions - six inches of bull dust or twelve inches of mud. There does not seem to be any in-between. Of course there is the slight problem of the 1,000 or so km's to get here. There is an airstrip of course, but there seems to be some problem in taking off from it. I've been down it three times in the Datsun and haven't managed it yet. And the only plane we've watched take off didn't. But never let it be said we never found you any new roads.

Betty Melton.

AND A SECOND EPISTLE HAS JUST ARRIVED.....

B.S.C.C. WINDORAH SUB BRANCH

Did Jim Reddiex rob a bank or what?? We received a message to meet him at MIDNIGHT in QUIPIE with fuel. Being well trained in total obedience by ex el Presidante we did as asked. But will someone please tell us, did he make the border?

A word of warning. Never send Betty M to pick a video. Well, not if its for family veiwing anyway.

The Club Spring roll-over expert, Alan Clunes, now re-named "The Whispering Death" managed to almost total the landcruiser. He CLAIMS this flaming great bullock rushed out of the bushes and charged him. And no, there is no truth in the rumour that we have been eating steak ever since. The rotten sod didn't bring it home - says it was too big to fit on the back of the cruiser!

Betty M.

FOR SALE!!!FOR SALE!!!

CLASS 1 BUGGY ex-Ron Milton, TURBO CHARGED,DATRALLY NISSAN MOTOR. BEST OF EVERYTHING, ALL NEW AND STRAIGHT TOO!

Contact: Mark Hinton (075) 38 3195

TRACKSIDE AT MUNDOOLUN
24th MAY 1987
TOP GUN QUALIFIERS OFF ROAD SHORT COURSE

The day promised to be interesting, to say the least, with 31 entrants but only 29 starters. The track at Mundoolun had been re-modelled since our last visit, very much in the favour of the faster vehicles, which proved to be the case for the Mick Motors sponsored buggy driven by Laurence Svenson (144). Laurie took out all the major trophies - first outright, first in his class and the fastest lap time.

The event was run in 3 heats with 6 laps (approx. 1.3 km per lap) per heat. This was reduced to 4 laps per heat because of conditions to the track deteriorating. After reconnaissance, drivers were seeded and were to start off four at a time, then as conditions worsened, they were started off 2 at a time.

After heat one it was obvious that there would be a very high attrition rate with only 16 vehicles completing the heat. During heat 2 the vehicles had come to terms with the track and were now starting to post very quick times with only 5 DNF's. Heat 3 saw drivers slowing down a fraction, due to conditions of the track and it was obvious that either Dave Westwood (181) or Laurie Svenson (144) would gain first outright.

Unfortunately for the heavier vehicles, the track did not quite suit them with only one driver, Paul Swenson (808) finishing all laps. John Hammond (756) won the trophy for class 7. While the rest were bogged at some time or another, recovery vehicles were kept busy all day pulling out bogged cars in the two trouble spots of the track.

It was not a good day for John Brixey (943) in his rotary powered class 9 buggy. John came to grief in one of the mud holes, colliding with a stump. Although the vehicle had little or no damage, John was quite badly shaken and needed ambulance attendance. Apart from all this, he did manage to take out the trophy for first in his class. Graham Smith (999) after his extra 'horsepower' from Tara won trophy for second position.

It was an unfortunate day for all class 8 entrants, except Paul Swenson (808) who once again proved his ability to handle the conditions at Mundoolun by taking out the trophy for class 8. Wayne Cambie (415) was quite consistent in all of his laps, varying by 6 secs. per lap all day. A four-way competition was held for the class 3 trophy and Greg Nicoll (377) was to go on and win it by a mere 90 secs. over his brother Alan. All were kept wondering who would take out class 2 and finally William Sharpe (227) got up by a tight 45 second lead over Mark Dolan (242).

As mentioned earlier, class 1 and outright position was fought out between Svenson and Dave Westwood (181) with Johnny Gordon (191) damaging a wheel early in the piece.

A most enjoyable day was had by all, especially for the spectator, with most of the track being in full view. Many thanks to the sponsors on the day - Manx Buggies, Olbis Industries and Agip Motor Oils, and a good deal of credit should go to Steve Blackburn, who directed the event.

EDIE SMITH

P.S. Well done Rowan Clarke (234)

The expression 'muddarking' originated in England, and referred to

the practice by Cockney urchins and others, of wading in the mud of the Thames at low tide to recover coins and other items thrown into the river from the banks and bridges.

Both Cockneys and coins might have been in short supply at Mundoolan

last Sunday but mud there was in plenty! For some competitors almost

enough to bury their vehicles, several of them tried hard to do just that

too! It was certainly a change from the 'Tara Tale' of the last off-road

event, and must have taken some people by surprise. Recent rains in the

area had all run off, it seemed, and early arrivals at the top of the hill

could only see the dew on the grass, and all looked set for a fine day of

tracing.

The first heat got off to a flying start after a brisk series of

recoe laps, but the revised track layout soon claimed its first victim on

the steep slope up out of the creek. As soon as the first of the

heavyweights tried to scramble up it broke through the top crust into the

soup below, becoming firmly wedged. Others followed and it became a matter

of hoping that someone would at least finish.

The view from the hill was full of entertainment for the

spectators, and the officials, as both competitors and recovery vehicles

alighted about the slopes opposite in muddy confusion. But in spite of the

delays and the attrition rate, the racing was fast and furious, especially

the heats featuring the Porsche-power of the Swenson buggy and the Magna-

might of Dave Westwood. Their scraps were tremendous, and both showed real

driving skill to keep up such speeds in the prevailing conditions. Indeed

driving skill was shown by all the entrants, although at times it was mis-

directed by some.

As the day wore on the track dried out to some extent, but the holes

seemed to get deeper. The worst one was at the bottom of the hill on the

return loop up to the finish. From the timing tent it looked bad, but in

reality it was enormous. Stretching the full width of the track, it was

about a metre deep, with a near-vertical wall on the exit side. How any

vehicle was able to get over it is hard to imagine, but many did during the

afternoon.

The list of D.N.R.s was long and contained some notable names,

including the Kasey Jeep with a broken front prop shaft, on their second

heat. Others who succumbed to the conditions or to mechanical troubles

included Rod Gams, Rick Vandermeer, John Brixie, and even, in the first

heat, the ever popular Ron Lange. Ron was able to fix his particular

problem and to get mobile in time for the remainder of the heats however.

There were some interesting variations on the 'wobbly wheels' theme, Bill

Sharpe came round on one lap with the left front trying to go at ninety

degrees to the rest of the car, and later on John Gordon's 191 pulled up

just short of the line after the left rear wheel decided that it had had

enough of his company! Prize for the Most Bogged Vehicle would have to go

to the 'Hold-on, ute operated by, (surely they don't own it), or Andy

Stewart/Jamie Aitken. It really loves that mud, or perhaps it can smell

truffles! Actually it was pushed hard for the M.B.V. award by a certain

Land-Cruiser-----

The award for the closest pass to the tree by the timing tent must go to

Wayne Campie, after his little effort, the base of tree to edge of wheel

track was measured at 230mm!

Among the unusual hero's of the day we must count Mark Anderson who

took the money at the gate, a somewhat thankless task this as the gate is

totally out of sight of all the action, nevertheless he stayed there till

all were safely gathered in, as they say. Also Martin did a good job on the

finish flag, but he felt that next time a better coloured flag than pink

and white should be provided. When he protested the colour, he was

told, "Don't worry they'll all be so pleased to see it that the colour

won't be noticed". Our thanks to Director Steve Blackburn and his assistant

Ian McDonald, all those who helped, and organised, and of course many

thanks to the sponsors for the event, Manx Buggies, Dibis Industries, and

those old friends, (we hope), Agip.

PHOENIX CARPET CARE

9/200 MOGGILL ROAD, TARINGA

- * BRAND NEW VAN MOUNTED EQUIPMENT
- * SUPPLYING OUR OWN HOT WATER
- * PROMPT EFFICIENT SERVICE
- * OUR EXPERIENCE GUARANTEES SERVICE WITH SAFETY
- * OUR CUSTOMERS ARE OUR BEST ADVERTISEMENT

371 9843 (A/H 374 1454)



ROSS PERRY AUTOS

Mechanical Repairs & Service
to all makes

SAAB and CITROEN SPECIALIST

Phone 353 3939
4053 Telephone 353 3939



**SELECTED
SMASH
REPAIRER**



Phone: 870 7988
870 9107

TOOWONG AUTO SERVICE

IAN SAKER
Panel Beating

PHIL BOWLER
Spray Painting

14 Sylvan Road, Toowong 4066

Langes Smash Repairs & V.W. WRECKING

BUGGIE KITS - BULL BARS - MOTOR WRECKING
VW SPECIALISTS - ALL MECHANICAL REPAIRS
BEACH BUGGIES & CHOPPERS



4 Hiley Street
Slacks Creek **Phone: 208 9515**

Phone 848 4558

STARLITE

Starlite Property Services

BRIAN SWINTON

- Carpet Cleaning
- Pressure Washing
- General Cleaning

30 Longueval Street, Moorooka, Q. 4105.



Alan Stean
Manager

Phone: (07) 808 2755
1/14 Timms Court,
Woodridge, Q. 4114



**ACCURATE
SUSPENSION
SERVICES**

1/14 TIMMS COURT,
WOODRIDGE
Phone: 808 2755.



- Leaf & Coil Springs
- Wheel Alignment
- Rock & Pinion Service
- Suspension Maintenance & Repair
- Competition Modification



AUTOMOTIVE SUSPENSION SPECIALISTS

SPORTS
EUROPEAN
FAMILY



USED CAR SPECIALISTS

Stephan Jeffery
SALES MANAGER

ROY JEFFERY MOTORS Pty. Ltd.

110-112 REDLAND BAY ROAD, CAPALABA. 4157

TELEPHONE 390 3830 A/H 390 1542 A/H 348 2217

Telephone
(07) 266 8133
2 Lines



Close Ratio
Gears
Jamar
Accessories

MICK MOTORS

Volkswagen Spare Parts and Service
96 Toombul Road, Northgate. 4013.

THE RESPONSE HAS BEEN TERRIFIC -
THIS PAGE TOO IS FILLING UP - SO
A RING (391 8881) TO BOOK YOUR SPACE.

PLEASE SUPPORT ALL OUR ADVERTISERS.

THANK YOU
DON'T DELAY AND GIVE ESME GIBSON

**BRISBANE
GARAGE DOOR
CENTRE**

39 BANCROFT TCE.,
DECEPTION BAY 4506

*NEW INSTALLATIONS
AFTER SALES SERVICE*

SPECIALISTS IN AUTOMATIC GARAGE DOORS

NICK
203 2036

DAVE
203 2695

KERRY WUTH

PETER MACEY

**TOPSHOT
PHOTOGRAPHICS**

P.O. Box 89, Brisbane Qld. 4101
Phone: (07) 341 8169

P.O. Box 195, Paddington Qld. 4064
Phone: (07) 369 0822



INSTRUCTOR
RUSSELL MACARTHUR
(2ND DAN BLACK BELT)

PHONE 341 8749

RECOGNISED BY
THE WORLD TAEKWONDO FEDERATION, KOREA

ALL ENQUIRIES
PLEASE PHONE 341 8749

Discount to BSCC members, families & friends

Tom

Ian



VOLKSERVICE

Mechanical Repairs
VW Specialist

Unit 5/14 Moss St.
Sticks Creek 4127

Phone
208 7300

DENNING CAR RADIOS

607 LUTWYCHE ROAD,
LUTWYCHE 4030

357 6429 357 9331

SALES — SERVICE — INSTALLATIONS

1987 CLUB CHAMPIONSHIPS

Night Run Championship

= 1	Cameron Neilson	11	11	22
	Julie Neilson	11	11	22
	Laurence Svenson	11	11	22
= 4	Gary McLane	11	9	20
	Ms Chris Peake	11	9	20
	Rod Sams	11	9	20
	Brett Wright	11	9	20
	Christine Fuller	11	9	20
	Tony Kellock	11	9	20
10	Suzie Scullin	9	9	18
=11	Richard McColm	11		11
	Alan Mitchell	11		11
	Pete Smith	11		11
	Ronnie Burns	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
=23	Matt Simpson	4		4
	Greg Tebble	4		4
	Ron van Opst	4		4
	Tony Best	4		4
=27	Paul Williamson	1		1
	Sheridan Hetherm	1		1

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
	Brian 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
=40	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 van der 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 Summervill	11		
	Martin Darch	11		
= 3	Peter Marcovich	10		
	Greg Weale	10		
= 5	Vivian Gees	9		
	Noel Gees	9		
	Errol Bailey	9		
	Peter Marshall	9		
= 9	Paul Williamson	8		
	Sheridan Hetherm	8		
=11	Tony Kabel	7		
	Barton Tew	7		
13	Tom Cumpston	6		
=14	Russell Reid	5		
	Chris Lane	5		
16	Ian Reddiex	4		
=17	Tony Kellock	3		
	Kevin Lingard	3		
19	Richard Anderson	2		
=20	David Underwood	1		
	Terry Lewis	1		
	John Goasdoue	1		
	Patricia Marr	1		
	David Newton	1		
	Michael Girle	1		
	David Crane	1		
	Trevor Friswell	1		
	Alan Mitchell	1		
	Richard McColm	1		
	Bruce Mills	1		
	Brenda Mills	1		

Speed Event Champ

1	L. Svenson	11		
2	Dave Westwoo	10		
= 3	Bill Sharpe	9		
	Steve Blackbu	9		
5	Mark Dolan	8		
6	Greg Nicoll	7		
7	Paul Swenson	6		
8	Alan Nicoll	5		
9	Wayne Cambie	4		

Ladies Championship

1 Sheridan Hetherman	18
= 2 Jeanette Mowbray	11
Chris Peake	11
Julie Neilson	11
= 5 Christine Fuller	10
Desley Collins	10
Patricia Marr	10
Brenda Mills	10
= 9 Lisa Massey	9
Suzie Scanlon	9
= 11 Janelle Svenson	8
Kym Smith	8
13 Cindy Dauth	7
14 Linda Miller	6

Club Championship

1 Laurence Svenson	33
= 2 Greg Summerville	11
Martin Barch	11

Club Champ (Cont)

= 2 Cameron Neilson	11
Julie Neilson	11
Wayne Cambie	11
= 7 Bob Mowbray	10
Jeanette Mowbray	10
Greg Horton	10
Dave Westwood	10
Bill Sharpe	10
= 12 Tony Kellock	9
Peter Marcovich	9
Greg Weale	9
Steve Blackburn	9
Mark Dolan	9
= 17 Gary McLane	8
Chris Peake	8
Rod Sams	8
Brett Wright	8
Christine Fuller	8
Greg Nicoll	8

= 23 Ed van Amstel	7
Don Williamson	7
Tom Stevenson	7
Craig Brown	7
Ron Lange	7
Brian Field	7
Dennis Denning	7
Vivian Gees	7
Noel Gees	7
Errol Bailey	7
Peter Marshall	7
= 33 Paul Swenson	6
Alan Nicoll	6
= 35 Paul Williamson	3
Sheridan Hetherman	3
= 37 Richard McCole	2
Alan Mitchell	2
Suzie Scanlon	2

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

Do You HAVE A Piece
of LAND.

WELL AWAY FROM THE NEIGHBOURS

WE COULD HOLD MOTORKHANA'S ON ?

WARREN
TEGG
WILL
PERSONALLY
TRIM
IT WITH
HIS TEETH

FREE CARTON
MILLS & BOON
ROMANCES

YOUR
NAME
GOES
IN THE
LUCKY
\$\$\$
DRAW

DISTANCE
NO OBJECT
-WITHIN REASON

PHONE
PETE SMITH
379 2066 H
379 6182 U

RECEIVE
A
MIDNIGHT
VISIT
FROM
SUZIE
SCULLIN
(BATE OWNER
EXTRA)

LETS GET THE
B.S.C.C.
MOBILE AGAIN!

NO SACRED
SITES PLEASE

WRITTEN - P. SMITH
AUTHORISED - P. SMITH
INSIDE LEG 29 - P. SMITH

**BOND
ROLL
BARS**

GP CARS
AUTOMOTIVE EQUIPMENT
...for car and driver.



IMPORTANT NOTICE.

1. Under the new licencing system CAMS have appointed BOND ROLL BARS approved suppliers of roll bars and fuel tanks for Motor Sport.
In the March CAMS Report on page 6 a decision of the FISA Technical Commission was announced re steel roll bars being necessary for World Championship Events from 1 January 1989. This created considerable confusion amongst Motor Sport competitors as to the legality of alloy roll bars. Alloy bars are legal and are preferred by CAMS, as is shown by the accompanying copy of a letter from CAMS.
2. MANZ the Motor Sport Association of New Zealand have also officially approved BOND ROLL BARS as suppliers of Roll Bars for Motor Sport in New Zealand.
3. ANDRA the Australian Drag Racing Association have also announced that BOND ROLL BARS are accepted suppliers of Roll Bars for Drag Racing.
ANDRA announced new rules for roll bars in August 1986. This also created confusion amongst competitors re legality. With the aid of BOND ROLL BARS new and more comprehensive rules are being drafted for the new ANDRA Manual. In simple terms Alloy Roll Bars are legal for all vehicles regardless of times over the standing quarter, so long as they retain the standard chasis and floor configuration.
4. Questions have arisen re Department of Motor Transport legality of Roll Bars. Over the past ten years roll bars have not been officially legal with DMTs. However they have not been illegal either. Generally the policy has been to allow roll bars so long as the bars are padded where they are near to the occupants heads. Recently the QLD Transport Department have made Roll Bars Officially Legal. Currently the NSW DMT is in the throws of giving official legality to Roll Bars. It is anticipated that all other States will follow suit. Hence common sense is prevailing. Roll Bars cannot be judged illegal as they do not change the structure of the vehicle. Obviously they only add strength and safety.
If any problems arise re legality, please do not hesitate to contact us and we will clarify the problem with the relevant authority.

confederation of australian motor sport



38 BURKE RD, CAMBERWELL VICTORIA 3124
M/A: BOX 441, POST OFFICE CAMBERWELL
PHONE: NAT. (03) 29 2327 INT. (413) 29 2327
TELEX: AA34331

17 March 1987

Filing ref: Mr. N.J. Southey
in reply please quote: All/14
NJS:jr - 893

Mr. P. Dodd,
Bond Roll Bars,
Unit 5, 247/249 Rawson Street,
AUBURN. N.S.W. 2144.

Dear Phil,

Many thanks for your telephone call yesterday on the subject of the FISA policy on alloy roll bars.

The following is an extract from a recent internal newsletter:

"ROLL BARS

As you will have already read in "CAMSReport", FISA are not allowing Alloy roll cages in Group A as, both rally and race cars, from 1 January 1989. It should be noted that this applies to International Events only. That will in all likelihood mean World Championship Events only. It will not (at the moment) be extended to National Events. It is highly likely it will never be extended to National Events, especially rallies.

In general, the minimum standards for rollover protection in Australia (especially alloy tube) are far superior to that required by FISA and the bending and jointing criteria are also of a higher standard.

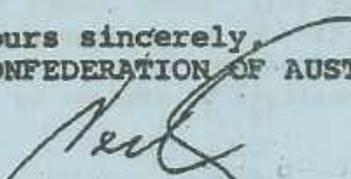
In this case, we do not agree with FISA, but are bound to accept their rules in International Events.

Please inform your Scrutiny Panels of these facts, as there are numblings of people going off "half-cooked" and putting blanket bans on anything not steel. I say "hogwash".

(Bruce M. Keys)

I trust that this information is of use to you.

Yours sincerely,
CONFEDERATION OF AUSTRALIAN MOTOR SPORT


Noel J. Southey
Commercial Manager

john
barnes



&

CO.

(QLD)

LOCKSMITHS

Automotive
Lock

Specialists

DEADLOCKS FITTED

KEYS CUT

8441800



Murray Coote



Automotives

Performance with Reliability

TERRATRIP STOCKIST ★ HEAD PORTING
★ LATHE & MIG WELDING WORK ★

Competition Parts Available:

- SUSPENSION STRUTS (TAILOR MADE)
- HEXAGONAL TOE-IN ADJUSTORS (STRONG)
- VALVE SPRINGS ● FIA REGROUND CAM SHAFTS
- OVERSIZED LESH PADS - DATSUN
- WORKS COPY INLET MANIFOLD - DATSUN
- WORKS COPY 4-2-1. BIG BORE EXTRACTORS - DATSUN
- COMPETITION 200mm CLUTCH PLETES - DATSUN
- LENGTHENED LOWER CONTROL ARMS - DATSUN
- SOLID IDLER ARM BUSHES - DATSUN

GENERAL AUTOMOTIVE SERVICE & REPAIRS

Phone (07) 284 2311

31 High St., KIPPA-RING

NEW



Oils aint oils.

GP CARS
AUTOMOTIVE EQUIPMENT

323 Kelvin Grove Rd., Kelvin Grove Qld. 4059

Tel. 356 9544

SPECIALISED EQUIPMENT
for car and driver...

Mention
this advert for a
special B.S.C.C.
discount!!!

Cibie/G.P.Cars Rally Series
sponsor since 1978

Talk to our friendly, experienced staff
about your needs!

AKSES AUTO PARTS

FACTORY APPOINTED DISTRIBUTORS:—

PACEMAKER — Extractors
BORG-WARNER — Fuel System Components
FUEL MISER — Fuel System Components
THUNDERBOLT — Ignition Leads
PERFORMANCE PRODUCTS — Oil and Fuel Pumps
CAIN — Performance Inlet Manifolds
RE-CARB — Weber Replacement Carb Kits
ACTION — High Performance 308 & 351C Inlet Manifolds
BRAND 'X' — Performance Inlet Manifolds
YELLA-TERRA — Roller Rockers
UNI-FILTER — Air Filters

Suppliers to the Trade of Quality Performance and Economy Equipment:

**ACCEL — CRANE — EDELBROCK — HOLLEY — LYNX
MALLORY — ROCKET — SCORCHER — SIG ERSON
SPEED — TRW — VHT — WEBER — WEIAND — INDY
RHODS — REDLINE — HURST — ETC.**

Australian Importers of the **PREDATOR CARBURETTOR**

AKSES GROUP

PHONE (07) 891-5638. 3 LINES

**NEW ADDRESS: 103-105 NORMAN ST. WOOLLOONGABBA.
64102**

AUTOMOTIVE CARBURETTORS (QLD.)

SALES DIVISION at GREENSLOPES

Qld. Distributor:—

**SOLEX — STROMBERG — ZENITH — S.U.
CARBURETTORS AND PARTS**

Service Parts Distributors for:—

**AISAN — AUTOLITE — CARTER — DELLORTO — FORD
HOLLEY — HITACHI — MIKUNI SOLEX — NIKKI
ROCHESTER — WEBER — and others**

AUTOMOTIVE CARBURETTORS (QLD.)

SERVICE DIVISION

103 NORMAN STREET, WOOLLOONGABBA
TELEPHONE: 391 7983

CARBURETTOR RE-MANUFACTURING
AUTO — INDUSTRIAL — MARINE

ALL MAKES & MODELS

SAME DAY SERVICE ON PRE-BOOKED JOBS
WRITTEN WARRANTY

SPECIALISED TUNING OF MULTIPLE CARBS
OVER 100 EXCHANGE UNITS AVAILABLE

SHARK

RALLY INTERCOMS

Engineered Excellence
At an Economy price.

Put the bite on **GPCARS** for one today.

Contact Rod on (07) 3569544.

The SHARK 602 Rally Intercom is a full two way intercom which has been designed specifically to give good results under competitive conditions.

Manufactured by *Engineered Electronic Systems*

EXCERPTS FROM THE STATEMENT FOLLOWING THE
1987 NATIONAL RALLY COMMITTEE MEETING

"The CAMS National Rally Committee met in Melbourne over the weekend of 13/14 June to address a full agenda, and to consider the future of rallying in Australia for the next four years."

"Following the meeting, a number of recommendations will be drafted and offered to the National Council for ratification and adoption as policy."

1 A proposed 1988 ARC calendar was drafted with attention given to a smooth integration of the dates of ARC events and similar events in NZ and Malaysia.

The dates recommended were listed but we will wait until later in the year before publishing them.

2. A great deal of consideration was given to the question asked by a large number of Rallyists regard the Production Rally Car Regulations, introduced 4 years ago.

In general, Production Rally Cars have been extremely successful at the upper levels of the sport, but the expected natural flow on to the lower levels of rallying has not occurred.

The National Rally Committee, which consists of a member from each state and one specialist, considered at length the many submissions offered to CAMS by competitors and State Advisory Panels.

It was clearly pointed out in the majority of the submissions, that the move towards Production Rally Cars in the Australian Rally Championship is of great benefit to the sport, however the lower level appeared to be losing direction due to complexities in the rules, and uncertainty with regard to the type of events, including the highly modified rally cars could compete in.

In short, it was clear that a suitable formula for clubman level competition was necessary so as to enable the majority of competitors to be able to utilise a large proportion of their existing equipment, and at the same time fit in with the philosophies of the community regarding use of a motor cars generally.

The formula arrived at will be based on the general spirit of the modification allowed to Group A/PRC vehicles, with freedom allowed in "non-outright performance" areas, specifically brakes, suspension and drive train.

It was considered essential that such a formula be generally affordable; be readily understood by the competitors; and be easily enforced.

In effect, the proposal will offer a reasonably inexpensive formula which will enable a vehicle to be modified to enhance its braking, steering and driveability and at the same time ensure a high standard of presentation and reliability at lower cost.

The new formula, proposed to be called "Clubman Rally Cars" will see a rationalisation of vehicles. Currently there is a marked difference between Production Rally Cars and the heavily modified Rally Cars, both in external appearance and internal modifications. A vehicle built to the Clubman Rally Car formula will be indistinguishable externally from a PRC. The greatest difference will be in the freedom of suspension and transmission, enabling similar performance to PRC Cars without the necessity to purchase the "correct" and usually expensive, components. The formula will also encourage a high degree of engineering ingenuity.

The Clubman Rally Car formula will, it is proposed, form the basis of vehicle eligibility for all events below State Rally Championship status from 1990, with Clubman Rally Cars being encouraged to compete in State Championship events in 1988 for series awards within its own class

Clubman Rally Cars will not be eligible to compete in Australian Rally Championship events, nor will they be able to score points in State Rally Championships.

Production Rally Cars will still be encouraged at all levels of the sport, and will compete with Clubman Rally Cars in lower level events.

3. The Committee also considered the level of entries at Australian Rally Championship events and has recommended that the present age limit for vehicles at this level be dropped, to allow Production Rally Cars of any age to compete.
4. In addressing the question of the current heavily modified Rally Cars, (commonly referred to as "Group G" Rally Cars), the National Rally Committee recommended that these vehicles be allowed to compete in all open events in 1988, save for International Rallies Australian Rally Championship events. They will not be eligible to score points in the State Rally Championship, but be able to score points in all other open and closed series ie: Trials Series, clubman Series etc.

In 1989 "Group G" cars will be restricted to closed event and closed invitation events/series prior to them being ineligible for any rallies (but not ralliesprints, sprints, hillclimbs etc) in 1990.

From 1988, "Group G" vehicles must have an engine from the original manufacturer of the vehicle, which has the same number of cylinders and the same general configuration as the original vehicle; and the engine must be located within the confines of the original engine bay. This will effectively rule out vehicles where coachwork has been substantially modified to accept relocated engines or an engine from a different car, such as a Mazda engined Datsun.

These recommendations will be presented to the National

SUPPORT YOUR CLUB MEMBER - TRADE DIRECTORY.

D.M. CAR REPAIRS, 7/53 MEADOW AVENUE, COOPERS PLAINS.
MECHANICAL REPAIRS AND SERVICING. QUALITY WORK.
CATERING FOR MOST MAKES INCLUDING JAGUAR.
REASONABLE RATES: DON MILNER: TEL: 275 2021 A/H 379 8978

ELECTRICAL: DOMESTIC AND INDUSTRIAL.
REPAIRS, MAINTENANCE AND INSTALLATION

LAURIE GARTH: TEL: 349 8053
NO JOB TOO SMALL.

OFF-ROAD SPECIALTIES: DON WILLIAMSON: TEL: 245 6469 A/H
ALL OFF ROAD COMPONENTS, FRONT AND REAR LONG TRAVEL TRAILING ARMS,
FRAMES, BODIES, FRONT END KITS, MOLY LINK PINS ETC., ETC.,
BRISBANE DISTRIBUTOR C.M.A. FUEL FOAM.

PEGASUS CUSTOM FURNISHINGS: KATHY AND DAVID JAMIESON TEL: 800 4140
*LOUNGE SUITES RECOVERING *DINING SUITES RECOVERING, *T.V. CHAIRS, *JASON
RECLINERS *BAR & RESTAURANT FURNISHINGS *RESTORATION OF OLD FURNITURE
*MOTOR TRIMMING. OBLIGATION FREE QUOTES, NO JOB TOO BIG OR SMALL.

THE BRISBANE SPORTING CAR CLUB TRADE DIRECTORY IS OPEN TO ALL CLUB
MEMBERS AND COSTS JUST \$10 PER ANNUM FOR A 4 LINE ADVERTISEMENT.
(MONEY WITH COPY PLEASE). CONTACT ESME GIBSON ON 391 8881 (NOT WEDS)



DIFF LAPPING CO.

COMPLETE DIFF REPAIRS & PARTS

INCLUDING:—

- ★ 4WD PARTS & REPAIRS
- ★ REPAIRS TO CLUTCH & GEARBOX
- ★ CROWN & PINIONS RE-LAPPED
- ★ RACE CAR MODIFICATIONS & PARTS

SOUTHSIDE

209 1311

3 ALLOAS ST., SLACKS CREEK
SPRINGWOOD

NORTHSIDE

369 2933

147 MUSGRAVE RD.,
RED HILL

CLUB OFFICIALSTELEPHONE NUMBERSHOME WORK

PATRON.....	THE HON. SIR JAMES KILLEN	K.C.M.G.	
PRESIDENT.....	PETER MARCOVICH	395 1484	352 6555
VICE PRESIDENT.....	CHRIS LANE	209 6328	209 9155
IMMEDIATE PAST PRESIDENT.....	BRIAN SWINTON	848 4558	
SECRETARY.....	WARREN TEGG	848 3889	394 1922
TREASURER.....	HUGH WALKER	351 3921	52 3331
ASSISTANT TREASURER.....	BRETT WRIGHT	397 0531	844 1009
CLUB CAPTAIN.....	WILSON BOYD	38 1639	

BOARD MEMBERS:

(Meet 1st Tuesday each mth 7.30 pm.)

STEVE ABRAHAMSON,	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 8881
CAMS DELEGATE.....	PETER MARCOVICH	395 1484	352 6555
CAMS OBSERVER.....	BARRY MASSEY	345 1261	345 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
REFRESHMENTS OFFICERS.....	BRETT WRIGHT		
	KEVIN LINGARD		

SPORTING SUB-COMMITTEE

CHAIRMAN..... WILSON BOYD

OFF ROAD OFFICERS..... STEVE ABRAHAMSON

TOM STEVENSON, ALAN STEAN,

ROD SAMS, ROD BRAND

RALLY OFFICERS..... PETER JOHNSON

SUZY SCULLIN, MICHAEL BAILEY

TONY KELLOCK

BRETT WRIGHT

MOTORKHANA/
NIGHT RUNS PETER SMITH/WARREN TEGG

SOCIAL C'TEE.

SOCIAL SUB-COMMITTEE

CHAIRMAN.....	CHRIS LANE	209 6328	209 9155
	SANDRA MILNER	379 8978	275 2021
	SHARON CAYLARD	261 1669	221 0144
	SUZY SCULLIN - 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:

BRISBANE SPORTING CAR CLUB LIMITED
P.O. BOX 347,
WOOLLOONGABBA 4102,

28 HAYWARD STREET, STAFFORD, BRISBANE QLD. 4053

Phone: (07) 356 4356

CUSTOM OFF ROAD COMPONENTS

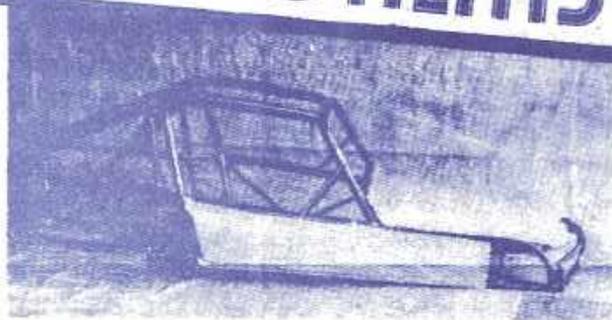
WIDE TRACK LONG
TRAVEL FRONT ENDS

RACING STUB AXLE
AND LINK CARRIERS

HEAVY DUTY TIE RODS
AND DRAG LINKS
MADE TO ORDER

RACE AND STREET
VW ENGINES

EXTRACTORS



GAS RACING SHOCKS

RACING STEERING BOXES
AND PITMAN ARMS

HEAVY DUTY REAR MOUNTS

TRANS AXLE STRAPS

ROAD REGISTERED
BUGGY KITS

SEND FOR FREE CATALOGUE

MANUFACTURER OF TRIED & PROVEN
RACING FRAMES FOR ALMOST A DECADE



MOTORAMA TOYOTA

GENUINE PARTS

Keep the feeling
at

MOTORAMA

SOUTHSIDE'S LARGEST STOCK OF PARTS AND
ACCESSORIES FOR TOYOTA CARS AND HINO TRUCKS
IF WE HAVEN'T GOT IT WE'LL GET IT FAST.

1130 IPSWICH RD,
MOOROOKA
Phone
8921177
DIRECT
LINES

TOYOTA

GENUINE PARTS

OPEN SATURDAY
MORNINGS

477 LOGAN R
STONES CORN
Phone
394410

It's great news for
Mitsubishi buyers...

You'll do a great deal better

AT

KEEMA
MITSUBISHI

Brisbane's newest Mitsubishi Dealer!!



MAGNA
COLT
CORDIA
NIMBUS

PAJERO
TRITON
EXPRESS
STARION



KEEMA
MITSUBISHI

42 IPSWICH ROAD WOOLLOONGABBA Ph: 393 1200