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BRISBANE SPORTING CAR CLUB MAGAZINE

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This is the September Issue of Brisport, the Official magazine of the Brisbane Sporting Car Club (How's that for a formal intro?)

1988 is pushing on and here we are, nearly 3/4 of the way through the year. There are still a few major motoring events in the 88 calendar, both for the club and for the populace as a whole.

Coming up we have the AORC Round at Tara in late October, surely the offroading highlight of the Queensland year. On the first Sunday in October, the country will be treated to the running of the first annual Tooheys 1000 at Bathurst. No certain arrangements have yet been made, but I would imagine that a barbecue come television watching day may be held at the Car Clubrooms. More details later.

Also coming up we have the final two rounds of the Queensland Rally Championship, with a battle looming between John Goasdoye in his Escort and George Kahler in the hi-tech 323 Mazda. Not to be forgotten is Dennis Brown in his Subaru RX-Turbo, who is currently lying third in the Championship and may yet be in with a chance.

Readers will find an up-to-date Championship list in this month's magazine.

During the last month we've had round 3 of the QRC, run by IWMAC after some last minute emergencies. We musn't forget the cancellation of the August round of the Club's Motorkhana Championship, thanks to the big wet at Beenleigh - again!

Hopefully the emergence of a potential new ground at the old Northgate/Nudgee tip, will lead to bigger and better things. We may end up with a permament Motorkhana track and possibly some room for autocrosses as well, thanks to the efforts of the Motorkhana committee's Ron Van Opstal and Esme Gibson.

Spea king of Committees, there is presently a vacancy or two in the Club's Social Sub-Committee and we would appreciate any interested bod's who would like to assist. Please let me or Esme know if you are able to contribute anything.

Finally, I would like to welcome Chris Lane to the position of Promotions and Marketing Officer - a new title designed to push the image of the Club. Good Luck Chirs!

Read on, you lucky bunch.

Tom Smith

"ON THE ROAD TO CANBERRA"

alternatively titled

"The Adventures of the Ockinui Brothers"

or

"Russell and Chris get Shafted"

For those of you who don't know, the ESANDA Rally 88 was held in the forests of Canberra this year and due to'the untimely cancellation of the Caltex-CXT Queensland Rally, the Event was granted A.R.C. Status.

This meant that several championships would now be decided on southern soil taking away any advantage that the Queensland crews may have held in the Sunshine State Rally.

Nonetheless, Russell (I'm not Svedish) Reid and his competent cosmopolite Co-driver Chris have ventured south with their trusty crew of four absolute lunatics, Kev 'The Dog' Lingard, Greg 'The Bum' Tebble, Matt 'Stinkbomb' Simpson and me, Tom 'Sox' Smith to brave the cold weather and bring home that darned Class 3 title.

Russell and Kev left very early on Wednesday morning after a last minute brake job on the Service barge and travelling at a safe 90 kph, made the ACT in about 19 hours. Chris, Matt, Greg and I left on Wednesday night at 7.00 p.m. in 'Bob's' Commodore VL (A-LA-Budget) and maintained a 100 kph average including petrol, meal and wee-wee stops to hit the outskirts of Hawketown after 13 hours on the road. I believe that 'The Bum' and 'Stinkbomb' saw the speedo needle close to the 170 or 180 mark, but to be honest the roads were quite suitable and safe. Hence we managed that pretty good time. I might add that Matt's Radar come Service Station detector worked when the need arose, and one lonely Highway Patrol Commodore pilot sat on the top of a hill with his unit on 'SCAN'. No worries, we picked him up and settled down to a respectable 110 until we passed him, that is!

Congratulations go to Chirs, who showed absolutely no signs of worry or dismay on the entire journey and who managed to get a reasonable amount of sleep on the all-night trip.

There was this one 'Skippy'-type creature who dared face us on the lonely road and whom I think may have got out of it with a broken tail you'll have to ask Gregory, the rest of us were asleep.

Anyway, Canberra dawned fine and the petrol tank was nearly empty. First we hit the motel to unload our bootful of junk, only to be told that "You Can't have your room until Midday, scumbags!" ... or words to that effect. No prarblems!!— we decided to get some juice and the some yummy brekky, yum, yum, yum!! Oh we needed a Servo, sure but like Brisbane we just expected to find one — Not So. The designers of Canberra ensured that finding a petrol refilling point was a subtle art, there are none on the main roads and none on the highways, but unbeknowns to us there were several about 200 metres from the City Gate but they were not visible to the Queensland eye. We travelled north, we travelled west, and eventually found this little shopping centre called Belconnen Mall (which I remembered was once the starting point of a famed Castrol Rally), also more importantly we found Mr Shell, a Service Station of gross magnitude who was happy to have us part with Chirs' hard earned cash.

Now that one empty pit was filled, we hit the shops to come up with a Tummy full of tucker. There it was, standing out like the Holy Grail and beckoning us forward - a restaurant of repute!! Gino's or Aldo's or Bruno's or something like that!? The food was, in a sense, desirous of an oil change and even Matt the 'disposal unit' couldn't get through his Bacon and Egg surprise. Never fear, Tom 'Ironguts' finished if off!!

Then the time came to find Mr Volvo himself - Wussell the wascally wabbit and his henchman, 'Dog'.

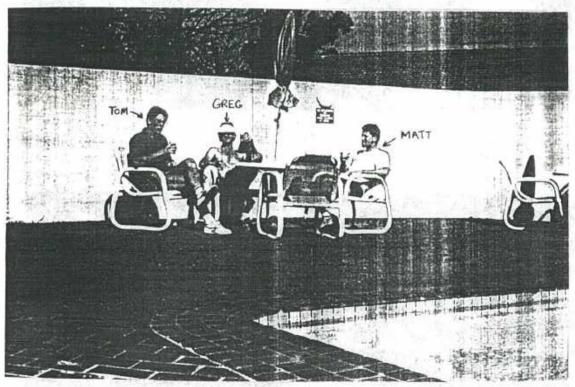
They waited casually back at the Motel whilst Dinta Officers and Greg Carrs etc arrived around them

We had to be there at yonder Motel as Chirs and Wussell were to spend a couple of hours pacenoting a few of the competitive sections in the mighty red commodore that afternoon.

As it worked out, Kev accompanied them on the trip whilst Greg, Matt and I repacked the transit and then stowed our luggage in the rooms. Having performed that menial task, we acquired some long cool drinks from the Barman and made our way out to the poolside furniture. I would point out that at that time of the day, it was about 22° or 23° and 3 tired guys can easily fall asleep in the sun, which we did.

I awoke first and wandered back into the motel to see if the boys had returned. It was only after I entered the building that the guys claimed they heard a distinctive yell (which I swear wan't me!)

"The Poofters are sunbaking" echoed around the pool area in a very female voice. Abviously a jealous maid or perhaps Kate Officer wishing she had us in her Service Crew, who will ever know?

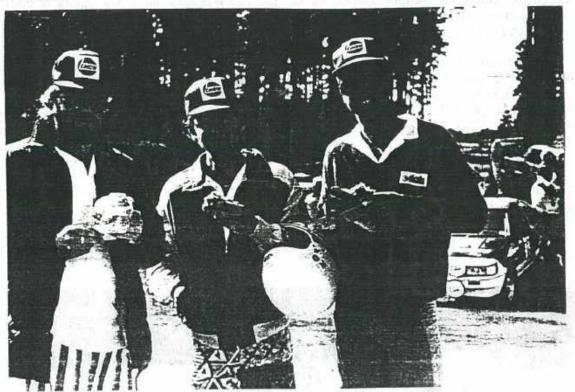


The boys relaxing with a drink by the pool on a sunny Canberra afternoon

That night it was Pizza Hut time, the first of many takeaway food adventures that mydigestive tract will never forget. (I think the only food I really enjoyed the whole time was that lovely fried sausage and onion roll, yum yum).

Friday dawned fine but misty, which is apparently standard fare for the A.C.T. We prepared ourselves in shorts and T-Shirts (and Rally Jackets) and headed out to the Press Release and Prologue which was to determine the starting order of the event proper. It was excellent to see so many really well prepared Group A Rally Cars and the dedication which so many people have to the sport.

It was while we were occupying ourselves at the Prologue Stage that we were treated to an almost religious experience. One of the N.S.W. Sprinters was very proudly sponsored by a McDonalds Store and the crew and supporters were actually giving away (free) Big MACS, which were even still warm. Greg, Kev, Matt and I could not shun such a magnificent offer and we munched them up with glee (URP!)



Anyway to cut a long story short, Russ and Chrissel were to take a fairly leisurely stroll around the prologue stage, taking care not to risk damage to any part of the vehicle. As a result the Volvo 360GLT was to start about 3/4 of the way down the list but would battle on through the field to score a fine third in Class.



The next morning dawned misty again and the Volvo was driven from ParcFerme to the Rally Start in the city centre of Canberra, where we did a quick wax and polish job to make the car look bright and shiny.

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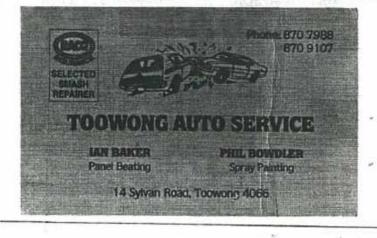


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There was a lovely scaffolding device (just like in Europe) and the cars were able to hump up and over before a crowd of about 250 people. A shortish transport out to one of the many suburbs they create without houses yet, where the teams were to undertake two bitumen stages prior to hitting the dirt.

It was here, whilst we Servicers watch ed from the sidelines, that the ex Wayne Bell Sprinter in the hands of young Lion from the ACT, Martin Vaughan, expired in a cloud of smoke. This car had just been completely re-shelled and rebuilt after a horrendous rollover at the previous ARC in Bega.

Wussell and Chirs developed some induction problems straight away on the bitumen, and this was reason to revert to the original air-box and ducting system. After the conversion back to standard configuration, the problem was solved and the guys quickened up.

The rest of Saturday's Rally ran pretty smoothly except for a rather desperate moment right on dusk when we in the Service Barge received a fairly jumbled radio message to the effect that the car was stuffed and that the Rally was over, and what's the point of living - that sort of thing, generally.

As it turned out, the right hand radius arm which has been rose-jointed and circlipped from the car's circuit racing days, popped out of location and made the car quite unsteerable.

The four of use, with Wussell's guidance, pulled it out, cleaned and repaired it and had it refitted, all with the loss of only about 10 minutes late time. We did rather well, I thought, and that urgent activity really gets the adrenal in pumping!

The boys finished that night's competitives with no more fuss and bother and returned the car to PARC FERME for the overnight stop.

After a good night's sleep, we awoke to a crispy, misty Sunday morning and immediately headed out to another day's Rally action.

This time, the Rally Van went to one service point and Kev and Matt went off in the Commode to meet the Volvo at the ends of sections. This gave Gregory and I the opportunity to view Messrs Reid and Lane at that most infamous of infamous Specy Points, the Mineshaft. We saw a few of the early runners come over the crest rather dully, and as a consequence score mediocre ratings from the radical Officials in attendance (The Killer Mullett Rallye Team).

However, when we saw the officials at the top of the hill step back, we knew something was about to happen, and it was Crazy Russell and Looney Lane who did it!

They scored a magnificent || out of || out and earned the cheers and adulation and hero worship of everyone who was present. They all loved the flying Volvo!!

The remainder of Sunday's sections were run without a hassle and we were able to see the end of the last 2 wide open competitives, which were absolutely world class.

The finish was back at the Motel where the grand scaffolding had been erected for the big flashy finish. The Volvo was confirmed third in class, behind the similar car of Norm Bolitho in 2nd and the winning Peugeot 205GTi of fellow Queenslanders, Ian Reddiex and Ross Perry.

The prsentation dinner was held that night at the Canberra 'Rex' Motel and it was swift-talking Mr Lane who wangled us in. A seat for all of us at the table of the Rallying pharmacist Bruce Robertson had us entertained for the evening and we cheered as the Queenslanders all went up to collect their money and awards. Rod Cross and Darren McDowall, the up-to-1300 cc Class winners - Ian Reddiex and Ross Perry, the up-to-2000 cc Class winners and, the Australian Rally Champions for 1988, Murray Cook and Tain Stewart.

All-in-all, it was a great trip and thanks go to Russell Ried and Chris Lane for allowing me to help out. Congratulations to them both for their efforts in 88. I hope 1989 is equally as successful.



OFF ROAD

CHALLENGER CLASS

From 1 January 1989, the Challenger Class will be designated Class 6, and will be a class eligible for the Australian Off Road Championship.

CLASS 9

The National Off Road Committee has reported to the National Council that it had been asked to consider a proposal to enhance the status of Class

9 cars, but had rejected it.

The Committee's and CAMS' views on the subject of single seater off road cars are well known, have been clearly described, and it is not intended that any change should be made to them, or to the vehicles which are eligible to participate, in the short term future.

WINDOW NETS

The National Off Road Committee recently reviewed the requirements for window nets in off road cars and recommended to the National Council that the regulations be amended so as to provide for either window nets or wrist restraints.

Many in the sport will no doubt be concerned that such a recommendation should be made following the strength of argument in favor of nets. Whilst opinion is still divided, the Committee has expressed the view that if the nets continue to be rejected by the majority of competitors, or even by a significant number of them, then CAMS should recognise that fact.

With effect from 1 August, GR 19 has been amended, and now reads as

follows

"All vehicles must be equipped, for each occupant, with either safety nets or wrist restraints, each properly attached, which ensure that the limbs of drivers and passengers do not project beyond the line of the bodywork of the vehicle. If wrist restraints are fitted, they must be worn at all times whilst the car is moving in competition.

Clearly, the use of a net or a wrist restraint affects only the competitor concerned. The safety of others is not

involved.

reads -

It therefore seemed to the National Council that notwithstanding the conviction with which the matter has been argued from both sides previously, that a change to the regulations would be in order, which is what has occurred.

STEERING COLUMNS

The regulation concerning steering columns has apparently not always been in accordance with the original intention. An original drafting error has continued, and it has only recently been discovered. As a consequence GR16 has been amended and now

"All production vehicles manufactured after 1 July 1971 must be fitted with a steering column which complies with ADR 10A or 10B. All other vehicles must be fitted with a steering column which incorporates two universal joints, the shafts of which are offset to ensure collapsibility.

The effect of the change is to allow ADR 10A or 10B assemblies only on production cars; and to require the universally jointed system on all others.

The date of implementation of the revised regulation is 1 November 1988 for new cars; and for existing vehicles, 1 January 1990.

OFF ROAD CHAMPIONSHIP

A number of new awards will be attached to the 1989 Australian Off

Road Championship.

For the first time, navigators will be recognised with awards in each class. Only drivers have previously been awarded, unlike the Australian Rally Championship which has always crowned both a champion driver and champion navigator.

The successful introduction of the Challenger class has resulted in its inclusion in the ORC as Class Six.

With the introduction of the Challenger cars and the generally higher standing of off road racing, the NCC has approved the concept of appointing a Series Scrutineer for the Australia Off Road Championship. A similar role has been filled by Frank Lowndes in the Shell Ultra Australian Touring Car Championship in recent years with a marked improvement in scrutineering standards

WINDOW NETS

The subject of window nets has been quite a heated one in off-roading and the National Council has concluded debate by accepting a change of attitude by the National Off Road Committee.

Council understands the desires of the off road community in general are reflected in the decision to require the fitment of either window nets or wrist restraints to protect the limbs of drivers and passengers. If wrist restraints are fitted, they must be worn at all times during competition.

PRODUCTION RALLY CARS: FORD ESCORT GETS TWIN WEBERS

Notwithstanding any advice to the contrary, those members competing in the Production Rally Car Class and with Ford Escort 2000s will be pleased to hear that the CAMS Recognition Committee has endorsed the utilisation of FIA Group 1 Homologation Papers No. 5566 for the vehicle.

This in effect allows Ford Escort RS2000 two-door vehicles to be fitted with twin down-draft 44 IDF Weber carburettors, and the associated inlet manifold.

Members may request a set of homologation papers for this vehicle from the National Office of CAMS

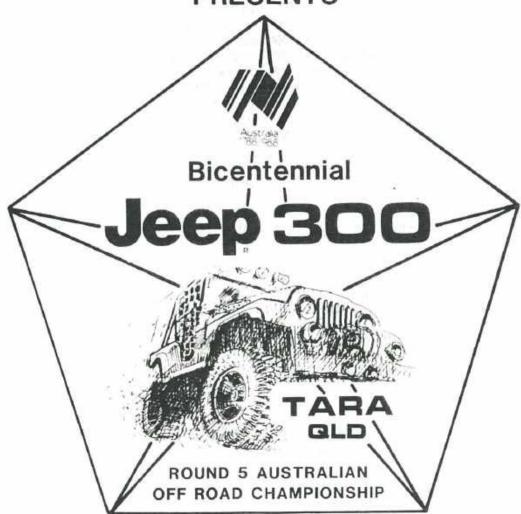
AUSTRALIAN RALLY CHAMPIONSHIP FINAL STANDINGS

DRIVERS	NAVIGATORS
Murray Coote	FICH CHUCCHIGS
David Eadle	Chris Shearer
Wayne Bell20	David Boddy32
David Officer20	Kate Officer20
Patrick Barber16	
Marc Roach15	
Peter Glennie	
Peter Clark	7
Rob Herridge10	
CLASS CH	
Class 1 - up to 1300cc 2WD	Class 3 — 2000cc 2WD
=1 Rod Turnbull Suzuki GTi	Russell ReidVolvo 360
=1 Rodney Cross Suzuki GTi	Class 4 — over 2000cc 2WD Greg Carr Mitsubishi Starion
Class 2 — 1300cc-1600cc 2WD	Class 5 — 4WD
Graham Alexander Toyota Corolla	Murray Coote Mazda 323 4WD

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1 John Goasdoue						
2 George Kahler DUCKHAMS Mazda 323 4WD 5 63 3 Dennis Brown CALTEX Subaru RX Turbo 5 48 4 Mark Griffith SHELL XMO Ford Laser S 2 41 5 Vivian Gees CYRIL HARRIS Ford Falcon 4 38 6 Robert Bell ALLSTAR Ford Escort CRC 38 7 Ronnie Burns ARTIFEX Toyota Corolla 1 37 8 Peter Marcovich Subaru RX Turbo 5 36 9 Richard Anderson AVANTI SPARES Alfa Romeo Alfetta 3 32 10 Tony Kabel KEEMA Mazda RX7 4 30 11 Mal Clarke Isuzu Gemini PF60 3 28 12 Andrew Dodkins Ford Escort 3 19 13 Ian Reddiex PEUGEOT DEALER TEAM Peugeot 205 GTi 3 18 14 Rod Cross KEEMA Suzuki Swift GTi 1 17 15 Craig Lucey FULCRUM SUSPENSION Ford Laser S 2 17 16 Shane Smithies MAXIM MOTORS Citroen GS 1 17 17 Russell Reid CASTROL Volvo 360 GLT	1	John Goasdoue		Ford Escort	3	67
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21 Mark Taylor 4 9			AVANTI SPARES		3	
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ZZ Garv Hewson Mitsubishi Lancer Z o	22	Gary Hewson		Mitsubishi Lancer	2	8
23 David Cummins Ford Escort 3 1					3	1

1988 GP CARS/CIBIE NOVICE SERIES

1	Mark Taylor	Mazda Capella	33
2	John Goasdoue	Ford Escort	30
3	Andrew Dodkins	Ford Escort	26
4	Shane Smithies	Citroen GS	25
5	Craig Lucey	Ford Laser S	24
6	Kevin Convery	Mitsubishi Galant	20
7	John Dobbie	Toyota Celica	14
8	Jim Pilgrim	Fiat	13
8	John Ferguson	Datsun 120Y	13
10	Barry Neuendorff	Mazda RX3	11
11	Brian Crisp	Ford Escort	10
12	Gary Hewson	Mitsubishi Lancer	10
13	David Cummins	Ford Escort	8
14	John Vandersee	Datsun 1600	8
15	Shaun Gill	Datsun 1600	6
16	Chris Rabbidge	Datsun 1600	5
	Allen Jones	Datsun 1600	4

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The Bumpa t' Bumpa - QT Rally

Director Karen Fysh was thrown into the proverbial 'hot seat' for this event, only a matter of weeks before the scheduled running date. She and her hard working crew did manage to put together a Rally, although whether it was of the quality of a QRC is a matter of opinion.

The event started fairly early (11.30 a.m.) at the Bumpa t' Bumpa Store in the middle of Ipswich and immediately transported the cars across the Bremer River to a pure Spectator fang around the 'back yard' of the Qld Gas Corporation outlet. Many people lined the bridge for a great 'squiz' at the cars in action, and a major traffic accident in the adjoining intersection also drew the crowds.

Here the cars were to show off to the people of Ipswich but it was still 'part' of the first transport and so didn't count in the results as a competitive section. It still proved to be fun and no one embarrassed themselves by hurting their vehicles.

This event was a little unusual in that it combined 2 rallies in one. The first, the QRC proper - and the other, a i minute event using nearly all of the same roads for the crews and cars that weren't eligible or didn't wish to compete in the championship (i.e. those big furry monsters with flares etc). Unfortunately the number of entries for the rally was a little disappointing with only 30 crews nominated for the QRC total event and another nine for the shortened version.

The good part of it was that in the 30 car field were 22 full PRC cars, 4 CRC's and another 4 Group 4G's whose body shells complied with the silhouette regulations.

This rally also marked the comeback of that longtime Group A Supporter and past Queensland Champ ion - Peter Phillips. Peter has picked up the Mazda Familia of Cootey and Stewie, the very car that won the Australian Championship for them this year. It will be interesting to see how Peter settles into this completely new style of driving, but as we note, a little sickness caused his premature retirement in this event.

OSN.	TIME	DRIVER	POSN.	TIME	DRIVER	POSN.		DRIVER	POSN.	TIME	DRIVER
1	0.55	Johanson	16	2.14	Clarke	1	6.29	Brown	12	8.32	Clarke
2	1.10	Kahler	17	2.19	Anderson	2	7.02	I. Reddiex	13	8.56	Cross
3	1.12	Poole		2.19	T. Kabel	3	7.09	Johanson	14	9.24	Griffith
	1.19	Phillips	19	2.25	Cross	4	7.21	Phillips	15	9.35	Lucey
1	1.22	Goasdoue	20	2.56	Duckworth	5	7.28	Goasdoue	16	111111111111111111111111111111111111111	Burns
	1.40	Potts	21	2.57	Lucey	- 6	7.30	R. Bell	17	10.51	Pilgrim
	1.42	Brown	22	3.10	Smithies	7	7.34	Poole	18		Armstrong
	1.47	Dobbie	23	3.13	Burns	8	7.47	Anderson	19		Smithies
1	1.48	Gees	24	4.29	Jones	9	8.03	Potts	20		Jones
	1.51	J. Reddiex	25	4.44	Pilgrim	10	8.19	Williamson	21	1002010020	Kahler
	2.00	Griffith	26	5.18	Armstrong	11	8.30	Gees	200	7.75.75.75.7	Gil1
	2.02	Williamson	27	21.45	Gill Cill		00000	N55555		105.50	12222
	2.03	Bognuda	28	30.40	Taylor	1					
	2.10	R. Bell			-2001						
	2.10	Taylor				1					
	RALLY	В	,			RA	LLY	<u>B</u>			
	1	841		Colem	an			1	Co	leman	
		-		Fackr	ell	2		2	Fa	ackrel	1
		-		Lewis		3		2 3/4	De	ımmett	
		-		Vande	rsee	4		31/2	L	ewis	
	5 6 7	14		Bingh	am	5		64	В	ingham	
	6	1 3/4		Rose		5		7 3/4	Re	ose	
	7	2 3/4	4	Guest							
	8	53		Dumme							
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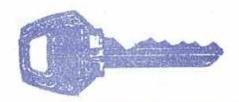
Well, off to a great start for Dave Johanson who took fastest on the first stage. A brilliant start also by Ian Reddiex to take 2nd quickest on SS2.Peter Phillips appears to have settled in quickly and slots in fourth fastest. John Goasdoue, well what do you say? George Kahler blew everything and was equal slowest on Stage 2, but he and hav. Tony Best had a flat tyre which they stopped and changed. Although they lost around 6 minutes they were to stage a mighty comeback. 4 other crews, Bognuda, Dobbie, Tony Kabel and Gol Duckworth all retired after the first stage. It must have been rough out there!

OLTIO	N DRIVER			2223333		SPECIAL :	THE				
031110	DRIVER	TIME	POSITION	DRIVER	TIME	POSITION	DRIVER	TIME	POSITION	DRIVER	TIME
1	KAHLER	7.22	13	GRIFFITH	9.54	1	KAHLER	2.32	12	GEES	4.47
2	COASDOUE	7.43	14	BURNS	10.20	2	BROWN	2.39	13	GRIFFITH	5.18
3	JOHANSON	7.45	15	LUCEY	10.29	3	R. BELL	3.17	14	LUCEY.	5.27
4	BROWN	7.55	16	TAYLOR	10.49	4	JOHANSON	3.24	15	TAYLOR	5.34
5	R. BELL	8.03	17	SMITHLES	12.41	5	ANDERSON	3.25	16	BURNS	5.53
6	I. REDDIEX	8.30	18	JONES	12.59	8.55	I. REDDIEX		17	PILGRIM.	6.21
7	CLARKE	8.31	19	PILGRIM	13.04	7	GOASDOUE	3.39	18	SMITHIES	6.47
8	ANDERSON	8.42	20	GILL	16.20	8	POTTS	4.18	19	ARMSTRONG	7.37
	GEES	8.42	2.1	ARMSTRONG	3 20 . 54	9	CROSS	4.36	20	JONES	8.27
10	POTTS	8.53	22	POOLE	25,12	10	WILLIAMSON		21	GILL	9.17
11	WILLIAMSON	8.53					CLARKE	4.42		1-000	
12	CROSS	9.34									
RΛ	LLY B					DALL	LY B				
101	- D					Miles	41 D				off. In
	1	3	COLEMAN				1		COLEMAN		21
	2	3/4	LEWIS						FACKRELL		
	3	5	FACKREL				ĺ,		LEWIS		
		8	BINGHAM				4	3/4	BINGHAM		

STages 3 and 4 don't appear to differ much apart from the 4WD cars starting to show their dominance.

Peter Phillips retired sick after SS2 and Greg Poole, after a reasonable start in his Gp.4G Escort (Ex - Kahler, Ex - Newton) retired after SS3 with a busted rear suspension link and a lack of tyres. The Class 1 and 2 battles are still being run - Class 1 between Gross and Burns - Glass 2 between Griffiths and Lucey.

John Barnes & Co (Qid)



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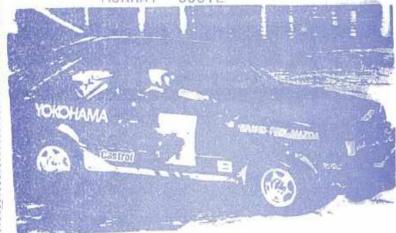
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CAR ALARMS 47 BOMA STRE SCAPROFFICE

SPECIAL S	TAGE	5				SPECIAL ST	NGE 6	ľ			
POSITION	TIME	DRIVER	POSITION	TIME	DRIVER	POSITION	TIME	DRIVER	POSITION	TIME	DRIVER
1	7.31	GOASDOUE	10	10.16	LUCEY	1	3.23	KAHLER	10	5.26	CROSS
2	7.45	KAHLER	11	10.53	CROSS	2	3.29	HOHANSON	11	5.23	GEES
3	7.58	BROWN	12	11.05	GRIFFITH	3	4.10	BROWN	12	5.34	POTTS
4	8.40	HOHANSON	13	11.12	BURNS	4	4.15	ANDERSON	13	5.43	LUCEY
5	8.51	I. REDDIEX	14	11.20	TAYLOR	5	5.23	I. REDDIEX	14	6.24	BURNS
6	8.59	WILLIAMSON	15	11.44	R. BELL	6	4.24	GOASDOUE	15	6.30	GRIFFITH
7	9.08	ANDERSON	16	12.10	POTTS	7	4.55	R. BELL	16	6.48	PILGRIM
8	9.58	GEES	17	12.15	SMITHIES	8	5.19	CLARKE	17	7.00	SMITHIES
9	9.59	CLARKE	18	20.08	PILGRIM	9	5,24	WILLIAMSON	18	7.07	TAYLOR
RALLY B						RALL	<u> У</u>				
i.		7 ³ /4 L	EWIS					Ł	FACKRELL		
2			ACKRELL			2		¥.	LEWIS		
3		12 ^{3/4} B	INGHAM			3		25	BINGHAM		

Stage 5 and look what happened - this is abviously John and Neal's favourite number and they are rewarded with a fastest outright time - quicker than the Group G weaponry and the 4 wheel drive technology. Jim Pilgrim and John Rogers (Complete with "1008 - Lite and Easy" signwriting) have had problems, but they are still going in this, the car's first event.

RALLY B

Harvey Potts has broken yet another diff housing(!) and has to retire.

SPECIAL STAGE 7

TIME

POSITION

DRIVER

		7177								
	E.	<u>~</u>		BROWN, KAH BELL, WILL GEES, CLAF	IAMSON	, GOASDOU		1	247	LEWIS BINGHAM
	12	0.01		LUCEY				3		FACKRELL
	13	0.14		BURNS						
	14	0.17		TAYLOR						
	15	0.37		SMITHIES						
	16	0.48		PILGRIM						
- 4							000			
	SPECIAL S		TIME	POSITION	TIME	DRIVER	<u>SS9</u>			
	-						POSN		TIME	DRIVER
	1	JOHANSON	7.17			CROSS	1		2	Kahler, Johanson, Anderson, Bell,
	2	KAHLER	7.50			CLARKE	11			Goasdoue, Gees, Clarke
	3	BROWN	9.01	10	11.34	GRIFFITH	8		0.03	Cross
	4	LUCEY	9.42	11	12.40	BELL	9		0.08	Griffith
	5	ANDERSON	9.48	12	13.03	BURNS	10		0.24	Taylor
	6	GOASDOUE	9.58	13	20.34	SMITHIES	- 11		0.29	Brown
	7	GEES	10.28	14	21.47	PILGRIM	12		0.38	Burns
				15	24.38	TAYLOR	13		0.46	Pilgrim
							14		1.15	Smithies
							15		4.28	Lucey
	RALLY	777					Rally	В		
	1	3⅓		LEWIS	8		1		Lewis	
	2	241	Ī	31NGHAM					Binghar	1

Stages 6 and 7 don't see much change inthe order of running and many crews clean-sheet section 7 with many more not all that far behind.

Section 8 draws out another young up and coming lunatic. Craig Lucey and his navigator P. O'Gorman have stormed up to take a fourth fastest, in front of Richard Anderson's Avanti Alfa and Goasdoue's Escort.

Note that the B Section of the rally has withered down to 2 cars -Terry Lewis/Craig Garth in the Electrolux Escort and Bingham/Palframan in their Datsun 1600. Those guys have only just moved up to Qld from Wodonga and this was their first event, here, the navigator competing for the first time ever! (They also graciously helped a couple of other stuck cars back onto the road during the latter competitive sections good on you, guys!)

		RESULTS		
				CLASS
POSITION	TIME	CREW	CAR	PLACE
3	38.39	JOHANSON/WRIGHT	GAZELLE	1st GP 4G
2	40.23	BROWN/HALL	SUBARU RX-TURBO	1st Class 5
3	42.05	GOASDOUE/WESCHE	ESCORT 2.0	1st Class 3
4	43.09	KAHLER/BEST	MAZDA 323 4WD	2nd Class 5
5	45.24	ANDERSON/NOLAN	ALFETTA	2nd Class 3
6	49.46	GEES/GEES	'IUDOR' FALCON	Ist Class 4
7	50.19	BELL/BELL	ESCORT 2.0	Ist CRC
8	50.20	CLARKE/ROSS	ISUZU PF60	3rd Class 3
9	52.46	CROSS/McDOWALL	SUZUKI SWIFT GTi	ist Class I
10	55.53	GRIFFITH/RENWICK	FORD LASER S	Ist Class 2
1.1	58.38	LUCEY/GORMAN	FORD LASER S	2nd Class 2
12	61.04	BURNS/SMITH	TOYOTA COROLLA KETO	2nd Class I
13	76.18	SMITHIES/SMITHIES	CITROEN 1220	3rd Class I
14	87.17 (inc. 2 mins	PILGRIM/ROGERS	FIAT 124	2nd Gp 4G
15	92.59 penalty)	TAYLOR/TAYLOR	→IAZDA Rx-2	2nd Class 4
	RALLY B			ţ.
	36¼ (includin	g 17 mins) LEWIS/G	ARTH ESCORT 2.0 1st	
		g 25 mins) BINGHAM	/PALFRAMAN DATSUN 2nd	



(penalty

NEW BLOOD

Well, the 1988 A.R.C. has been run and won by some incredible drivers in some incredible machinery. But to put it bluntly, those cars are out of date already. The Mazda Familia of Coote/Stewart was one of the original cars brought in by Mazda about 3 years ago, and the Mitsubishi Starions are only 2 wheel drive hence making them unlikely outright winners.

The Honda CRX Giantkiller which Adrian Taylor/Dave Ambrose have run so well this year is not an outright contender, and the Subaru RX-Turbos which are in plentiful supply throughout the country are no longer the potent machines they used to be.

It seems then, that new equipment is to be seen in the '89 championship next year. Murray and Stewie are presently talking to the big nobs at Mazda (who they so well represented this year), regarding a vehicle in which they may attempt another win.

Further rumours see Greg Carr/Fred Gocentas in a Lancia Integrale (possibly one of the factory cars being brought out for Rally Australia), which seems a likely prospect with Carr's previous Fiat contacts - remember the FIAT 131 Abarth of a couple of years ago.



It also looks like the Honda CRX of Taylor will be for sale with that team moving into a car with outright contention. The sponsors are very happy with the Peter Jackson Rally Team's efforts this year and have made a slightly larger budget available - hence expect to see this pairing in a Mitsubishi Galant VR-4 - potentially the new "Gun" 4WD Rally Car.

The last rumour of the moment is the possible appearance of one of Toyota's new Celica GT-4 4WD Rally Cars, which are now making a lasting impression in Europe. It makes sense actually, when you consider that the car has the same body shape as the local "OZ" production car and would be very well received. The driver? Would you believe Wayne Bell and Team Pedders.

We'll now have to wait and see.





MOTORKHANAMOTORKHANAMOTORKHANAMOTORKHANAMOTORKHANAMOTORKHANAMOTORKHANAMOTORKHANAMOTORKHANAMOTORKHAL

If there is anyone out there who wishes to learn how to handle their car and control the thing on a slippery dirt surface, you are cordially invited to Round 3 of the BSCC Motorkhana Championship which will be held on Sunday October 9 at the Beenleigh Rum Distillery. The Event Director, Mr Brett Wrong, oops sorry, Brett Wright has absolutely promised that it will not rain and the event will get underway at 9.00 a.m. (cost \$5.00 per competitor) and remember that food is available from the Distillery Facility.

** Also note with interest the running of the Annual Inter Club Motorkhana on Sunday 20th November, at Beenleigh. BSCC will look to field as many teams as practical so interested parties state your intentions soon. Please advise Esme at the Clubrooms or Ron Van Opstal or Brett Wright on any Wednesday night.



Sprint Rally Series

The 4th round of the Hella Sprint Rally Series which was to be run on 29 October, has now been rescheduled to Saturday, 5 November.

The event will be run in Peachey Forest (Toowoomba - Crows Nest Area) and there should be around 80 k's of competitive roads.

Rally Start and Finish will be at the Federal Hotel in James Street, Toowoomba and if anyone is desirous of overnight accommodation, you are requested to contact the series co-ordinator Del Garbett on (Ph.) 8081538, who will be able to help you out.

IWMAC are the organizing Club and Director Ben Cain has advised that there may be a guest driver or two, including a possible appearance by one Alan Jones, former Fl Champion and now Gold Coast Resident.

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	TEL	EPHONE	NUM	BERS
CLUB OFFICIALS PATRONTHE RT. HON.LORD MAYOR ALDERMAN SALLYANNE ATKINSON		-	WOR	-
PRESIDENT	398 343 848 351	1722 1991 4706 0546 3921 5182	209 253 224	6111
STEVE ABRAHAMSON RICHARD ANDERSON CRAIG BROWN TOM CUMPSTON SHARON GAYLARD RON VAN OPSTAL JIM REDDIEX GRAHAM SMITH BRETT WRIGHT				
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NIGHT RUN OFFICER	398	1991	209	9155
PROMOTIONS & MARKETING OFFICERCHRISTOPHER LANE	398	1991	209	9155

CLUBROOMS

THE BRISBANE SPORTING CAR CLUB 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/TELEPHONE NUMBER:

ALL CORRESPONDENCE ETC. FOR THE CLUB SHOULD BE ADDRESSED TO:

BRISBANE SPORTING CAR CLUB LTD.

P.O.BOX 347

WOOLLOONGABBA Q 4102

TELEPHONE NUMBER; (07) 391 8881

BRISBANE SPORTING CAR CLUB LIMITED

PROPOSED CALENDAR

24/25 SEPT.	BAILEY POWERLINES RALLY
25 SEPT	MOTORKHANA - Raubers Road Tip, Northgate 9.00 a.m.
28th Sept	Club Night
4th Oct	Board Meeting 7.30 p.m. Clubrooms * SATURDAY 8th OCTOBER *
5th Oct	Club Night * SATURDAY NIGHT RUN starts
9th Oct	MOTORKHANA Beenleigh Rum Distillery. * **********************************
12th Oct	Club Night
15/16 Oct	M.G. Car Club's Q.R.C. also CLOSED INVITATION RALLY to which
	BSCC members have been invited. Vehicles eligible will be modified rally cars and those Group G cars which do not comply with the external bodywork requirements of CRC cars - see Manual of Motor Sport 1988 April Update.
19th Oct	Control Officals needed - please phone Ann Thomson 378 1368
22/23 Oct	"Bicentennial Jeep 300" Offers of help gladly accepted - phone 391 8881

26th Oct

Dates to book: 27th Nov. - Short Course Off Road - Mundoolun 3/4 Dec - Keema Classic Rally, Gallangowan Q.R.C.

Bicentennial Jeep 300

22nd and 23rd October 1988

Well, there is under a month to go and I have been given the task of organizing sponsors for the PROGRAMME and for each CLASS.

If you would like to help out, give me a call because without YOUR SUPPORT we are up the creek!!

To advertise in the programme the cost is:

\$50 quarter page, \$100 half page \$175 full page

We are expecting at least a hundred competitors, plus their service crews plus the spectators.

We are also looking for companies willing to sponsor Class awards - there are seven classes in all, 1, 2, 3, 4, 5, 7, and 8. The cost is \$400 and the class of your choice will be named after your company, all publicity and on-site commentary will include your company's name.

Please help.

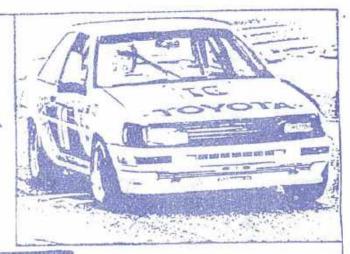
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- SUMUKI

Pacific Hwy, Springwood

A/hrs Henk Kabel Ph. 300 2617