

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



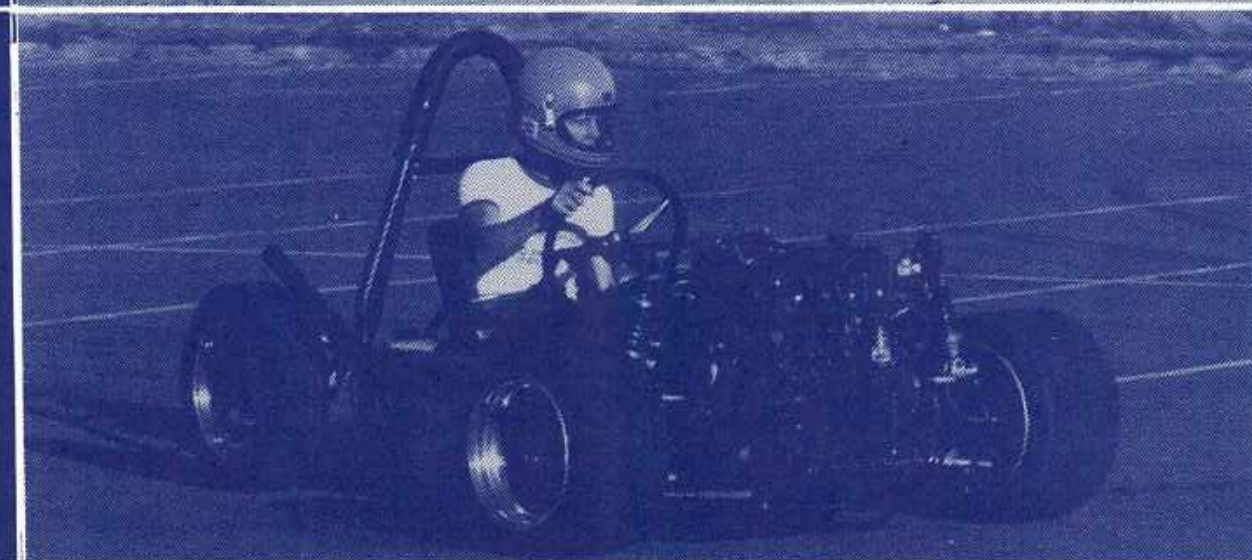
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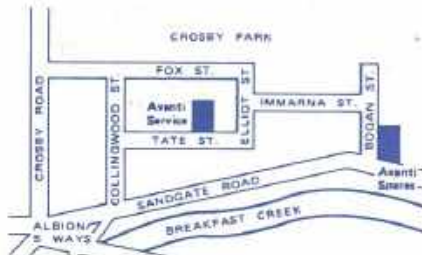
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STRAIGHT ON

The JEEP PIONEER 300 nearly didn't happen because of the deluge that struck South-East Queensland in the week prior to the event. The prologue and reconnaissance were cancelled and it was only due to the hard work by the organising team and others that saw the event go ahead on the Sunday. To have had to cancel would have been disastrous for the club and it was with much joy that we saw Sunday dawn fine.

Even with having to make a new track only 24 hours prior to the event it seems as though the day was successful with there being four laps run with no real delays or dramas.

Congratulations to Craig Martin/Paul Styles for a fine win, just over a minute ahead of Charlie Albins/Rodja McClelland, both of course in Class 1 cars. First placed Queenslanders were the popular Laurie and Janelle Svenson in 7th place outright just two places ahead of Ed van Amstel/Don Williamson with the latter crew placing third in Class 2. Congratulations to those crews. We will have a lap by lap analysis in the next issue of Brisport.

PBJ

Mansell's ton

GREAT Britain's Nigel Mansell notched up his 100th Grand Prix win at the Austrian Grand Prix overnight.

It was his fourth victory for 1987.

Second was Mansell's Williams Honda team mate, Brazilian Nelson Piquet.

And you thought Alain Prost had the record. At an average of 5 wins per year this means that Mansell has been racing for about 20 years in F1. My Gawd he holds his age well!!!

(This appeared on page 3 of the Courier-Mail the day after the Austrian GP. Motor sport is not one of that papers specialities).

B.S.C.C. QUILPIE SUB-BRANCH REPORTING.....

The distances Jim Reddiex will drive to get you to make him a cup of tea are amazing. This time we met him 90 km west of Thargomindah. Seriously though Jim, congratulations from all of us out here on your wonderful effort in the Wynns.

I also went and checked out the "Bourke to Barrier Bash" when they came through Windorah. The only resemblance to Rallying, as we know it, is that they drive motor vehicles. But they do seem to have a marvellous time and should you win Gold Lotto and want to give a sizeable chunk to charity it would be a fun way to do it.

Meanwhile, back at Camp Bailey we have been compiling a squadron kill list. Four kills, (mostly roos) is an ace. As is only fitting our fearless leader is heading the list with four aces (and a telephone line) after his name. Rod has been having a problem though, he can't seem to get "the boat" to do hand-brake turns. Its been slowing him down out on the line.

GOSSIP SECTION....John Rogers has been out in the bash shed at Penshaws with the dishy little blonde discussing male and female leads. It could lead to anything...

TARA 1987

Anyone who was put off attending the event by the rain missed out on a great time.

A bit off-putting - all the rain - the event being on and off - still, when we were given the go-ahead on Saturday morning we threw some odds and ends into the rally bag and took off.

As we hadn't thought we could make it, we gave our room at the pub to some guys from Vic, however, it looks as though it may not have been there for him as it was apparently first com/first served for rooms in Tara this weekend. However, we found more than adequate accomodation less than an hour away in Dalby.

It is quite remarkable how much you miss out on being tied to a crew. We walked for miles - sorry kilometres - took heaps of photos - and I am sure we swallowed half the flies in the area. They seem to thrive on the Aerogard that the Lions were selling at \$5.00 per can. As far as spectators are concerned (to hell with the crews) there is nothing like a good bog hole to draw the crowds. I think that there were a lot of locals who came for a quick look and stayed for the whole event.

Of course, I still have a soft spot for the Classes 7 and 8, and spent most of the time following the big bounders from bog to bog (to tree). They make it look so much more fun than the buggiés. Of course Class 5 is a lot of fun too - I dont know how these 2 WD's make it - cubic capacity must help but not all that much. I dont know what was under the Porsche shell (I hope it wasn't all Porsche) but GB was heard to sigh whenever it passed - crashing-bashing-and-flying.

All up we had a great weekend. Next time I dont think I'll even attampt to stay in Tara - rather be sure of a bed at Dalby.

Also, a big round of appreciation for those dedicated ladies who gave up a day in the sun/dust/bog/flies for the discomforts of a cool shady tent (doesn't that sound inviting - I am sure Esme can find a seat for anyone who would like to join her at the next event).

And Cedric - the notorious "Mumbles" of the CB lanes - actually heard on the PA. Maybe he is trying out for the role of DJ in the Flying Doctors?

Regards
P
(Pat McCreevy)



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Jeep
PIONEER



PROVISIONAL RESULTS - JEEP PIONEER 300 - 18th October 1987

Outright Class	Car Pos.	Car No.	ENTRANT/DRIVER/NAVIGATOR	Time
1st	1	102	BRIDGESTONE AUST./CRAIG MARTIN/Craig Martin/Paul Styles	2.27.02
2nd	2	120	CHARLES ALBINS/Charles Albins/Rodja McClelland	2.28.05
3rd	3	103	BRIDGESTONE AUST./Peter Walker/Neville Brandon	2.29.51
4th	1	202	BRIDGESTONE AUST./MARK BURROWS/Mark Burrows/Ross Waller	2.30.00
5th	4	105	YTA AUST.P/L./NEIL BENTLEY/Neil Bentley/Kym Rodda/Haydn Bentley	2.31.05
6th	5	111	YOKOHAMA TYRES AUST/NEVILLE JORGENSEN/David Stuchbury/Jayne Stuchbury	2.32.04
7th	6	144	JANELLE SVENSON/Laurence Svenson/Janelle Svenson	2.32.47
8th	2	201	YOKOHAMA TYRES AUST/NEVILLE BOYES/Neville Boyes/Kevin Metcraft	2.35.40
9th	3	233	DONALD WILLIAMSON/Ed van Amstel/Donald Williamson	2.37.39
10th	4	203	YOKOHAMA TYRES AUST/BRIAN MORLEY/Brian Morley/Rodney Pitstock	2.39.07
11th	1	315	GEOFFREY BECKETT/Geoffrey Beckett/Anthony Dunn	2.41.41
12th	7	115	DAREN WELLS/Daren Wells/Ian McPhee	2.44.02
13th	2	301	SAAS STEERING WHEELS/Peter Richards/Wayne Nowell	2.45.55
14th	8	1111	JEFF SHEPHERD/Jeff Shepherd/Sabine Schimkat	2.47.42
15th	9	1105	WAYNE CAMBIE/Wayne Cambie/Dennis Denning	2.48.11
16th	3	304	YOKOHAMA TYRES AUST./MICK MYERS/Mick Myers/John Morrissey	2.48.58
17th	4	302	YOKOHAMA TYRES AUST./STUART LORD/Stuart Lord/Steve Toth	2.49.59
18th	10	147	DOUG McWILLIAM/Doug McWilliam/Daryl Cole/Eddy Trapp	2.52.18
19th	1	433	STEPHEN JEFFERY/Stephen Jeffery/Noel Jeffery	2.52.24
20th	1	701	BRIDGESTONE AUST./LES SIVIOUR/Les Siviour/Robert Baulch	2.56.09
21st	11	143	STEPHEN BLACKBURN/Stephen Blackburn/Ann Blackburn	3.01.12
22nd	5	2260	ANDREW BRICE/Andrew Brice/Christopher Brice	3.04.53
23rd	6	2259	BRIAN BOWLEY/Brian Bowley/Barry Macfarlane	3.07.07
24th	7	287	BRIDGESTONE AUST/LINDA MILLER/Linda Miller/Leigh Williamson	3.15.23
25th	12	193	K.M.O.R.C./DAVID BURTON/David Burton/Susan Burton	3.16.00
26th	5	377	GREG & ALAN NICOLL/Greg Nicoll/Alan Nicoll	3.19.52
27th	8	206	YOKOHAMA TYRES AUST/GRANT KNIGHT/Grant Knight/Bill Knight/Kristine Knight	3.19.57
28th	6	356	ALAN ROBINSON/Alan Robinson/Mark Jewell	3.20.00
29th	2	731	GRAHAME BAXTER/Grahame Baxter/Mick Clark	3.20.27
30th	1	8101	BRIDGESTONE AUST/HAROLD GILL/Harold Gill/Geoffrey Gill	3.22.38
31st	2	860	BARRY MASSEY/Barry Massey/Lyndon Walshaw/Lisa Massey	3.32.56
32nd	13	155	ERIC WHITBREAD/Eric Whitbread/Scott Cowling	3.27.18
33rd	2	409	MALCOLM CAMPBELL/Gregory Campbell/Malcolm Campbell/Melinda Campbell	3.28.45
34th	7	310	RODNEY SAMS/Rodney Sams/James Sams	3.29.35
35th	14	149	LEONARD BARRON/Leonard Barron/Peter Chrystal	3.33.58
36th	9	216	LESLIE G GILKES/Graham Gilkes/Cindy Dauth	3.37.58
37th	3	720	LADA CARS (AUST)/Tim Wood/Douglas Embrey	3.43.49
38th	10	292	RHONDA IRONS/Rhonda Irons/Ian Irons	3.45.19
39th	15	130	GARRY LEACH/Garry Leach/Stephen Seckold/Stephen Ballard	3.46.37
40th	3	477	JOHN WESTAWAY/John Westaway/Russell Pell	3.49.57
41st	1	566	HEDWELD ENG.P/L./Jan Louis/Andrew Burton	3.55.54
42nd	8	324	RICK VANDERMEER/Rick Vandermeer/Glwyn Thompson	4.06.04
43rd	11	2210	DONALD MACARTHUR/Donald Macarthur/Russell Macarthur	4.08.26
44th	2	504	RON MILTON/Ron Milton/John Campbell	4.20.54
45th	4	702	YOKOHAMA TYRES AUST/PETER & GLEN HADLOW/Peter Hadlow/Glen Hadlow	4.21.40
46th	3	556	YOKOHAMA AUST/C.A.MOEDT/William Hammond/Carolyn Moedt/Stuart Kaiser	4.29.06
47th	4	481	JAMES CORBETT/James Corbett/Stephen Marsh	4.32.18
48th	12	239	RON LANGE/Ron Lange/Brian Field	5.38.11
49th	5	765	DARRYL SMITH/Darryl Smith/Stephen Crowe	5.47.53

ROUND 5 AUSTRALIAN OFF ROAD CHAMPIONSHIP

JEEP PIONEER 300

Well, what can one say about this event. If anything could go wrong it did but with the utmost perseverance and dedication by a number of people the event got underway and from some conversations that I just happened to overhear most people were pleased with the event.

My story should start on the Thursday before the race when, with our little Rodeo filled to the gunnels with all sorts of paraphernalia, Steve and I headed for Tara expecting it to be dry, hot and very dusty. What awaits us, but rain. Not deterred we do a little bit of reconnaissance and decide to go to the motel and have dinner and a good night's rest and be bright eyed and bushy tailed for the next day.

After about only three hours sleep on the Thursday night because of the noise of the rain beating down on the roof of the motel, we get up, still optimistic I hasten to add, and head off to the track to do some work. Well we only just made it to Jeff Sheppard's place and there we stopped. It wasn't just raining it was flooding, notwithstanding helpful advice from Brisbane that the weather bureau had assured people there that it was only showers that we were having. That put a stop to any work that we may have decided to do. I should add here that Ken Smith was with us through all this giving helpful pieces of advice.

Well after a few hours of cooling our heels Peter Marcovich and crew arrived. After some discussion, it was decided that Steve and Dennis Brown should go out and have a bit of a look around. With Dennis navigating, and without going into detail, he (or they) managed to drown the car in about two feet of water. Well a quick "mayday" call on the two-way saying that the car is bogged and they are taking on water brings Ian Bond to the rescue half an hour later. It took Ian that long to find them. I think some very anxious moments were had at that time. Thanks Dennis! My side of the car still hasn't dried out. I think it was decided soon after the rescue mission that nothing more could be done on Friday. So back to the motel again and after looking at maps for probably three hours seventeen different alternative routes for the track had been planned. I think may be a democratic vote was taken and one was given the nod.

Saturday dawned bright and fine and off to the alternative track Steve and company went to do all that could be done in daylight hours. Finally Steve arrived back at the motel at about 7.30 p.m. (by which time I thought something drastic had happened) covered in scratches and looking a bit the worse for wear. It seems

John-Pierre had decided that he needed a first hand look at the track and Steve was standing in the back of the Mitsubishi John-Pierre was driving trying his best to duck and dive tree branches. The tree branches won the day if his scratches and abrasions are anything to go by.

Race day at last. Nothing like a 4.30 a.m. start and out to the track. Getting things organized was going fairly well until the tent we were putting up at the start line did not have the ropes to go with it. Throwing caution to the wind I jumped into the Rodeo and headed off to get the ropes but lo and behold you can't judge a bog hole by its looks. Needless to say I bogged it up to its axles. Many thanks to the S.E.S. for pulling me out.

Finally the race got underway. May I say here on behalf of Laureen Smith, Coral Dickfoss and myself to all you competitors thanks for making us eat dust all day at the finish timing tent. There is nothing like trying to eat a sandwich covered in dust.

I feel that thanks should go to all that helped on the day and a very special thanks to Ken Smith who forewent the opportunity to race his car in favour of helping the organizers of the event keep things moving smoothly.

Julie Abrahamson

P.S. Also thanks to Laurie and Jenelle Svenson for spraying us with branch shavings off the tree in front of the timing tent when Laurie slewed the back of his buggy out. You have never seen three people duck under a table so fast as when the shavings came our way.



And from the Headquarters point of view, just a few thank yous to: Betty Loy and Roslyn Loy for their work at the time-out table, Peter and Tricia Smith for working out all the scores (no computer) and to Chris Lane for marking up the Score Board. Brian Barker was also helping in this region as well as attending to his Secretarial duties. Peter Marshall keeping everybody calm on the radio network and Lyn Massey and Lynn keeping the Passage Control Board up-to-date. Also helping out where and when required Sherry Smith, Monique Connelly and Alexandra and I mustn't forget a big thank you to Adam for collecting Start Cards, delivering them to Finish Control and then collecting and delivering them back to H.Q.- he must have run/walked miles!

Esme Gibson

THE ACTION REALTY RALLY
(QRC4 and clubman /novice 4)

This event was held on the 22nd of August and was run by the IWMAC who once again obtained Action Realty as a sponsor and once again had the start in Bell Street Ipswich on a Saturday morning.

The entry list was headed by the Grand Prix Mazda 323 4WD of Murray Coote and Iain Stewart followed at car two by the Johanson/Wright Datsun (yellow), then the Gray/Hamwood Datsun (green), Marc Roach's desirable 323 4WD, the Coleman/Garbett Datsun (white) with the only other likely front runners being the Kahler/Best RX7 and the Summerville/Darch Datsun.

A total of 56 entries were received with 11 of those being PRC vehicles. After leaving Ipswich crews headed to the IWMAC complex at Willowbank for a short blast around most of the autocross track and some other 'roads'. This was basically a spectator orientated stage and some crews responded by spinning out.

SS2 WILLOWBANK 1.56 km

1	Roach/Price	1	1.52	19	Zische/Rets	2	2.03	36	Lewis/Garth	3	2.08
2	Coote/Stewart	1	1.53		Bognuda/Lay	3	2.03		Kelly/Jordan	4	2.08
3	Phillips/Young	1	1.55		Banar/Chamb	3	2.03	38	A.Reddiex/Chr	4	2.09
	Kahler/Best	1	1.55	22	Dummett/Mog	2	2.04		Jones/Fysh	4	2.09
5	Cook/Blake	2	1.56		Batts/Hall	2	2.04	40	O'Shea/Hunt	2	2.11
6	Johanson/Wrigh	1	1.57		H.Kabel/Tew	3	2.04		Clay/Spearing	3	2.11
	Summerville/Da	1	1.57		Mitchell/Mc	3	2.04	42	Neuendorff/No	4	2.12
8	Gray/Hamwood	1	1.59		Donovan/Col	3	2.04		Smithies/Goot	4	2.12
9	Burke/Ruggles	2	2.00	27	Dawson/Gibs	2	2.05		Convery/Reid	4	2.12
	Kruger/Alback	3	2.00		Kellock/Lin	3	2.05	45	Krebs/Smith	4	2.13
11	Coleman/Garbet	1	2.01		Cumpston/Ga	3	2.05		McDowell/Lean	4	2.13
	Gees/Gees	2	2.01		Johnson/Smi	3	2.05	47	Crane/Friswel	4	2.14
	Reddiex/Perry	2	2.01		Cross/McDow	3	2.05	48	Neil/Rankin	4	2.17
	S.Reid/Zaver	2	2.01		Goasdoue/We	3	2.05	49	R.Reid/Lane	3	2.19
	Kemp/Pearce	4	2.01	33	Williamson/	2	2.06		Fackrell/Fox	3	2.19
16	Anderson/Under	2	2.02	34	Newton/Girl	3	2.07	51	Mills/Mills	3	2.20
	Clarke/Ross	3	2.02		Crisp/Trust	4	2.07				
	Krause/Madsen	4	2.02								

Peter Phillips/Peter Young did not appear in the original entry list but started in position 5 and Stewart Reid started in position 19.

SS4 ESK STATE FOREST 11.56 km

The minimum time of 8 minutes was obtained by all except the following crews:

33	Krause/Madsen	4	88.02	38	Batts/Hall	2	8.22	43	Convery/Reid	4	9.23
34	Mills/Mills	3	8.04		Reid/Lane	3	8.22	44	Dawson/Gibson	2	12.18
35	Banar/Chambers	3	8.09		Krebs/Smith	4	8.22	45	O'Shea/Hunt	2	12.35
36	Lewis/Garth	3	8.14	41	Smithies/Go	4	8.37	46	Reddiex/Perry	2	13.49
37	Kelly/Jordan	4	8.16	42	Reddiex/Chri	4	8.40	47	Newton/Girle	3	31.56

Fackrell's Escort retired at Willowbank with engine trouble, Kahler's Mazda stopped here, Tony Kellock went off and got stuck on a tricky righthander that also claimed Rod Dawson (who got going again) and Alan Jones who rolled in a big way. David Newton also severely damaged his car somewhere here and Steve Kelly retired his Mazda in the next stage which was at Benarkin, with diff failure.

Russell Reid was running in a new motor which only came to life the previous evening and Gary Batts was driving a Group G Datsun rather than his familiar Gemini which was damaged in the Keema. The rest of the stages were in the Benarkin area and all but one or two were nighttime stages.

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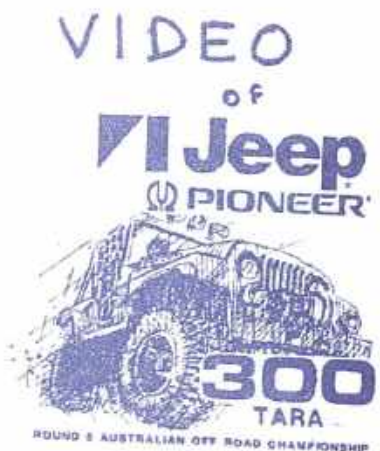
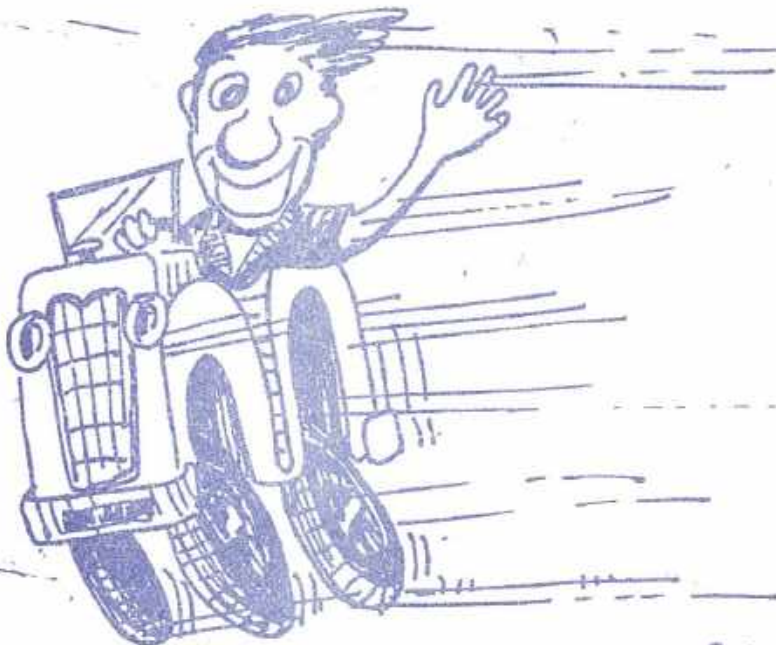
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1988 QUEENSLAND RALLY SERIES' (Pending NCC decision 26/10.)

After much hard work and consideration by Dennis Brown and Iain Stewart, and scrutiny by the Rally Advisory Panel and State Council the format for rally series' in Queensland in 1988 has been announced.

The most radical decision that has been made is the one to drop the driver grading system that has been used in the state for a number of years. From now on everyone is in together. That is to say no more State Classified, Recognised, Clubman or Novice classes. There will be no grades or awards for those grades in events.

To encourage younger competitors a new NOVICE class has been introduced. To be eligible for this class a competitor can only have driven in 5 or fewer state championship or higher status events. In other words if you have driven in six QRC events you're no longer a Novice but are in with the rest.

To replace the current Clubman/Novice series there will be a NOVICE SERIES which will be run in conjunction with the QRC and also include other events. Points will 15 for first Novice down to 1 point for 15th Novice. A maximum of six events will count with one less than the number of events held, to count. If there are four or less events held, all count. Both PRC and CRC vehicles are eligible to score points in the NOVICE SERIES.

The 1st placed Driver and Navigator in the series receive awards.

A series for Clubman Rally Cars will be run and if you aren't sure what a CRC vehicle is, check the last CAMSREPORT for details. Once again points will be awarded on a 15 to 1 basis with no vehicle classes within the CRC class.

A maximum of eight rounds with six to count, 7 rounds 6 to count, 6 rounds 5 to count, 5 or less all count. All drivers eligible for this class.

The 1988 QUEENSLAND RALLY CHAMPIONSHIP will be run with a maximum of six rounds with one less than held to count, four or less all count.

The only vehicles eligible to score points in the QRC are PRC vehicles. All drivers eligible. Vehicle classes will be used based on cubic capacity and number of driven wheels, as per the March '87 CAMSREPORT.

Class One - up to 1300cc, Class 2 1300-1600cc, Class 3 1600-2000cc, Class 4 over 2000cc (all two wheel drive) and Class 5 4WD all capacities.

Points are once again 15 down to 1 for outright positions. Bonus Class points are also being used and they are 9,6,4,3,2,1 for the first six placed drivers in each class. These points will be added to your outright points to arrive at a total for that event, i.e. if you place 1st outright you'll get 15 plus the 9 for the class victory and that equals 24. If you place 8th outright and still manage to win your class you'll get 8 O/R points plus your 9 Class points and that equals 16 points for that event. This gives the smaller capacity class cars a better chance of doing well in the overall QRC.

The State Champion Driver and Navigator will receive CAMS trophies as will the crews who win each of the PRC classes for the year.

There will also be a Manufacturers award for the year. Points are as per the CAMS MANUAL i.e 20,15,12,10,8,6,4,3,2,1 for 1st to tenth outright with only the highest scoring car of each make awarded points. Make = Holden, Mazda, Ford etc. A trophy will be awarded to the winning manufacturer.

BSCC'S MAPPING RALLY

The mapping rally was finally held on the 26th of September and was won by the 'expert' crew of Adrian Dillon and Graham Clark. 28 points behind was the Mazda of Barry Neuendorff with the sometimes 'OK' driver Rod Browning in the navigators seat. They were 17 points ahead of Alan Cutts and the Best from the West, Tony that is. 1st Non-Expert was A. Pearce/K. Convery ahead of Tony Kabel and Craig Garth then Tom Cumpston/Tony Garvey.

Hope to have a story from someone (?) for next issue.

BRISBANE SPORTING CAR CLUB LIMITED
QUEENSLAND MOTORKHANA CHAMPIONSHIP 13th SEPTEMBER 1987
BOONDALL ENTERTAINMENT COMPLEX CAR PARKS A - ZZ INCLUSIVE

Smiles were big in the Tegg and Smith households when we heard of our appointment as organisers of this prestige event. Naturally there was a scuffle over the Premier position but I won and Warren became the Director, the man who carries the can when the buck stops.

We presented an event unique in QMC history. All other events have an impeccable organisation but the management are rather unapproachable and remote, not the B.S.C.C. However, we proved to have the organising skills of a blob of green jelly but amiable, amenable, bribable, you name it and the ble's were on us.

There was a credit side to this event, apart from not having to refund the entry fees, we did whoosh 30 punters through 8 tests and by 2.15pm they were all homeward bound to watch the last few hours of Sandown. On the debit side very few of the tests were the ones laid down in the regs, or those to be used in the Australian Motorkhana Championship. Contrary to popular opinion Warren and I had made a reccie of the site the previous week, only we had taken neither a motorkhana code or anything to measure with, so it was a case of "Sure and it's a foine car park to be sure" with me underestimating by eye like a man possessed. On the day, once the prganisers had spent 85% of the first 2 hours trying to get Warrens half-witted Yak herders tent erected, we found that any test not long and thin just didn't fit in. I wanted to extend the playing area by bumping onto the flowerbeds using the CAMS stewards as ramps but Warrens razor sharp legal brain saw Trouble Ahead if we did. So after every 2 tests the brighter lights amongst the competitors would get their heads together and drag Warren away from the portable TV to tell him which tests to run.

Where we almost did come unstuck was in our scarcity of volunteers, Sandy Milner was washing Dons' hair (he had to pick it up Thursday), Jim Teddirex was Wynning something, Laurence Svenson was at the Porsche Owners Super Houtings (P.O.S.H.) for the floral display and Sunday afternoon creep. So we had three of my friends (well, all right TIMS' friends) to time and help with the results, Laurie Garth had come along solely as consort to the CAMS Obergruppenfuhrermotorkhanagrossensteward Midge Garth - and to down the odd Mint Julep - but found himself in the sun, timing the tests where the long poles blew down like the four and twenty virgins on scrumpy night.

The poor competitors, having paid an entry fee of \$1200 (\$1180 of which went to the Tegsmi RAC Rally Spectating Fund) were pushed around as we found we needed car park after car park, confused with the 'briefing', started 20 minutes late, had no more idea what was happening than the organisers and yet made not a murmur of complaint - a fine example of The Dunkirk Spirit.

The event was underwhelmed by club entrys :- Allan McConnell totalled 199.8 after a terrible day, the other three were all in Class C with Peter Johnson on 241.2, Tom Smith on 245.4 and Tony Kellock on 256.4, Hurd Glubertash was in Class G (for rearward facing leather coated saxaphones) and scored 1170.2 .

Three exciting moments. Mr O Sullivan in his Renault Special dived not for the finish but the gap between the start and finish where we stood, the Club president arriving to see organisation as smooth as silk and The Incredible Mrs Smith arriving at 9.30, reviewing the chaos and saying "What HAVE you been doing ?" (The answer to that of course was putting up the odding tent)

Thank You from WT and I, and this isn't Au Revoir.

PS

CAR PARK Q

I phoned on the Saturday to find out the final details for the deal that was going down on Sunday 13th September. I asked to speak to the 'Fatman' but all I got was a funny little round, bearded foreigner who went by the codename 'Booksmith'. When I asked about special requirements he told me to make sure the clamp was on and my nuts were tight. Further instructions to cut the seat out my trousers and paint my bum green only served to convince me that I was dealing with either a deranged, homicidal axe-murderer or a motorkhana organiser. The latter proved to be true and the very next day my life was to change dramatically.....

I arrived at the designated ^{time} to find several suspicious looking characters pretending to be important - there was 'Crocodile' Tegg and his offsider 'Alligator' Garth - both henchmen to the 'Booksmith', and his lovely 'moll' The Incredible Mrs. Smith (TIMS). It was obvious that the 'Booksmith' was going to run things the way he wanted. I could tell by the outline of the Derringer in his trouser pocket, (at least I think it was a gun). An outside official by the obvious alias of 'Cameron Stewart' said that he didn't want to know what was going on, and the 'Booksmith' could do whatever he liked - and he did!

Realizing at this stage that supplies would be required, Pete 'The Animal' Johnson (? -Ed.) and I sallied forth to find a shop that sold chicken and ice and believe it or not there is a shop that sells both just down on Sandgate road...amazing.

The action started and I waited for what seemed like an hour, but was only a minute, then another minute passed. Then a third minute followed, only preceeding what was obviously a fourth minute. The silence was electric: actually it wasn't silent- it was quite noisy. Tyres howled, engines roared, dogs cried, babies barked, and the 'Booksmith' smirked on.

After hours of punishment and physical abuse, we packed up and started to disperse, making sure that the 'Booksmith' was left to lick the tyre marks off the bitumen. He later made it public that this was to be his swansong - no more messin' around. Everyone rejoiced and was happy, but I'll miss that certain special quality.....

Tom 'That can't be his real name' Smith.

S & BITS & PIECES.....CARS & BITS & PIECES.....CARS & BITS & PIECES.....

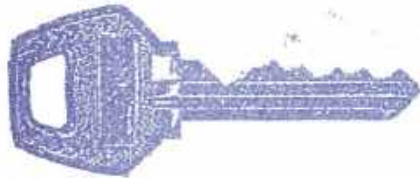
DATSUN 1600 SPARES -	Engine \$180, Four doors \$100 ea., Diff \$50, Gearbox \$50, Driveshaft \$20, Front Struts \$50 ea., Exhaust manifold \$25, Exhaust system \$50, Demountable roll cage \$200, windscreen \$40 Rear screen \$40, and other spares.
	If you want the lot hell do a good deal. Phone Kev on 273 1816 after 4 PM.

ISUZU PF 60 Rally Car (Rolled)-PRC, 1817cc motor, 4.2 locker diff, Bilsteins, Halda, Harnesses, 6 wheels and tyres, lots of straight panels, car is going -test drive. Ready to put into TX, TC, TD, TE Gemini shell to be eligible for ARC and QRC. Cheap 1600 to 2000cc Class car. \$2950. Peter Johnson 892 5730 AH.

URGENTLY WANTED

Tom Cumpston is competing in the Alpine Rally on the 21st of November and needs a service crew. Preferably ute mounted and he will supply accomodation and fuel used on the night. You drive down and home again. Also Edie Cumpston wants a lift down on the Thursday night rather than going on the Tuesday. If anyone can help phone Tom on 07 290 1650. Also the Subaru is still for sale and he has some 2nd hand rally tyres.

John Barnes & Co (Qld)



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The lads at G P CARS are old hands at motorsport competition so call in or phone on 356 9544 and use their experience to your advantage. Shop where your needs are understood. As a bonus, when you purchase, mention your BSOC membership and usually they can offer a concession on the price!



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BSCC'S QUEENSLAND MOTORKHANA CHAMPIONSHIP ROUND

BOONDALL, 13th SEPT.

TEST 1 Reverse Garage

1 McConnell F1	25.7	12 Brown C	39.4	22 Andrews F2	45.6
2 K.O'Sulli F2	26.5	13 Harrys C	39.9	23 P.Graham C	46.7
3 Burgess F1	29.0	14 Graham C	40.0	24 Roseboom C	46.8
4 Jenkinson A	31.0	15 Sleaford B	40.1	25 Hutchinso C	53.1
5 Johnson C	34.1	16 Stratton C	40.9	26 M.O'Sulli L	64.1
6 J.O'SullivF2	34.3	17 Kellock C	41.6	27 K.Andrews F2	80.7
7 Keeley C	34.8	18 M.Smith C	43.5		
8 Sutherland B	35.2	19 Bertwhist C	43.7		
9 Smith C	35.7	Guy D	43.7		
10 Skyring A	37.0	21 Butcher B	45.5		
White C	37.0				

TEST 2 HOPKIRK

1 K.O'Sullivan F2	25.5	12 Johnson C	32.1	21 Butcher A	37.1
2 Brown C	27.7	13 Skyring A	33.2	22 Harrys C	37.3
3 Burgess F1	28.5	14 Smith C	34.5	23 Stratton C	38.4
4 Graham C	29.0	15 Hutchinso C	35.4	24 Bertwhist C	38.8
5 Sutherland B	30.0	16 Kellock C	35.7	25 M.Smith C	39.7
6 McConnell F1	30.3	17 P.Graham C	35.8	26 M.O'Sulli B	41.9
7 Keeley C	30.5	18 Guy D	36.0	27 K.Andrews F2	63.9
8 J.O'Sullivan F2	31.0	19 White C	36.2		
9 Roseboom C	31.5	J.Andrews F2	36.2		
10 Jenkinson A	31.8				
Sleaford B	31.8				

TEST 3 PADDY

1 Jenkinson A	24.5	10 Stratton C	31.9	18 Guy D	35.0
2 Graham C	26.4	11 K.O'Sulliv F2	32.4	19 Smith C	35.2
Brown C	26.4	12 Sleaford B	32.6	20 Butcher B	35.7
4 Johnson C	27.3	13 Harrys C	33.3	21 Hutchin C	36.4
5 Burgess F1	28.4	14 McConnell F1	33.4	22 J.AndrewF2	37.3
6 Keeley C	29.8	M.O'Sulliv L	33.4	23 Kellock C	38.0
7 Sutherland B	30.1	16 P.Graham C	34.3	24 White C	40.3
8 Roseboom C	30.3	17 J.O'Sulliv F2	34.8	25 Bertwhi C	44.1
9 Skyring A	31.3			26 M.Smith C	44.5
				27 K.AndrewF2	96.3

TEST 4 Manoeuvring

1 McConnell F1	23.3	10 Butcher B	28.7	18 Brown C	30.4
2 Burgess F1	25.1	Bertwhistl C	28.7	19 Harrys C	31.4
3 K.O'Sullivan F2	25.7	12 Skyring A	28.8	20 Guy D	32.7
4 Jenkinson A	26.7	13 Roseboom C	29.0	21 Smith C	34.2
5 J.O'Sullivan F2	27.1	14 Hutchinson C	29.5	22 White C	34.5
6 Graham C	27.9	15 M.Smith C	29.6	23 Sleaford B	35.8
7 Stratton C	28.0	16 Keeley C	29.8	24 P.Graham C	39.5
8 J.Andrews F2	28.1	M.O'Sulliv L	29.8	Johnson C	39.5
9 Sutherland B	28.4	17 Kellock C	30.2	27 K.AndrewsF2	48.0

TEST 5 CLOVER LEAF

1 McConnell F1	20.3	10 Butcher B	25.1	19 Sleaford B	26.2
2 Burgess F1	21.3	11 Keeley C	25.3	20 Johnson C	26.4
3 K.O'Sullivan F2	22.5	12 BertwhistleC	25.4	21 M.O'Sulliv L	27.5
4 Jenkinson A	22.6	13 Harrys C	25.5	22 Roseboom C	29.8
5 Graham C	23.5	14 M.Smith C	25.6	Guy D	29.8
Brown C	23.5	15 J.Andrews F2	25.7	24 Hutchinson C	30.4
7 Stratton C	24.0	16 Sutherland B	25.8	25 P.Graham C	31.7
8 Skyring A	24.6	Kellock C	25.8	26 White C	31.9
9 J.O'Sullivan F2	24.9	18 Smith C	26.1	27 K.Andrews F2	38.1

TEST 6 LAZY EIGHT

1 McConnell	F1	20.3	11 Smith	C	25.9	20 Harrys	C	27.1
2 Burgess	F1	21.4	12 Butcher	B	26.1	21 M.Smith	C	27.2
3 Jenkinson	A	22.8	M.O'Sullivan	L	26.1	22 Johnson	C	27.5
K.O'Sullivan	F2	22.8	P.Graham	C	26.1	Keeley	C	27.5
5 J.O'Sullivan	F2	24.0	15 White	C	26.2	24 Skyring	A	28.2
6 Kellock	C	24.7	J.Andrews	F2	26.2	25 Guy	D	33.1
7 Brown	C	25.1	17 Hutchinson	C	26.3	26 Bertwhistle	C	33.5
8 Stratton	C	25.3	18 Sleaford	B	26.9	27 K.Andrews	F2	38.1
9 Graham	C	25.8	Sutherland	B	26.9			
Roseboom	C	25.8						

TEST 7 OPEN SLALOM

1 Burgess	F1	21.4	10 Roseboom	C	26.9	19 Sleaford	B	29.2
2 K.O'Sullivan	F2	23.7	11 Johnson	C	27.2	20 Hutchinson	C	29.6
3 Jenkinson	A	24.4	12 M.O'Sulli	L	27.4	21 M.Smith	C	30.8
4 J.O'Sullivan	F2	24.8	13 Harrys	C	27.8	22 P.Graham	C	31.1
5 McConnell	F1	25.9	14 Bertwhist	C	28.0	23 Stratton	C	32.0
6 Graham	C	26.1	Keeley	C	28.0	24 Brown	C	32.1
7 Smith	C	26.6	16 Sutherland	B	28.2	25 Guy	D	32.8
J.Andrews	F2	26.6	17 Kellock	C	28.6	26 Skyring	A	36.5
9 Butcher	B	26.9	18 White	C	28.9	27 K.Andrews	F2	44.0

TEST 8 GATE SLALOM

1 McConnell	F1	20.6	10 P.Graham	C	25.7	19 Harrys	C	26.9
2 Burgess	F1	22.2	11 J.Andrews	F2	25.8	M.O'Sullivan	L	26.9
3 K.O'Sullivan	F2	23.4	12 Sleaford	B	25.9	21 Johnson	C	27.1
4 J.O'Sullivan	F2	23.6	Roseboom	C	25.9	22 Smith	C	27.2
5 Jenkinson	A	23.7	14 Bertwhist	C	26.0	23 Hutchinson	C	27.9
6 Graham	C	24.5	Brown	C	26.0	24 Stratton	C	29.6
7 Skyring	A	25.1	M.Smith	C	26.0	25 Guy	D	31.3
8 Sutherland	B	25.2	White	C	26.0	26 Kellock	C	31.8
9 Keeley	C	25.5	18 Butcher	B	26.3	27 K.Andrews	F2	35.0

OVERALL RESULTS

1 Andy Burgess	MINI SPECIAL	197.3	1st F1
2 Alan McConnell	MINI SPECIAL	199.8	2nd F1
3 Kerry O'Sullivan	RENAULT SPECIAL	202.5	1st F2
4 Lindsay Jenkinson	MINI MOKE	207.5	1st A
5 Ken Graham	DATSUN 1600	223.2	1st C
6 Jo O'Sullivan	RENAULT SPECIAL	224.5	2nd F2
7 Lindsay Sutherland	TOYOTA COROLLA	229.8	1st B
8 Ian Brown	VW	230.6	2nd C
9 William Keeley	VW	231.2	3rd C
10 Peter Johnson	HOLDEN GEMINI	241.2	C
11 Wayne Skyring	MINI	244.7	2nd A
12 Tom Smith	FORD ESCORT	245.4	C
13 Scot Roseboom	VW FASTBACK	246.0	C
14 Alan Sleaford	VAUXHALL VIVA	248.5	2nd B
15 Phillip Harrys	HOLDEN GEMINI	249.2	C
16B.Stratton	HOLDEN GEMINI	250.1	C
17 K. Butcher	TOYOTA	251.2	3rd B
18 Jim Andrews	RENAULT 750	251.5	3rd F2
19 Tony Kellock	DATSUN 1600	256.4	C
20 Mal White	MAZDA RX2	261.0	C
21 Marty Smith	HOLDEN GEMINI	265.9	C
22 Neville Bertwhistle	HOLDEN GEMINI	268.2	C
23 Warwick Hutchinson	HOLDEN GEMINI	268.6	C
24 Pauline Graham	DATSUN 1600	270.9	C
25 Keith Guy	HOLDEN COMMODORE	274.4	D
26 Micheala O'Sullivan	RENAULT SPECIAL	277.1	L
27 Karen Andrews	RENAULT 750	276.8	F2

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
	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
	Barry Massey		8	8
	Lisa Massey		8	8
	Lyndon Walshaw		8	8
=21	Nev Taylor	7		7
	George Croucher	7		7
	Mark Dolan		7	7
	John Smith		7	7
=25	William Sharpe	6		6
	John Devries	6		6
=27	Andrew Stewart	5		5
	James Aitken	5		5
	Greg Nicoll		5	5
	Alan Nicoll		5	5
=31	Janelle Svenson	4		4
	Mick Duffy	4		4
	Russell Macarthur		4	4
	Donald Macarthur		4	4
=35	Edwin Hetherington		3	3
	Bruce McDonald		3	3
=37	William Hammond	2		2
	Michael Mason	2		2
	Cindy Dauth		2	2
	Graham Smith		2	2
=41	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	Tom Cumpston	6	7	11	6	30
2	Tony Best		10	9	10	29
3	Tony Garvey		7	11	6	24
= 4	Peter Marshall	9			9	18
	Jim Reddiex		9		9	18
= 6	Pete Smith		2	8	7	17
	Laurie Garth			8	9	17
= 7	Paul Williamson	8	8			16
	Sheridan Hetherman	8	8			16
= 9	Vivian Gees	9	6			15
	Noel Gees	9	6			15
	Tony Habel		7		8	15
12	Tony Kellock	3	5		5	13
=13	Greg Summerville	11	1			12
	Martin Darch	11	1			12
	Russell Reid		5		7	12
=16	David Underwood	1		10		11
	David Newton	1	1	9		11
	Michael Girle	1	1	9		11
	Iain Stewart		11			11
	Rod Browning				11	11
=21	Peter Marcovich	10				10
	Greg Weale	10				10
	George Kahler		10			10
	Peter Johnson	1		9		10
	Mark Thompson			10		10
=26	Errol Bailey	9				9
	Dave Ambrose		9			9
=28	Ian Reddiex	4	4			8
	Tony Kellock	3	5			8
	Kevin Lingard	3	5			8
	Michael Bailey		1	7		8
=32	Barton Kew	7				7
	John Goasdoue	1		6		7
	Brian Swinton			7		7
=35	Chris Lane	5				5
	Terry O'Kane		1	4		5
	Ron van Opstal			5		5
	Keith Poulson				5	5
39	Shane Smithies		1	3		4
=40	Barry Cook		3			3
	Tim Blake		3			3
	Stephen Christensen			3		3
=45	Richard Anderson	2				2
	Terry Lewis	1	1			2
	Allan Mitchell	1	1			2
	Richard McCole	1	1			2
	Neil Jory		2			2
=48	Patricia Marr	1				1
	David Crane	1				1
	Trevor Friswell	1				1
	Bruce Mills	1				1
	Brenda Mills	1				1
	Tom Smith		1			1
	Tony Krebs		1			1
	Suzy Scullinz		1			1
	Conny Goote		1			1

Motorkhana Championship

1	Allan McConnell	11
2	Peter Johnson	10
= 3	Tom Smith	9
	Warren Tegg	9
	Pete Smith	9
= 6	Tony Kellock	8

Speed Event Championship

1	Laurence Svenson	11
2	Dave Westwood	10
= 3	Bill Sharpe	9
	Steve Blackburn	9
5	Mark Dolan	8

6	Greg Nicoll	7
7	Paul Swenson	6
8	Alan Nicoll	5
9	Wayne Cambie	4

Night Run Championship

= 1	Cameron Neilson	11	11	11	9	42
	Julie Neilson	11	11	11	9	42
3	Rod Sams	11	9	11	6	37
= 4	Brett Wright	11	9	11		31
	Christine Fuller	11	9	11		31
	Tom Smith	1	9	11	10	31
	Kym Smith	1	9	11	10	31
	Gary McLean	11	9		11	31
	Ms Chris Peake	11	9		11	31
10	Tony Kellock	11	9	9		29
11	Suzie Scullinz	9	9		7	25
=12	Ronnie Burns	11		11		22
	Pete Smith	11		3	8	22
	Laurence Svenson	11	11			22
=15	Zane Murray	4	4	11		19
	David Ellsworth	4	4	11		19
=17	Matt Simpson	4		9		13
	Greg Tebble	4		9		13
=19	Richard McCole	11				11
	Allan Mitchell	11				11
	Greg Horton		11			11
	Alison Tebble			11		11
	John Goasdoue			11		11
	Patricia Marr			11		11
	Peter Johnson			11		11
	John Quinn			11		11
=27	Steven Pitt		9	1		10
	Shane Lumley		9	1		10
=29	Warren Tegg	9				9
	Chris Lane				9	9
31	Tom Cumpston				7	7
32	Joanne Jay				6	6
=33	Ron van Opstal	4				4
	Tony Best	4				4
=35	Gary McLane			3		3
	Christine McLane			3		3
	Sean Conway			3		3
	Allan Conway			3		3
	Jodie Corbett			3		3
	James Corbett			3		3
=41	Paul Williamson	1				1
	Sheridan Hetherman	1				1

CLUB CHAMPIONSHIP

1	Laurence Svenson	23
2	Tom Smith	18
3	Pete Smith	16
= 4	Tom Cumpston	12
	Peter Johnson	12
= 5	Allan McConnell	11
	Cameron Neilson	11
	Julie Neilson	11
= 8	Tony Best	10
	Wayne Cambie	10
	Greg Horton	10
	Bob Mowbray	10
	Jeanette Mowbray	10
	Warren Tegg	10
	Bill Sharpe	10
	Dave Westwood	10
=16	Steve Blackburn	9
	Tony Garvey	9
	Tony Kellock	9
	Rod Sams	9
=20	Mark Dolan	8
	Christine Fuller	8
	Gary McLean	8
	Christine Peake	8
	Peter Marshall	8
	Jim Reddix	8
	Kym Smith	8
	Brett Wright	8
=28	Craig Brown	7
	Dennis Denning	7
	Brian Field	7
	Ron Lange	7
	Greg Nicoll	7
	Tom Stevenson	7
	Ed van Amstel	7
	Don Williamson	7
36	Laurie Garth	6
=37	Sheridan Hetherman	5
	Alan Nicoll	5
	Paul Swenson	5
	Paul Williamson	5
=41	Vivian Gees	2
	Noel Gees	2
	John Goasdoue	2
	Tony Kabel	2
	Chris Lane	2
	Allan Mitchell	2
	Patricia Marr	2
	Suzie Scullinz	2
	Ron von Opstal	2
	Kym Smith	10
	Christine Peake	10
	12 Lisa Massey	9
	13 Janelle Svenson	8

LADIES CHAMPIONSHIP

1	Suzie Scullinz	17
2	Patricia Marr	16
3	Sheridan Hetherman	12
= 4	Jeanette Mowbray	11
	Julie Neilson	11
= 6	Desley Collins	10
	Brenda Mills	10
	Conny Goote	10
	Christine Fuller	10

Lots more broads etc, etc.

CLUB OFFICIALSTELEPHONE NUMBERSHOMEWORK

PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.		
PRESIDENT.....	PETER MARCOVICH	395 1722	352 6555
VICE PRESIDENT.....	CHRIS LANE	398 1991	209 9155
IMMEDIATE PAST PRESIDENT.....	BRIAN SWINTON	848 4558	
SECRETARY.....	WARREN TEGG	848 3889	394 1922
TREASURER.....	HUGH WALKER	351 3921	252 3331
ASSISTANT TREASURER.....	BRETT WRIGHT	397 0531	397 0544
CLUB CAPTAIN.....	MICHAEL BAILEY	848 0546	
BOARD MEMBERS:			
(Meet 1st Tuesday	STEVE ABRAHAMSON,	PETER JOHNSON	
each mth 7.30 pm.)	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	892 5730	844 1800
REFRESHMENTS OFFICERS.....	BRETT WRIGHT		
	KEVIN LINGARD		
SPORTING SUB-COMMITTEE			
CHAIRMAN.....			
OFF ROAD OFFICERS.....	STEVE ABRAHAMSON	200 9535	275 2500
	TOM STEVENSON. ALAN STEAN,		
	ROD SAMS, ROD BRAND		
RALLY OFFICERS.....	PETER JOHNSON	892 5730	844 1800
	SUZY SCULLIN, MICHAEL BAILEY		
	TOM CUMPSTON, TONY KELLOCK		
	BRETT WRIGHT		
MOTORKHANA/ NIGHT RUNS	PETER SMITH/WARREN TEGG SOCIAL C'TEE.		
SOCIAL SUB-COMMITTEE			
CHAIRMAN.....	CHRIS LANE	398 1991	209 9155
	SANDRA MILNER	379 8978	275 2021
	SHARON GAYLARD	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.

BRISBANE SPORTING CAR CLUB LIMITED

FORTHCOMING EVENTS.

- 3rd November Board Meeting
SUNDAY
- 8th November B.B.Q. Ron Langes' - Come and have a fun day - more details inside. DONATE A FULL BOTTLE OF YOUR FAVORITE DRINK TO THE TOMBOLA STALL - LEAVE AT CLUBROOMS OR BRING ALONG ON THE DAY. ALL DONATIONS WELCOME. PROCEEDS GOING TOWARDS A PHOTOCOPIER!!!!
- 11th November Movie of the month.
- 15th November Grand Prix
- 18th November NACHOS NIGHT RUN - Directed by Tom Smith to be followed by Mexican food.....
- 29th November MUNDOOLUN SHORT COURSE - note date change.
- 1st December Board Meeting
SUNDAY
- 6th December CHRISTMAS PARTY - MIRAGE - keep date free, more details next magazine, or contact Chris Lane 209 9155 w
- 9th December Movie of the month
- 12/13th December GALLANGOWAN FOREST RALLY
- 16th December Last Club night for 1987.

DON'T FORGET TO LEAVE YOUR BOTTLE DONATION AT THE CLUBROOMS, OR JUST A COUPLE OF DOLLARS, IF YOU HAVE FORGOTTEN TO BRING IT. OR DONATE A CAN OF DRINK

MUNDOOLUN SHORTCOURSE



SPECTATORS WELCOME

DOUBLE ENTRIES WELCOMED. DIRECTOR WILLING TO RUN A LADIES HEAT BUT THIS WOULD ENTAIL A SEPERATE ENTRY.
(1 car, 2 drivers 2 entries)

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