

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF
ROAD



OFF
ROAD

MOTOR
KHANA



MOTOR
KHANA

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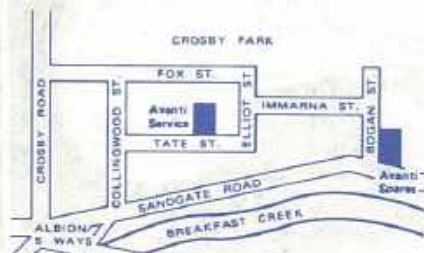
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STARLINE

HO HO HO, it's Christmas Time (or should that be CHRISTMAS time!) and the competition year is over and done with. The final couple of events for 88, the Keema classic Rally on the weekend of 3/4 December and the final round of the Club's Motorkhana Championship (Sunday 11th) have been run and won.

The Keema Classic this year was just that - A Classic!!!. A top event all round and congratulations to Jim "Wetfoot" Reddiex and his crew for a Rally that ran pretty well to schedule and didn't suffer a problem all right. I was fortunate enough to be coaxed back into the Hot Seat by my old mate Pete "NAKA" Johnson and we showed 'em who was who in the diminutive yellow Honda Civic. It was really tops to be back competing in a Queensland Rally Championship Round but unfortunately, this was the last opportunity Pete and I had to rally together for about 12 months or so (at lease).

You see, next year Pete is heading off overseas to America to see the world and sow his wild oats and will be gone for most of '89.

I'd like to take this opportunity on behalf of all your friends in BSCC, Pete, to wish you the best and hope you have heaps of fun. (Come back in one piece).

Whilst thanking people I'd like to say "TA" to those folke who helped us out on that rally, including Brett Wright, Gary and Chris McLane, "Steve", and the opposition from the Burnsie Toyota Camp who kept the pressure on the whole event.

Time also to express condolences to those people who unfortunately missed out on their respective championships for '88, but heaps of congratulations to those who did manage to pull off the wins - and I believe BSCC had quite a few class winners in the QRC. I'd better not forget to congratulate Dennis Brown and the smiling John Hall who, despite a fairly worrying problem with the Subaru in the second division of the Keema, kept their act together and brought the car home soundly to win the overall Championship for the first time - Well Done!!!.

I think thanks and congratulations are also due to all those club members who have been so busy during the year organizing events, competing and generally making sure the we had a full range of club championships for 88.

I thoroughly enjoyed myself in the Night Run Series, the Motorkhanas and the Rally and want to say a personal thanks to everyone involved.

Being the last magazine for the year, I'd also like to thank all those people on the Rally side and also on the Off-Road side of the club who took the time to contribute to each monthly issue. There weren't a lot of you and I never did carry out my threat to do interviews for Club Reporters etc., but thanks anyway. 'It was appreciated. At this stage I don't think I will be editing Brisport next year and would encourage anyone who is interested to bring their name into the hat and have a lunge at doing the job.

It's not so bad you know, and all you have to do is whack some material together each month to keep everyone else up to date. Think about it.

Okay that's all from me for now. I hope everybody has a real doozie of a Xmas and a brilliant New Year and lets see everyone back in business come 1989.

MERRY XMAS

TOM SMITH

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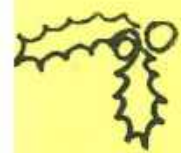
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THE BRISBANE SPORTING CAR CLUB



wishes everyone



A MERRY CHRISTMAS

AND A PROSPEROUS NEW YEAR

See You All in



89



OFF ROAD CHAMPIONSHIP

1	LAURENCE SVENSON	11	11	10	32
= 2	ROBERT MOWBRAY	11		11	22
	STEVE ABRAHAMSON		11	11	22
4	JANELLE SVENSON		11	10	21
5	DOUG McMILLAN	8		9	17
6	WAYNE CAMBIE	5	10		15
= 7	TERRY ROSE		7	7	14
	MAUREEN ROSE		7	7	14
9	JEFF SHEPHERD		8	4	12
10	ROD BRAND		11		11
=11	DOUG McWILLIAM	10			10
	PAUL ATKINSON		10		10
=13	ED van AMSTEL	9			9
	JOHN BRIXEY	6	3		9
	LANCE ZIVEC		9		9
	DAVID MORRISON		9		9
	ERIC WHITBREAD			9	9
=18	TRACEY SMITH		8		8
	ALAN NICOLL	1	1	6	8
	GREG NICOLL	1	1	6	8
	STEPHEN HILTON			8	8
	TERRY HILTON			8	8
=23	TOM STEVENSON	7			7
	CRAIG BROWN	7			7
	SHANE TURNER		7		7
	KEN SMITH	2		5	7
	TOM ORCHER	2		5	7
	LEE-ANN ROSE			7	7
=29	ROWAN CLARKE		6		6
	TANYA SMITH		6		6
=31	DENNIS DENNING	5			5
	GRAHAM GILKES		5		5
	PAUL GILKES		5		5
	DAVID ELLSWORTH	1	4		5
=35	BILL SHARPE	4			4
	JOHN de VRIES	4			4
	JAMES CORBETT		4		4
	JEFF DEAN			4	4
=39	MARK GAMER	3			3
	GREG HORTON	3			3
	ED HOPKINS	1		2	3
	IAN BAKER	1		2	3
	DESLEY COLLINS			3	3
	ROBERTA BARBE			3	3
=45	RON LANGE	1	1		2
	BRIAN FIELD	1	1		2
	DARREN HYLAND			2	2
	GRAHAM SMITH	1	1		2
	LES MARSHALL			2	2
	DARRYL SMITH		1	1	2
=51	BRIAN MIDDLETON	1			1
	SHANE OTWAY	1			1
	TREVOR ROBINSON	1			1
	ZANE MURRAY	1			1
	DON MacARTHUR		1		1
	RUSSELL MacARTHUR		1		1
	PETER WARDROP		1		1
	BERNIE MOWEN		1		1
	TOM EUSTACE		1		1
	RUSSELL HARTNETT		1		1
	LEE WILLIAMS		1		1

OFF ROAD (CONT)

=51	ROBERT LINNEWEBER	1			1
	BRENDAN LINNEWEBER	1			1
	DANNY RUSSELL	1			1
	KYLIE DAVISON	1			1
	LYN MacARTHUR	1			1
	BRIAN KENNEDY	1			1
	BRIAN BOWLEY	1			1
	GREG BARBE	1			1
	BRUCE CROWE	1			1
	STEVE RENN	1			1
	JOHN HAMMOND			1	1
	CHERYL HAMMOND			1	1
	NEVILLE TAYLOR			1	1
	ROBERT OXLEY			1	1

RALLY CHAMPIONSHIP

1	TONY BEST	10	11	9	30	
2	TONY GARVEY	1	11	11	23	
3	PETER MARCOVICH	9		11	20	
= 4	JOHN HALL	11		8	19	
	GEORGE KAHLER	10		9	19	
	DENNIS BROWN	11		8	19	
= 7	PETER JOHNSON		11	7	18	
	DAVE AMBROSE		10	8	18	
= 9	SHANE SMITHIES		9	4	13	
	CONNIE SMITHIES		9	4	13	
	COLIN DUCKWORTH			10	3	13
=12	BRIAN SWINTON	11			11	
	GREG POOLE		11		11	
	ERROL BAILEY	11			11	
	TONY KABEL	1		10	11	
	JIM REDDIEX			11	11	
	TERRY LEWIS			11	11	
	ESME GIBSON			11	11	
=19	LORENZO COLUSSA		10		10	
	DARREN HYLAND			10	10	
=21	HENK KABEL		9		9	
	DARREN McDOWALL		9		9	
	GREG WEALE	9			9	
	MAL CLARKE			9	9	
25	MARTIN DARCH	8			8	
=26	JOHN GOASDOUE	7			7	
	TOM SMITH			7	7	
	RONNIE BURNS	1		6	7	
	CRAIG SMITH	1		6	7	
=30	NEIL JORY	6			6	
	HUGH WALKER	6			6	
	VIVIAN GEES	1		5	6	
	NOEL GEES	1		5	6	
34	IAN REDDIEX	5			5	
35	TERRY O'KANE	4			4	
=36	RUSSELL REID	3			3	
	CHRIS LANE	3			3	
	MATTHEW CASSIDY			3	3	
=39	RICHARD ANDERSON	2			2	
	DAVID UNDERWOOD	2			2	
	SHARON GAYLARD			2	2	
	JIM PILGRIM	1		1	2	
=43	TONY KELLOCK	1			1	
	KEVIN LINGARD	1			1	
	DAVID CRANE	1			1	

RALLY CHAMP (cont)

=43	TREVOR FRISWELL	1	1	1
	Laurie Garth	1	1	1
	John Rogers		1	1

SPEED EVENT CHAMPIONSHIP

1	Laurence Svenson	11	11	22
= 2	Rod Sams	11		11
	Ian MacDonald		11	11
	Steve Renn		11	11
= 5	Jim Adness	10		10
	Steve Blackburn		10	10
= 7	Lance Zivec	9		9
	William Sharpe	9		9
= 9	Ron Lange	8		8
	Graham Smith		8	8
	John Brixey	5	3	8
=12	Cedric Loy		7	7
	Anthony Fehlhaber	7		7
=14	Graham Gilkes		6	6
	Dave Blackmore	6		6
	Stephen Hilton		5	5
=17	Key White	4		4
	Kenneth Smith		4	4
19	Neve Taylor	3		3
=20	George Croucher	2		2
	Alan Nicoll		2	2

MOTORKHANA CHAMPIONSHIP

= 1	Tom Smith	11	11	10	32
	Peter Johnson		10	11	11 32
3	Brett Wright	3	9	11	7 30
4	Ron van Opsele	6	11	6	3 26
= 5	Cameron Nielson	10		11	21
	Paul Gray		8	8	5 21
7	Gary McLane	9	7		4 20
8	Robin Berardo	4	6	9	19
9	Paul Pyyvaara			10	8 18
10	Alan Clunes	7		7	14
11	Alan McConnell	11			11
12	John Goasdoue			9	9
13	Greg Tebble	8			8
14	Stephen Kelly			6	6
=15	Matt Simpson	5			5
	I Bremner		5		5
	Alan Sleaford			5	5
18	K Paulson			4	4
19	Alison Tebble	2			2

NIGHT RUN CHAMPIONSHIP

= 1	Cameron Nielson	11	9	11	11	11	11	11	75
	Julie Nielson	11	9	11	11	11	11	11	75
3	Tom Smith	11	11	11		8	10	10	61
4	Greg Tebble	11	11	7		11	10	10	60
5	Kerry Payne	11	9	11	11	11			53
= 6	Garry McLane	11	9	7			11	11	49
	Christine McLane	11	9	7			11	11	49
8	Chris Lane	5	5	7	11	8			36
= 9	Zoe Harrison	11	11	11					33
	Alan McConnell	11	11	11					33
11	Ron Burns	11	9	11					31
=12	Brett Wright	5	11	7					23
	Matt Simpson	11	5	7					23
14	Kym Smith	11		11					22
=15	Robin Berardo				10	8			18
	Alan Conway	9				9			18
	Sean Conway	9				9			18
=18	David Jamieson		5	11					16
	Kathryn Jamieson		5	11					16
=20	Paul Gray				7	6			13
	Paul Pyyvaara				7	6			13
=22	Tony Kellock	11							11
	Glen Weston					11			11
=24	Jody Smith				10				10
	Peter D. Smith				10				10
=26	Eadie Smith				8				8
	Graham Smith				8				8
=28	Tracey Smith				7				7
	Anthony Fehlhaber				7				7
=30	Peter Calvert				5				5
	Phil Armstrong				5				5

LADIES CHAMPIONSHIP

1	Tracey Smith	12
= 2	Julie Nielson	11
	Connie Smithies	11
	Janelle Svenson	11
	Alison Tebble	11
= 6	Sharon Gaylard	10
	Kerry Payne	10
	Maureen Rose	10
9	Christine McLane	9
=10	Zoe Harrison	8
	Lee-Ann Rose	8
=12	Kym Smith	7
	Tanya Smith	7
=14	Roberta Barbe	6
	Desley Collins	6
	Kathryn Jamieson	6
=17	Kylie Davison	5
	Cheryl Hammond	5
	Lyn MacArthur	5
	Jody Smith	5
21	Eadie Smith	4

BRISBANE SPORTING CAR CLUB LIMITED

CLUB CHAMPIONSHIP

1 LAURENCE SVENSON 22	=23 JIM ADNESS 7	=46 ROD BRAND 2
2 TOM SMITH 21	STEVE BLACKBURN 7	RON BURNS 2
3 CAMERON NIELSON 18	DOUG McMILLAN 7	ALAN CLUNES 2
4 PETER JOHNSON 16	KERRY PAYNE 7	ANTHONY FEHLHABER 2
= 5 TONY BEST 11	=27 WAYNE CAMBIE 6	GRAHAM GILKES 2
GARRY McLANE 11	CHRISTINE McLANE 6	JOHN GOASDOUE 2
JULIE NIELSON 11	BILL SHARPE 6	STEPHEN HILTON 2
STEVE REHN 11	LANCE ZIVEC 6	DARREN HYLAND 2
= 9 STEVE ABRAHAMSON 10	=31 DAVE AMBROSE 5	TONY KELLOCK 2
TONY GARVEY 10	ROBIN BERARDO 5	ALAN NICOLL 2
IAM MACDONALD 10	CHRIS LANE 5	MATT SIMPSON 2
ROBERT MOWBRAY 10	MAUREEN ROSE 5	KEN SMITH 2
ROD SAMS 10	TERRY ROSE 5	TRACEY SMITH 2
BRETT WRIGHT 10	GRAHAM SMITH 5	NEV TAYLOR 2
=15 PETER MARCOVICH 9	=37 JOHN BRIXEY 4	
GREG TEBBLE 9	RON LANGE 4	
=17 DENNIS BROWN 8	ALAN McCONNELL 4	
PAUL GRAY 8	PAUL PYYVAARA 4	
JOHN HALL 8	=41 COLIN DUCKWORTH 3	
GEORGE KAHLER 8	ZOE HARRISON 3	
JANELLE SVENSON 8	JEFF SHEPHERD 3	
RON van OPSEL 8	CONNIE SMITHIES 3	
	SHANE SMITHIES 3	

1988 QUEENSLAND RACING IMPORTS ACHIEVEMENT AWARDS

Russell Reid	11	Terry Lewis	2
Dennis Brown	8	Rodney Cross	2
Henk Kabel	5	Malcolm Clarke	2
Richard Anderson	4	Peter Marcovich	1
Colin Duckworth	3	Greg Poole	1
Shane Smithies	2	Jim Pilgrim	1

CARBURETTOR PROBLEMS: From Alfa's to Zephyr Zodiacs

Yes the BSCC's resident Garden Gnome, Iain Stewart has finally departed from AKSES at Woolloongaba and started up his own business. Partly as a result of his desire to compete in Rally Australia and partly because he wants to bring in a bundle of money, Stewie has opened a workshop in High St. Kippa-ring (you know the Rally capital of Brisbane) and can be contacted on ph:- 284 3061 - business hours.

The new name to remember is CARB - TECH.

See him or call to make an appointment for your sick car!!!

KEEMA

CLASSIC RALLY

'88

About the only thing that went wrong in this year's event was the complete lack of precipitation. For once Jim 'THE RAINMAKER' Reiddix didn't exert quite enough influence on the keepers of the cumulus clouds and the rally, based at Gallangowan was dry- much to the disappointment of the chief forester and his band of merry men.

This was the final round in a blinder of a QRC for 1988 and going into this event we truly had the chance of up to 4 different crews taking out the championship. In addition at least 2 other Class championships were to be decided on the weekend of 3/4 December.

KEEMA, one of the most well known and respected motor vehicle distributors (of many makes) in Brisbane and the man behind it, Henk Kabeš once again generously sponsored the event. This maintains a tradition which has seen the company sponsoring a BSCC rally for the past 29 years straight. That has has to be some sort of record in anybody's books and deserves a huge round of applause.

Once again the people of the Township of Gallangowan welcomed the rallying fraternity with open arms and that mighty oval in the middle of the forest was swarming with a couple of hundred people by mid-afternoon on Saturday.

I think it's great that these folks keep having us back and it's to everyone's credit that we obviously haven't offended any of the Gallangowanians yet(?)

This year the rally was slightly different in that we had a city start at KEEMA's new facility at 222 Logan Road Buranda (it was lovely and clean and the perfect place for scrutineering)

While on the subject of scrutineering, isn't it amazing that cars can compete all season long and still the officials can find some niggling little problem.

For this event a great rally team of repute was making the biggest of comebacks- yes the Pete Johnson/Tom Smith combo were back and were about to hit the rallying scene with a vengeance.

We competed in the Class 1 PRC category for cars up to 1700cc capacity. The Honda Civic with it's 1200 single carb engine and standard brakes weren't expected to blitz the other runners but we thought it would hold together and surprise a few people. Others in the class included Rod Cross's Suzuki Swift GTi, Ron Burns' Toyota Corolla AE70 (now with some stick), Phil Armstrong's twin carb Honda and the reliable Citroen Club 1220 of the Smithies.

The rally was rather special in that we had a club rally running simultaneously with the QRC event the only difference being the deletion of a distance of competitive k's for the clubbies. The lesser rally saw a few people running their road cars, some a little more modified than others. There were also a few people who wanted to have a fang in the legendary forestry of Gallangowan but didn't wish to pay the larger entry fee. In any case the club rally was rather well supported with about 18 entrants including a couple of KEEMA sponsored cars- abog-standard! Hyundai which finished 10th place and a really beaut looking Subaru Vortex which came in 6th (apparently this vehicle may become a real rally car in 1989!!!!)

ON THE FOLLOWING PAGES IS A SUMMARY OF THE STAGE TIMES FOR THE QRC IN COMPLETION AND AFTER THAT IS A BREAKDOWN OF THE STAGE TIMES FOR THE CLUB RALLY. REMEMBER OF COURSE THAT THE CLUB RALLY HAS IT'S RESULTS IN QUARTER MINUTE TIMING. THE 'ACTUAL TIME TAKEN' COLUMN IS PURELY HERE FOR THE WASOCHISTS WHO WANT TO KNOW WHO BEAT WHO AND WHO ARE ON THE SAME QUARTER...

SS1

Posn.	Time	Driver
1	7.35	I.Reddiex
	7.35	Dummett
3	7.42	Marcovich
4	7.47	Bell
5	7.47	Kahler
6	7.52	Kabel
7	7.54	Goasdoue
8	8.00	Brown
	8.00	Carruthers
10	8.08	Bognuda
11	8.05	Bognuda
12	8.06	Reville
	8.06	Bobbie
	8.06	Careless
15	8.08	Griffith
16	8.13	Taylor
17	8.14	Lucey
18	8.15	Duckworth
19	8.19	Jory
20	8.20	Gill
21	8.22	Johnson
22	8.24	Thompson
23	8.25	Williamson
24	8.37	Gaylard
25	8.33	Johanson
	8.37	Crisp
27	8.46	Gees
	8.46	Smithies
29	8.57	Cross
30	8.58	Armstrong
31	9.09	Bingham
32	11.43	Zagami
33	11.43	Poole
34	16.00	Pilgrim

SS2

Posn.	Time	Driver
1	12.54	Dummett
2	12.56	Poole
3	12.58	Marcovich
4	13.10	Brown
5	13.15	Bell
6	13.35	Burns
7	13.40	Bognuda
8	13.42	Kabel
9	13.50	I.Reddiex
10	13.51	Reville
11	13.56	Gaylard
12	13.57	Gees
13	14.00	Thompson
14	14.04	Carruthers
	14.04	Zagami
16	14.05	Careless
17	14.07	Jory
18	14.12	Lucey
19	14.12	Cross
20	14.15	Duckworth
21	14.17	Griffith
22	14.23	Gill
23	14.30	Johnson
24	14.37	Dobbie
25	14.38	Taylor
26	14.51	Armstrong
27	14.58	Williamson
28	15.18	Smithies
29	15.24	Pilgrim
30	15.27	Bingham
31	16.32	Kahler

Already we've had quite a few retirements after only 2 stages. Poor David Johanson snapped a driveshaft after a torrid week trying to get the car ready for the rally and John Goasdoue had a rather nasty roll off the road in the second stage ending his chances in the Championship. John and Neil both walked away unhurt and the car is not altogether unrepairable! Brian Crisp had a case of stripped nuts- his brand new batch of wheelnuts on his new car were a bit lacking in thread, not a happy man. Stewie Reid didn't manage to finish the first stage thanks to a buggered castor rod I think he then went servicing for Kerrie in the 'small' rally. Bruce Dummett leads at this stage, but check out Ronnie Burns' times in the KE70

SS3

Posn.	Time	Driver
1	7.56	Marcovich
	7.56	Dummett
3	8.02	Brown
4	8.03	Bell
5	8.08	Carruthers
6	8.13	Burns
7	8.16	Reville
8	8.19	Kabel
9	8.25	Lucey
10	8.28	Griffith
	8.28	Thompson
12	8.29	Jory
	8.29	Duckworth
14	8.31	Careless
15	8.32	Gees
16	8.33	Cross
	8.34	Gaylard
18	8.36	Zagami
19	8.42	Taylor
	8.47	Gill
21	8.43	Dobbie
	8.43	Johnson
23	9.00	Armstrong
24	9.07	Bognuda
25	9.04	Williamson
26	9.07	Bingham
27	9.11	Smithies
28	10.00	Kahler
29	10.18	Pilgrim
30	13.35	Poole

SS4

Posn.	Time	Driver
1	30.03	Kahler
2	30.37	Marcovich
3	30.50	Brown
4	30.51	Dummett
5	31.18	Reville
6	31.32	Bell
7	31.42	Kabel
8	32.10	Cross
9	32.14	Carruthers
10	32.16	Burns
11	32.26	Lucey
12	32.52	Griffith
13	32.57	Gees

All other drivers incurred a maximum of 33.00 on this stage.

The battle is on. Peter Marcovich and his stand-in lightweight navigator Tony Garvey are having a real fight with the Dummett Datto, but Dennis Brown is still there bidding his time and looking at a consistent run to the finish to clinch the big one. Poor George Kahler/Tony Best are on the way back after some early problems. There is the usual brilliant fight between the Laser Sports of Griffith and Lucey which again will see them only separated by a matter of seconds. We lost Ian Reddix on the transport after the 2nd stage when he had a flat and unfortunately ground a hole in the alloy sump of the sumptuous Peugeot. Oh well se la vie!

<u>SS5</u>			<u>SS6</u>		
<u>Posn.</u>	<u>Time</u>	<u>Driver</u>	<u>Posn.</u>	<u>Time</u>	<u>Driver</u>
1	17.19	Marcovich	1	43.19	Kahler
2	17.52	Bell	2	44.31	Marcovich
3	18.13	Kabel	3	44.45	Bell
4	18.31	Cross	4	45.52	Brown
5	18.34	Brown	5	46.45	Carruthers
6	18.40	Kahler	6	47.12	Kabel
7	18.46	Griffith	7	47.21	Cross
8	18.51	Burns	8	47.27	Lucey
9	18.52	Carruthers	9	47.38	Burns
10	18.54	Johnson	10	48.08	Gees
	18.54	Zagami	11	48.39	Williamson
12	18.55	Pooler	12	48.43	Careless
13	19.10	Duckworth	13	49.11	Thompson
14	19.30	Careless	14	49.12	Duckworth
15	19.34	Lucey	15	49.15	Gill
16	19.49	Thompson	16	49.25	Zagami
17	19.57	Gaylard	17	49.43	Taylor
18	19.58	Williamson	18	49.48	Gaylard
19	20.08	Gees	19	49.57	Johnson
20	20.17	Dummett	20	50.00(max)	Dummett
21	20.31	Dobbie		50.00	Griffith
22	21.14	Bingham		50.00	Smithies
23	21.37	Gill		50.00	Pilgrim
24	21.59	Smithies		50.00	Bingham
25	25.05	Pilgrim			
26	28.24	Taylor			

Well, don't strange things happen? After some slower times due to those early problems the Kahler/Best Mazda has set fastest time on the long Jim Reddix super stage by over a minute from Marcovich. It ain't over yet! On this stage the Johnson/Smith Honda suffered a flat at about the 20k mark on the LHR. We both thought that all the banging was due to overheating dampers but we weren't sure and the car didn't handle any differently anyway. Thanks go to the start control officials on the next competitive who pointed out the dead tyre & rim.

<u>SS7</u>			<u>SS8 (DIV.2)</u>		
<u>Posn.</u>	<u>Time</u>	<u>Driver</u>	<u>Posn.</u>	<u>Time</u>	<u>Driver</u>
1	27.37	Marcovich	1	6.59	Kahler
2	28.07	Bell	2	7.15	Bell
3	28.54	Brown		7.15	Williamson
4	29.10	Kabel	4	7.20	Gill
5	29.14	Carruthers	5	7.31	Carruthers
6	29.43	Lucey	6	7.32	Zagami
7	29.47	Burns	7	7.33	Burns
8	29.51	Griffith	8	7.37	Kabel
9	30.34	Careless	9	7.38	Thompson
10	30.41	Johnson	10	7.40	Lucey
11	30.49	Gill	11	7.41	Gees
12	31.22	Zagami		7.41	Duckworth
13	31.27	Williamson		7.41	Griffith
14	31.37	Smithies	14	7.51	Johnson
15	32.13	Taylor	15	7.54	Careless
16	32.54	Gees	16	7.59	Smithies
17	33.28	Gaylard	17	8.14	Gaylard
18	34.23	Kahler	18	8.33	Pilgrim
19	35.24	Thompson	19	8.35	Brown
20	35.31	Bingham	20	8.42	Marcovich
21	39.00	Dummett			
22	39.00	Pilgrim			
23	43.16	Duckworth			

At the end of Division 1 Peter Marcovich leads Rob Bell whose CRC Escort is going really well and continues to destroy some of the more powerful opposition. At the start of the 2nd Division the 2 Subaru RX-Turbos of Brown and Marcovich are together at the wrong end of the field. Dennis has had some overheating problems and does not want to push the car too hard. Marco has just eased off with a respectable lead.

<u>SS2 (DIV.2)</u>			<u>SS10 (DIV.2)</u>		
<u>Posn</u>	<u>Time</u>	<u>Driver</u>	<u>Posn</u>	<u>Time</u>	<u>Driver</u>
1	15.27	Marcovich	1	6.32	Kahler
2	15.35	Bell	2	6.48	Marcovich
3	15.42	Kahler	3	7.00	Bell
4	16.07	Williamson	4	7.04	Gill
5	16.25	Carruthers	5	7.09	Burns
6	16.30	Johnson	6	7.11	Kabel
	16.30	Thompson		7.11	Thompson
8	16.31	Griffith	8	7.14	Griffith
9	16.32	Kewel	9	7.16	Williamson
10	16.40	Duckworth		7.16	Johnson
	16.40	Zagami	11	7.23	Duckworth
12	17.01	Lucey	12	7.29	Gees
13	17.06	Gees	13	7.30	Zagami
14	17.28	Gill	14	7.40	Gaylard
15	17.32	Smithies		7.40	Smithies
	17.32	Careless	16	7.41	Carruthers
17	18.53	Pilgrim	17	7.43	Careless
18	18.55	Gaylard	18	8.04	Pilgrim
19	20.17	Brown	19	8.07	Brown
20	23.00	Burns	20	8.16	Lucey

<u>RESULTS</u>				
<u>Position</u>	<u>Time</u>	<u>Crew</u>	<u>Car</u>	<u>Class Award</u>
1	2.58.37	P.Marcovich/T.Garvey	Subaru RX-Turbo	1st Class5
2	3.01.07	R.Bell/D.Cummins	Escort 2.0	1st CRC
3	3.07.30	T.Kabel/B.Tew	Mazda RX7	1st Class4
4	3.08.59	P.Carruthers/G.Proffitt	Lancer1600	1st Class2
5	3.09.59	G.Kahler/T.Best	Mazda 323 4wd	2nd Class5
6	3.10.39	D.Brown/J.Hall	Subaru RX-Turbo	3rd Class5
7	3.13.08	G.Lucey/P.O'Gorman	Ford Laser S	2nd Class2
8	3.13.48	M.Griffith/D.Griffith	Ford Laser S	3rd Class2
9	3.15.38	J.Careless/J.Murphy	Datsun 1600	1st 4G
10	3.15.40	P.Johnson/T.Smith	Honda Civic	1st Class1
11	3.16.03	R.Burns/C.Smith	Toyota Corolla KE70-2ndClass1	
12	3.16.09	P.Williamson/S.Hetherman	Datsun 200BSSS	1st Class3
13	3.17.38	V.Gees/N.Gees	Ford Falcon TUDOR	2nd Class4
14	3.18.08	S.Gill/K.O'Shea	Datsun 1600	2nd 4G
15	3.18.46	G.Zagami/S.Christensen	Mazda 323GTS	4th Class2
16	3.19.35	R.Thompson/G.Zieser	Datsun 1600	3rd 4G
17	3.23.02	S.Smithies/G.Smithies	Citroen 1220 Club	3rd Class1
18	3.23.05	C.Duckworth/M.Cassidy	Isuzu PP60	2nd Class3
19	3.23.19	S.Gaylard/A.Pearce	Mazda RX2	3rd Class2
20	3.44.17	J.Pilgrim/J.Rogers	FIAT 124	4th 4G

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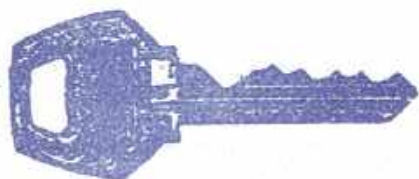
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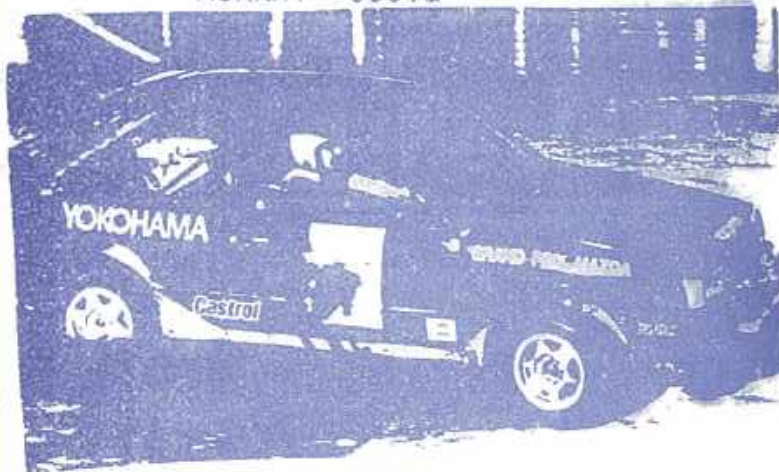
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CLUB RALLY QUARTER MINUTE TIMING

SS2 (6mins)

<u>Posn.</u>	<u>Actual Time Taken</u>	<u>Time lost</u>	<u>Driver</u>
1	7.56	2	P.Coleman
2	8.03	2 $\frac{1}{4}$	C.Reid
	8.04	2 $\frac{1}{4}$	K.Reid
	8.11	2 $\frac{1}{4}$	T.Lewis
	8.14	2 $\frac{1}{4}$	D.Bates
5	8.22	2 $\frac{1}{2}$	G.Krause
6	8.38	2 $\frac{3}{4}$	C.Reid
7	8.43	2 $\frac{3}{4}$	J.Coleman
8	9.18	3 $\frac{1}{4}$	T.Scott
9	9.32	3 $\frac{1}{2}$	D.Bonell
10	10.02	4 $\frac{1}{4}$	B.Pownall
11	10.08	4 $\frac{1}{4}$	R.Williams
12	10.26	4 $\frac{1}{2}$	P.Lee
13	11.57	6	G.Mitchell
14	12.58	7	I.Ferguson
15	13.49	8	R.Berario
16	34.26	28 $\frac{1}{2}$	S.Timson

SS4 (12mins)

<u>Posn.</u>	<u>Actual Time Taken</u>	<u>Time Lost</u>	<u>Driver</u>
1	13.08	1 $\frac{1}{4}$	K.Reid
	13.11	1 $\frac{1}{4}$	P.Coleman
3	13.20	1 $\frac{1}{2}$	C.Reid
4	13.48	2	T.Lewis
5	14.01	2 $\frac{1}{4}$	D.Bates
6	14.27	2 $\frac{1}{2}$	G.Mitchell
7	14.37	2 $\frac{3}{4}$	G.Krause
	14.39	2 $\frac{3}{4}$	T.Scott
9	15.01	3 $\frac{1}{4}$	J.Coleman
	15.09	3 $\frac{1}{4}$	D.Bonnell
11	15.37	3 $\frac{1}{2}$	B.Pownall
12	16.58	5	R.Williams
	16.58	5	I.Ferguson
14	18.20	6 $\frac{1}{2}$	P.Lee
15	19.22	7 $\frac{1}{2}$	S.Timson
16	23.38	11 $\frac{1}{4}$	R.Berardo

Jeff Kilbride and Wayne Daniels retired with a blown motor before the end of the first stage.

SS6 (7 mins)

<u>Posn.</u>	<u>Actual Time Taken</u>	<u>Time Lost</u>	<u>Driver</u>
1.	8.04	1 $\frac{1}{4}$	P.Coleman
	8.07	1 $\frac{1}{4}$	G.Krause
	8.12	1 $\frac{1}{4}$	G.Mitchell
4.	8.20	1 $\frac{1}{2}$	T.Lewis
	8.30	1 $\frac{1}{2}$	D.Bates
6.	8.34	1 $\frac{3}{4}$	K.Reid
7.	9.06	2 $\frac{1}{4}$	T.Scott
	9.09	2 $\frac{1}{4}$	D.Bonnell
9.	9.18	2 $\frac{1}{2}$	B.Pownall
	9.22	2 $\frac{1}{2}$	J.Coleman
11.	9.52	2 $\frac{3}{4}$	I.Ferguson
12.	10.10	3 $\frac{1}{4}$	R.Williams
13.	11.09	4 $\frac{1}{4}$	S.Timson
14	11.37	4 $\frac{3}{4}$	R.Berardo
	11.38	4 $\frac{3}{4}$	P.Lee

SS9 (29 mins)

<u>Posn.</u>	<u>Actual Time Taken</u>	<u>Time Lost</u>	<u>Driver</u>
1.	33.27	4 $\frac{1}{2}$	P.Coleman
2.	33.55	5	J.Coleman
3.	34.16	5 $\frac{1}{2}$	T.Lewis
	34.26	5 $\frac{1}{2}$	T.Scott
5.	35.13	6 $\frac{1}{4}$	G.Krause
6.	36.86	7 $\frac{3}{4}$	D.Bonnell
7.	38.85	9 $\frac{3}{4}$	K.Reid
8.	39.28	10 $\frac{1}{2}$	I.Ferguson
9.	40.15	11 $\frac{1}{4}$	D.Bates
10.	41.46	13	B.Pownall
11.	45.06	16 $\frac{1}{4}$	P.Lee
12.	48.56	20	G.Mitchell
13.	49.02	20 $\frac{1}{4}$	S.Timson
14.	49.53	21	R.Williams

SS11 (23 mins)

<u>Posn.</u>	<u>Actual Time Taken</u>	<u>Time lost</u>	<u>Driver</u>
1.	32.06	9 $\frac{1}{4}$	T.Lewis
	32.10	9 $\frac{1}{4}$	P.Coleman
3.	32.51	10	K.Reid
4.	33.18	10 $\frac{1}{2}$	G.Krause
5.	34.11	11 $\frac{1}{4}$	G.Mitchell
6.	34.25	11 $\frac{1}{2}$	T.Scott
7.	37.59	15	B.Pownall
8.	38.02	15 $\frac{1}{4}$	D.Bates
9.	40.89	17 $\frac{3}{4}$	R.Williams
10.	40.47	18	S.Timson
11.	41.35	18 $\frac{3}{4}$	P.Lee
12.	44.05	21 $\frac{1}{4}$	I.Ferguson

SS13 (14 mins)

<u>Posn.</u>	<u>Actual Time Taken</u>	<u>Time Lost</u>	<u>Driver</u>
1.	18.03	4 $\frac{1}{4}$	P.Coleman
2.	18.18	4 $\frac{1}{2}$	K.Reid
	18.25	4 $\frac{1}{2}$	G.Mitchell
4.	18.43	4 $\frac{3}{4}$	T.Lewis
5.	19.41	5 $\frac{3}{4}$	D.Bates
6.	19.52	6	T.Scott
7.	21.56	8	B.Pownall
8.	22.19	8 $\frac{1}{2}$	R.Williams
9.	23.30	9 $\frac{1}{2}$	G.Krause
10.	25.04	11 $\frac{1}{4}$	S.Timson
11.	31.34	17 $\frac{3}{4}$	P.Lee

SS15 (5 mins)			
Posn.	Actual Time Taken	Time Lost	Driver
1.	7.08	2½	P.Coleman
2.	7.19	2½	T.Lewis
	7.21	2½	K.Reid
4.	7.33	2¾	G.Krause
	7.33	2¾	T.Scott
6.	8.45	3¾	R.Williams
7.	8.47	4	B.Pownall
8.	9.42	4¾	P.Lee
9.	10.17	5½	S.Timson

SS17 (13 mins)			
Posn.	Actual Time Taken	Time Lost	Driver
1.	15.56	3	T.Lewis
2.	16.05	3¼	P.Coleman
3.	16.18	3½	K.Reid
	16.19	3½	T.Scott
5.	17.02	4¼	G.Krause
6.	18.43	5¾	R.Williams
7.	19.11	6¼	B.Pownall
8.	22.09	9¼	S.Timson
9.	25.55	13	P.Lee

RESULTS

SS19 (5 mins)				POSITION	ACTUAL TIME	SCORE (1/4 min)	CREW	CAR
Posn.	Actual Time Taken	Time Lost	Driver					
1.	6.40	1¾	P.Coleman	1	2.22.44	29.3/4	COLEMAN/GARBETT	DATSUN 1600
2.	6.52	2.	T.Lewis	2	2.25.31	32.3/4	LEWIS/BURKE	ESCORT
	6.57	2.	K.Reid	3	2.30.04	37.1/2	K.REID/SCHARF	DATSUN 1600
4.	7.14	2¼	G.Krause	4	2.32.54	40.1/4	SCOTT/WASS	
5.	7.16	2½	T.Scott	5	2.34.56	42	KRAUSE/MADSEN	COLT 1400 Turbo
6.	8.17	3½	B.Pownall	6	2.52.53	60.1/4	POWALL/ROJEK	SUBARU VORTEX
7.	8.30	3½	R.Williams	7	3.06.05	72.3/4	WILLIAMS/WALTER	
8.	8.44	3¾	S.Timson	8	3.10.06	77.1/2	LEE/HYLAND	HYUNDAI
9.	9.14	4¼	P.Lee	9	3.41.02	108.1/4	TIMSON/SAUNDERS	ESCORT

1988 QUEENSLAND RALLY CHAMPIONSHIP

Final Points

		Class	
1	Dennis Brown	Subaru Rx Turbo	5 86
2	George Kahler	Duckham Mazda 323 4WD	5 80
3	Vivian Gees	Cyril Harris Ford Falcon	4 68
4	John Coasdoue	Ford Escort	3 67
5	Robert Bell	Allstar Ford Escort	CRC 61
6	Tony Kabel	Keema Mazda RX7	4 61
7	Peter Marcovich	Valvoline Subaru Rx Turbo	5 60
8	Mark Griffith	Shell Ford Laser S	2 55
9	Craig Lucey	Fulcrum Ford Laser S	2 49
10	Ronnie Burns	Artifex Toyota Corolla	1 48
11	Ian Reddiex	Maxim Peugeot 205 Gti	3 41
12	Rodney Cross	Keema Suzuki Swift Gti	1 35
13	John Dobbie	Toyota Celica	CRC 34
14	Richard Anderson	Avanti Alfa Romeo Alfetta	3 31
15	Colin Duckworth	Metro Isuzu PF60	3 30
16	Paul Williamson	Fulcrum Nissan 200B SSS	3 29
17	Shane Smithies	Maxim Citroen GS	1 29
18	Mal Clarke	Isuzu PF60	3 28
19	Peter Carruthers	Mitsubishi Lancer	2 21
20	Glen Zagami	Mazda 323 GTS	2 20
21	David Johanson	Nissan Sylvia	3 19
22	Andrew Dodkins	Ford Escort	3 18
23	Peter Johnson	Honda Civic	1 16
24	Russell Reid	Castrol Volvo 360 GLI	1 16
25	Bruce Revillac	Maxim Peugeot 304	CRC 15
26	Geoff Krause	Mitsubishi Colt	2 10
27	Mark Taylor	Mazda RX2	4 9
28	Gary Hewson	Mitsubishi Lancer	2 8
29	Phil Armstrong	Honda Civic	1 6
30	2 6

"THE WEST WENT WILD" - RALLY AUSTRALIA 1988.

Rally Australia started and finished each of three legs in the port city of Fremantle. In total, the rally covered 1740 km in which there were 32 special stages, over 500 km. It was the fourth and final round of the FIA Asia Pacific Rally Championship.

These were the statistics that tempted four Queensland teams plus 2 co-drivers to the west to test themselves against some of the best drivers and cars in the world.

Nine FIA listed drivers and 19 entries from overseas made this the greatest assembly of world class rally talent ever to come to Australia. Perth held an air of expectancy that something special was going to happen while most crews were out pace-noting the special stages in the weeks leading up to the start.

We arrived on the Monday and were immediately impressed with the organization and promotion which included banners on all the street lights (like Expo and Warana), T.V. ads. and large marquees full of merchandising of all sorts - very similar to the Adelaide G.P. and equally as good. We had a motorcade through the middle of Perth, a Civic Reception, a cocktail party and a competitor's welcome, all before the start of the rally on Friday. Unfortunately we only were able to look at the first 3 stages before the start due to lack of resources - certainly not the case with the works Lancia team who not only covered every stage at least 5 times, they also had pace-notes for their service vehicles and had timed exactly how much service time they could take on each Transport stage (it varied from 3 to 31 minutes). Under FIA rules there are no service breaks and all time taken during servicing on road sections must be made up on the transport to the time control. To experience the organization of the controls and timing and the stages made me feel like I was starting on my first rally, everything seemed so amazing. The timing on every stage was digested and linked into a computer results network that was able to give you every car's individual and progressive times on the transport following every special stage on photocopied computer printouts! On every competitive there were radio points placed every 5 km so that you were never further than 2.5 km from help if you needed it. Also there were ambulances at the end of every stage plus two helicopters with a doctor and medical team in each that overflowed the competitors on every stage! The most remarkable thing to us was that everything ran perfectly and on time! The rally certainly set a professional standard far above any rally previously held in Australia - even the overseas crews were saying how good it was.

The start itself was heralded by the obligatory fanfare which included marching girls, brass bands and politicians speeches. Hannu Mikkala started Car 1 and was flagged away from the starting ramp at 7.30 a.m. to the first stage called "Roller Coaster", an 8 km blast beside a railway line, crossing it twice. Ingvar Carlsson set equal fastest time with Alexandro Florio, showing the Italians that the Mazdas had to be reckoned with. Greg Carr and Iain Stewart were 11 sec slower in 4th fastest still learning how to drive a Lancia Integrale with 300 bhp. George Kahler and Tony Best were 21st fastest, Dave Ambrose who navigated for Adrian Taylor was 19th, Dave Johansen and Andrew Wright were 29th, Ian Reddiex was 32nd and Russell Reid and I were 3rd last. All the Queenslanders started well except ourselves who punctured 3 km from the end. In fact we had a miserable morning with punctures - getting 3 in the first 4 stages - all on new tyres - we blame the people who fitted the tubes in Perth because the tyres we brought from Brisbane gave us no trouble at all. This was a particularly disappointing start for us as the first 3 stages were the only ones we had been able to practice and we had 3 minutes road penalties as well (on FIA events road penalties get added to your elapsed time). Ian Reddiex struck puncture difficulties on SS.5.

unfortunately having to stop on the competitive and change the tyre and coupled with service penalties saw him lose about 25 minutes by the end of the first day.

END OF DAY 1		Difference
Pos.	Team	Car from 1st
1	FIORIO/PIROLLO	LANCIA 0:00:00
4	CARR/STEWART	LANCIA 0:07:56
15	KAHLER/BEST	MAZDA 0:22:10
18	TAYLOR/AMBROSE	HONDA 0:25:48
20	JOHANSON/WRIGHT	NISSAN 0:26:55
32	REID/LANE	VOLVO 0:42:45
40	REDDIEX/HARWOOD	PEUGEOT 0:55:06

Saturday's first stage was the very famous ZIGZAG bitumen stage that Colin Bond held the record of 2:04 set in his BDA Escort. This stage is always used in W.A.'s round of the A.R.C. so it was interesting to see how close the works teams would get. It didn't take long to find out however as the first car up (Florio) smashed the time with a 1:58 which amazed the locals as they didn't think it would ever be possible to break the 2 minute barrier - who said Group A was slow? This set the scene for the day with FIORIO pressing hard early on to establish a gap of almost 3 minutes over Carlsson before lunch. I use the term lunch in a chronological sense only as there were no meal breaks allowed in the running schedule. We simply had to grab what we could when we could and eat it driving transports. This left most of us chewing the hood linings during the day which started at 7 a.m. and finished near 11 p.m. This non-stop nature of the event left everyone feeling very tired at days end, me especially having started the event with a bad case of 'flu and against doctor's advice, who told me to go to bed and rest. John Goasdoue had brought his licences etc. with him "just in case one of the works teams needed him" but Russell was a bit sceptical about letting him have a first try at navigating. To appease John's hurt feelings we let him play Service Crew Chief with our Transit van - that was until it broke on the Monday after the rally. Then we played a new game called "buy another gearbox so we can go home"! I, of course, was still too sick otherwise I surely would have helped them to change boxes - after all it only took 2 hours. However, I digress from the rally!

Saturday contained the best stage of the rally - Westrail East which again was beside the main railway line. The organizers had hired a train for the spectators and they spent most of the day going up and down a siding as the cars were going past. This was my favourite stage because not only was it the fastest, it consisted of zillions of crests, mostly in a straight line and we found we could get airborne over most of them - especially the first one which was a lot steeper than we thought. In fact not only did we score ourselves but also the dozen or so photographers standing on the road waiting for us to come over the crest. It was not a road we had practiced but the crest was marked as a straight in the tulips and so I told Russell to go flat out. We approached it in 4th and it didn't look too bad - until we were right on the top and saw the 1000+ crowd who were standing at the bottom of the hollow. Just like in Portugal all the photographers literally dived off the road as we landed where they had been standing - we were told later that we got the biggest cheer of the day at this spot all somewhat unintentionally. The average speed for this stage was just over 110 k/h for 7 km. This stage should have been 19 km long but they had to make it into two stages and a transport to keep it under the FIA speed limit (100 k/h). All the Queenslanders had a great run on the Saturday, including us too until the last stage when we accidentally drove over a bank at the last spectator point on the last competitive of the night. Apart from doing it in front of 2000 people all taking photos we got stuck on our door sills with the back wheels in the air - no problem however as we were descended on by about 100 people who

bodily picked the car up and put it back on the road and we only dropped 1½ minutes. Dave Johansen unfortunately ran into diff problems which forced him into retirement after running as high as 15th

END OF DAY 2

Position	CREW	CAR	Difference from Lead
1	CARLSSON/CARLSSON	MAZDA	0:00:0
3	CARR/STEWART	LANCIA	0:08:03
13	KAHLER/BEST	MAZDA	0:35:41
18	TAYLOR/AMBROSE	HONDA	0:48:42
29	REDDIEX/HARWOOD	PEUGEOT	01:11:09
30	REID/LANE	VOLVO	01:11:25

On Sunday it rained all day which made our task of staying with Ian Reddiex a bit more difficult as we had run out of tyres and even had to borrow 2 worn ones from our service crew. After the first couple of stages in the forests it was obvious we couldn't take time off Ian so we eased off and drove for a finish. Nothing eventful happened to anybody except Jim Middleton who drove his Commodore into a bank on the second last stage, broke his arm when the steering wheel spun back, did emergency repairs to the car and himself, drove out, did the last stage (100 km - 22 km competitive) and drove to the finish. When the FIA scrutineer saw him in parc-ferme at the finish he wouldn't let him get out of the car until an ambulance had arrived who then stuck him on a stretcher and took him to hospital - that's pretty tough and goes to exemplify the achievement of even just finishing the event and how much it means to the competitors.

We struggled home with a leaky gearbox that used 15 litres of Castrols' finest plus a dud starter motor. We pounded out every rubber top and bottom on our shockies on Sunday and at the end the rears were just flapping around in the towers both broken at the top.

We won our Class T.3, were the only Australians to win a class in Group A. George Kahler was 1st PRC and also won his class C.2. Dave Ambrose navigated Adrian Taylor to a Class win C1 and Ian Reddiex was second in his Class N3. The Queensland State Rally Team (Kahler, Reddiex, Reid) won the Team Classification for Territory Teams and were second in the Club Teams Award.

I would like to thank Castrol, Volvo, Norse Motors, Motorola and Toyo for sponsoring our entry in Rally Australia, definitely a must do event in 1989 (15-17 September) as it is now a round of the World Rally Championship for drivers and manufacturers.

FINAL RESULTS

Position	CREW	Car	DIFFERENCE
1	CARLSSON/CARLSSON	MAZDA	0:00:00
3	CARR/STEWART	LANCIA	0:06:42
17	REDDIEX/HARWOOD	PEUGEOT	1:27:37
19	REID/LANE	VOLVO	1:37:57
(12)	KAHLER/BEST	MAZDA	(not classed in overall)
(17)	TAYLOR/AMBROSE	HONDA	(" " " ")

Chris Lane

BSCC MOTORHANA SUNDAY 11 DECEMBER 88

This was the final round of the Club's 1988 Motorkhana series and it was going to be the big decider, with three different drivers capable of "pulling it off". Those three, Pete "Naka" Johnson, Good Ol' Brett Wright and myself, Tom Smith all turned out to the back carpark of Truck City at Rocklea (just behind Olbis) and we were ready for our second bitumen Motorkhana event of the year.

Some of the other new Club members who have taken a shine to Motorkhana-ing were also present. Paul Pyyvaara and Paul Gray, as well as some of the old regulars Gazza McLane and "Crazy Ron" Van Opstal. To top it off, we had a "guest" appearance from John Goasdoue in his recently-rolled Rally Escort and young Steve Kelly was also having a fang in the slightly-damaged Ford. (John said that he hadn't done a Motorkhana for "about 8 years", but I warned him he wasn't allowed to win). The director, Cameron Nielsen did a dirty trick and chose Forward and Reverse Slalom for the first test-how cruel!. Anyway, we all attacked it with gusto and Pete managed fastest time with John only a blink behind.

Some of us normal people thought that was pretty bad and so having "Hopki k" as test 2 was only barely a relief. This little pattern is also rather interesting and it was John Goasdoue (For those members who have never known how to pronounce John's name - its "GO-AS-DO-AY") who set the pace here again with a top effort from Paul Pyyvaara close behind (it's okay - he's a Scandinavian).

Test 3 was a little faster, being Crazy Square and it was Gary McLane who got his act together beautifully to score fastest overall with John G. again only a proverbial "Bees-dick" behind. Actually on this test there were another 3 of us on the same second, all within three tenths of a second. Talk about close stuff!!!.

Test 4, and while the pegs were out, we thought it sensible to run Plumb Crazy on the same layout. This time, Gazza did it again with a clean run to fastest, only the have that Works Lotus - assisted Camel Honda Civic up his freckle. Things were warming up quite considerably and a lot of us were trying to keep our hats on to avoid the sunburn. The heat combined with the occasional moron who drove through our Motorkhana area was a little exasperating at times, but we didn't let it stop the task at hand.

Test 5 should have been banned from the face of the earth - reverse Garage Aarghh!!! Who ever thought of having to reverse a vehicle that far when we all know they're supposed to go fast in a straight line (forwards). We had completed No. 5 by about 1.30 pm and so it was pretty obvious that there was going to be a test 6 to decide the day. After 5, I was leading P.D.J. by .47 of a second and so we were both out to do something terrific in the last pattern. Cam chose "Open Slalom" which was great, because it gave no distinct advantage to either Front wheel Drive or Rear Wheel Drive. We ran the first time and it was close, but I still lead Pete by a fair margin-in fact he had to make up .91 of a second on the second run.

Second time out I improved slightly, but Mr Johnson did the impossible and knocked just over a second off his best. The end result ??? Pete Johnson beat Tom Smith over 6 hard bitumen tests by 0.17 seconds.

Let's face it-the best man won on the day and we believe that gives Pete the Championship for '88 - That means a Honda on the cover of '89's Club magazines. Thanks to the Cam and Julie (& Brian) for directing and thanks to everyone who competed, it was a topday all round.

TOM SMITH

P.S. Thanks to Olbis and Truck City.

	F & R SLALOM	HOPKIRK	CRAZY SQUARE	PLUM CRAZY	REV.GARAGE	OPEN SLALOM	TOTAL	
T. SMITH	26.06+ 10	34.26	22.86	31.72	51.16	28.99	168.77	2nd
	23.93	31.73	22.59	30.42	32.05	28.05		
R VAN OPSTAL	29.40	42.80	26.00	39.01	44.78	39.65	205.19	9th
	24.76	40.20	24.21	33.55	40.00+5	37.69		
PAUL GRAY	27.53	38.13	24.04	40.43	34.61	31.04	185.58	7th
	26.36	36.62	23.07	33.88	34.65	32.73		
PAUL PYYVARRA	23.70	31.88	23.91	35.14	36.44	31.56+5	178.94	4th
	23.98	30.78	23.72	WD	35.60+5	29.16		
BRETT WRIGHT	27.40	41.73	22.91	32.62	34.50	31.06	184.89	5th
	24.45	42.67+5	22.77	31.98	WD	29.46		
GARY MCLANE	27.90	41.47	21.99	30.38	34.47	34.95	185.68	8th
	26.71	38.56	22.17	29.00	35.55	34.04+5		
JOHN GOASDOUE	30.90+5	29.64	22.61	32.59	WD	29.73	175.24	3rd
	23.57	35.61	22.15	30.05	30.21+10	29.62		
PETER JOHNSON	24.62	36.74	22.82	30.32	30.03	28.45	168.60	1st
	22.85	40.73	21.89+5	29.32	29.46	27.41		
STEVE KELLY	30.50	36.27	23.35	WD	36.62	35.69	185.13	6th
	27.48	40.22	22.09	29.04	33.82+5	33.63		

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BIG ED - HI,

After your impassioned plea, I take up my trusty pen with a few words on our last trip out west to do a control for the "Wynns Rally".

We were fortunate (?) enough to get a point about halfway between Quilpie and Eromanga. First surprise was the condition of the roads to Quilpie - leaves Ipswich Road for dead - wide, no potholes. Took us 12 hours to get to Quilpie - decided we needed a night in the Motel (only one in town) to fortify us for the week ahead.

Next day saw us on the road, into the property. We had all planned a few extra days holiday, so we asked the manager if we could camp just outside the gate. Very friendly, made us most welcome.

Set up our camp, walked a couple of kilometres around the area and settled down to a camp fire. Lots of emus and kangaroos in the nearby puddles (too small for swimming) all happily co-habiting with flocks of sheep.

Next day, we set out to see some opal mines, you need more than a cut lunch and a waterhog to find things in that country! Miles of open space. Found several places where they do their mining by bulldozer. They seem to be getting some great colour.

Back at camp, the rest of our party had arrived - another campfire and the usual tall stories that everybody has heard/told at some time or other.

Two a.m. and the Zero car came through and woke (some of us) up. I stayed up with the fire as we were supposed to be set up by 4 a.m. At about 5 a.m. the Zero car returned to tell us he couldn't get through and would be making other arrangements. He returned and gave us a sketch of where the vehicles were meant to be. It took the competitors out to the main road and back into an adjoining property. We split our party in two, Ron and I to direct cars and bikes onto the next control, and our daughters Coral and Katrina, with Steven, Colin and Brendan taking the major role of starting the competitors.

We had lots of time to talk to the fortunate ones (most of them just wanted to go home - I think it was a bit too long an event).

Once we managed to pass them all on to the kids, we let the dogs out for a run and headed down to the next check point. Another hold up - we were in time to see most of the start.

Brendan is a video freak so we all mounted up and followed on. Magic country Bulldust, washaways, etc. great for us but maybe a bit rough for tired drivers.

We spent the next day exploring the tracks between stations (which couldn't be found).

Possibly the organization was spread a bit thin, but we had a terrific time and have volunteered to do another Control next year (if we haven't been able to beg, borrow or steal a vehicle to run). We can all dream once in a while.

Our crew had to get home but we decided we were close enough to Lightning Ridge to have another look at some opals.

All in all a most satisfying week. Lots of miles and dust and no phones, bosses or traffic.

Pat McCreery.

S.T.P.

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MUNDOOLUN SHORT COURSE

27th NOVEMBER 1988

WEEKEND AUTO MARTS

RESULTS

CAR NO.	ENTRANT/DRIVER	HEAT 1	HEAT 2	HEAT 3	TOTAL	POSITION	
						CLASS	O/R
117	C.LOY/CEDRIC LOY	9.41	9.35	13.40	32.56	3rd	5th
143	S.BLACKBURN/STEVE BLACKBURN	10.14	10.06	10.09	30.29	2nd	2nd
144	J.SVENSON/LAURENCE SVENSON	9.12	8.39	8.53	26.44	1st	1st
1118	A.EGGINS/ANTHONY EGGINS	9.28	DNF	DNF			
1144	P.MULHOLLAND/PAUL MULHOLLAND	DNF					
216	G.GILKES/GRAHAM GILKES	9.58	9.59	14.18	34.15	2nd	6th
216A	G.GILKES/WILLIAM HAMMOND	10.10	10.13	15.14	35.37	3rd	12th
297	W.SHARPE/WILLIAM SHARPE	9.13	9.05	12.17	30.35	1st	3rd
2271	A.FEHLHABER/ANTHONY FEHLHABER	9.46	9.36	16.45	36.07	4th	13th
324	R.VANDERMEER/RICK VANDERMEER	11.33	10.14	13.47	35.34	2nd	11th
340	S.HILTON/STEPHEN HILTON	10.01	10.00	14.27	34.28	1st	7th
370	R.HARTNETT/RUSSELL HARTNETT	DNF					
370A	R.HARTNETT/LEE WILLIAMS	DNF					
377	G & A NICOLL/GREG NICOLL	10.11	10.04	15.58	36.13	4th	14th
377A	G & A NICOLL/ALAN NICOLL	10.15	10.03	14.45	35.03	3rd	10th
444	N.TAYLOR/NEVILLE TAYLOR	DNF					
444A	N.TAYLOR/GEORGE CROUCHER	DNF					
504	R.SCHIPP/RODNEY SCHIPP	DNF					
708	K.SMITH/KENNETH SMITH	11.01	10.53	12.50	34.44	1st	8th
943	J.BRIXEY/JOHN BRIXEY	9.33	9.31	15.43	34.47	2nd	9th
990	K.WHITE/KEVIN WHITE	DNF	9.47	DNF			
999	G.SMITH/GRAHAM SMITH	10.26	10.11	10.53	31.30	1st	4th
999A	G.SMITH/PETER SMITH	10.19	10.11	DNF			

1st OUTRIGHT: Car 144 - LAURENCE SVENSON 26.44

Congratulations to Laurence Svenson and all Class winners.

Thank you to all competitors who turned up making it a good day, despite the weather.

Thank you to everybody involved in setting up the track and helping on the day.
Special thanks to Sue Macdonald and family for catering which was much appreciated.

A big thank you to our sponsors S.T.P. and Weekend Auto Mart, their help and support is much appreciated. Also thanks are due to the property owner, Michael Fraser.

Ian Macdonald
Event Director.

A BIG THANK YOU TO IAN MACDONALD AND HIS TEAM FOR A WELL-RUN
AND MOST ENJOYABLE EVENT.

SHOWN BELOW ARE THE RESULTS FROM THE INTERCLUB MOTORKHANA HELD AT THE BEENLEIGH RUM DISTILLERY ON SUNDAY 20 NOVEMBER 88 AND ORGANISED BY THE HOLDEN SPORTING CAR CLUB. BSCC'S TEAM OF 6 FINISHED EIGHTH OUTRIGHT AND SEVENTH ON HANDICAP- AN EXCELLENT PERFORMANCE.

NO.	NAME	CLASS	RESULTS						6 OUTRIGHT FACTOR	HANDICAP	TOTALS		G/R	W/	
			1	2	3	4	5	6			OUTRIGHT	HANDICAP			
1	Mal Lawless	D	40.30	28.7	30.20	36.17	27.00	24.2	187.53	.7	131.27	D. Ipswich West			
2	Alan Ball	C	39.86	29.15	29.40	38.00	26.35	29.42*	127.16	.8	158.73	Moreton Auto Club 1.			
3	Allan Carlow	D	41.47	33.28	32.22+	34.36	27.60	25.47	199.40	.7	141.08				
4	Adrian Peace	D	38.33	28.62	27.93	30.38	25.30	25.20	175.76	.8	140.61				
5	B. Fowler	D	43.43	32.61	31.91	33.14	28.17	25.76	195.02	.7	136.51				
6	M. Lawless	C	46.36	35.65	36.16	34.70	29.34	29.42*	216.63	.8	174.30	954.87	708.20	5	1
1	Terry Scharf	C	38.04+	25.78	28.72	33.12	28.5	23.43	182.59	.8	147.07	B. Holden Sporting			
2	Robert Mills	C	39.26	27.37	27.65	39.08	27.80	23.42	184.58	.8	147.66	Car Club 3.			
3	A. Thomas	C	41.00	28.03	29.79	31.54	26.95	29.42	186.73	.8	149.38				
4	Ian Muller	C	39.12	28.15	28.84	32.60	25.22	23.44	177.45	.8	141.97				
5	G. Ellis	C	48.27*	27.75	29.80	42.70*	26.53	23.70	208.75	.8	169.00	940.11	755.08	4	2
1	Robert Bell	C	48.27*	27.75+	28.41	33.55	26.95	22.15	197.08	.8	159.66	J. Gold Coast Tweed			
2	Geoff Grandell	B	39.57	31.81	26.65	33.46	26.22	23.15	180.86	.8	144.69	Motorsporting Club 1.			
3	Ian Syne	A	41.64	29.25	27.95	33.38	34.94	24.62	191.78	.9	172.60				
4	Graham Ferguson	C	39.48	27.06	29.37	25.55	25.27	23.63	170.36	.8	136.29				
5	Garry Briggs	B	44.28*	32.22	30.97	34.95	27.39	24.76	199.57	.8	160.66	939.65	773.90	3	3
1	Lindsay Jenkinson	A	37.73	22.55+	26.31	30.82	24.18	23.60	170.19	.9	153.67	M. Holden Sporting			
2	Ken Graham	C	38.68	38.68*	28.07+	31.94	28.06	22.44	202.87	.9	165.30	Car Club 1.			
3	Pauline Graham	C	40.72	31.16	28.68	32.60	26.76	23.89	183.81	.8	147.05				
4	Lindsay Sutherland	C	39.0	26.51	29.71	42.70*	23.88	22.94	188.74	.8	151.99				
5	Alan McConnell	C	48.27*	26.95	27.50	28.19+	24.97	21.33	192.21	.8	156.77	937.82	774.78	2	4
6	Vic Moore	G	40.52	28.31	37.54*	42.70*	26.14	29.42*	219.63	.8	178.70				
1	Steve Reid	B	41.88	31.5	27.65	36.05	29.78	24.03	190.89	.8	152.71	N. Gold Coast Tweed			
2	Matt Ruggles	B	41.79	33.87	32.57	37.86*	26.72	28.58*	211.39	.8	171.11	Motorsporting Club 3.			
3	Peter Kohler	B	44.28	33.57	36.70	33.08	31.16	27.70	206.49	.8	165.19				
4	Bill Sherwood	B	39.49	26.5	28.03	31.13	26.53	25.35	177.02	.8	141.62				
5	Geoff Reid	B	42.16	35.30	30.11	33.32	26.90	24.94	192.73	.8	154.18	978.52	784.81	7	5
1	Peter Stringfellow	D	42.72	36.10	31.47+	38.55	31.73	26.31	211.88	.7	149.82	C. Christian Autosports			
2	Ian Capps	C	44.30	38.68	36.37	42.70	37.94	27.98	227.97	.8	182.38				
3	J Hayden	B	43.01	35.69	32.08	34.88	28.49	25.64	199.79	.8	159.83				
4	Iaul Young	C	40.97	26.72	27.25	31.68	24.21	24.00	175.53	.8	140.42				
5	D. Wheeley	C	48.27*	36.38	33.15	32.31	26.78	25.54	207.43	.8	166.94	1022.60	799.39	11	6
6	Ross College	C	43.32	37.20	35.36	36.26	30.43	29.42*	216.99	.8	174.59				
1	Tom Smith	C	42.25	34.00	28.66	36.58+	28.61	24.38	199.48	.8	160.58	K. Brisbane Sporting			
2	Robin Berardo	C	40.86+	38.68*	30.12	34.38	27.18	23.50+	209.72	.8	170.78	Car Club			
3	Iaul Pyyvaara	B	40.73	39.35	30.00	32.56	33.43*	24.51	205.58	.8	165.46				
4	Ron VanOystac	C	48.27*	30.7	32.63	32.50	29.77	26.00	204.87	.8	164.90				
5	Peter Johnson	B	40.45	25.72	27.16	30.71	25.19	24.59	173.82	.8	139.06	993.47	800.78	8	7
6	Brett Wright	B	41.82	26.41	29.00	32.23	25.53	23.29	178.28	.8	142.62				
1	Peter Awvey	B	42.24	34.50	31.97	36.50	32.25	26.92	204.28	.8	163.42	F. Competitive			
2	Brett Gillispie	B	44.28*	29.43	29.31+	33.70	28.61	24.18	197.81	.8	180.25	Drivers Car Club			
3	Marilyn O'Brien	C	40.20	29.66	31.43	33.50	28.13+	26.23	194.15	.8	156.32				
4	Grog Hilton	C	40.34+	27.25	29.41	31.03	37.94*	24.83	200.80	.8	162.64				
5	Geoff Trew	A	41.22+	26.28	LNK	LNK	LNK	LNK	LNK						
6	Colin O'Brien	C	48.27	33.48	34.61	35.72	30.70	28.19	210.97	.8	168.78	1008.01	811.41	9	8
1	Wendall Bar	B	41.11	32.28	29.07	35.62	28.21	24.50	190.79	.8	152.63	L. Gold Coast Tweed			
2	Megan Way	B	44.28*	39.35*	36.08	37.86	33.43*	28.58*	239.58	.8	195.66	Motorsporting Club 2.			
3	Paul Waller	C	41.25	32.60	31.85	33.38	37.94*	29.42*	216.44	.8	175.15				
4	James Nicholls	B	42.36	25.60	32.64	34.87	26.68	25.84	187.94	.8	150.35				
5	Tony Simpson	B	44.28*	29.50	30.68	31.29	33.43	24.25	198.43	.8	159.74	1033.18	833.53	12	9
1	Travis Carlow	C	42.47	36.22	31.02++	36.48	30.03	25.03	211.25	.8	171.00	E. Ipswich West			
2	Gary Ball	F	43.72*	33.63	28.70	32.42	24.53	22.80	190.80	-	190.80	Auto Club 2.			
3	Wayne Skring	A	38.02	23.03	26.34	30.70	24.13	22.66	164.88	.9	148.39				
4	Spencer Yarrow	A	41.73	26.35	27.89	31.12	26.09	23.50	176.68	.9	159.01				
5	Grant Yarrow	A	41.72++	27.71	27.09	31.47	25.85	24.86	188.70	.9	170.83	932.31	840.03	1	10
6	Nathan Lawless	C	42.95++	38.19	34.28+	31.05	27.28	26.63	215.38	.8	175.30				
1	Kerry O'Sullivan	B	36.31	24.91	26.67	30.69	25.06	21.65	165.24	-	165.24	H. Renault Car Club			
2	Dave Wood	B	42.83	30.09	33.34	35.83	29.25	28.58	199.92	.8	159.94				
3	Alan Moore	C	41.36	31.85	29.59	32.64	25.73	24.91	186.08	.8	148.86				
4	Glen Thompson	C	43.69+	32.20	37.54*	42.70*	37.94*	29.42*	248.49	.8	203.79				
5	Jo O'Sullivan	G	38.91	29.68	28.65	30.98	25.23	22.42	175.87	-	175.87	975.60	853.70	6	11
6	Andrea O'Sullivan	G	43.72	32.39	30.31+	36.36	27.65	25.35	205.78	-	205.78				
1	Ian Blackwood	A	41.37	29.25*	29.29*	37.70	29.15	26.16*	207.92	.9	188.63	G. QLD. Mini Car Club			
2	Ken Russell	A	43.37*	27.50	29.29+	39.10	32.07	26.16*	231.49	.9	211.84				
3	Perry White	C	40.05	28.44	28.28	30.93	25.97	24.92	178.59	.8	142.87				
4	Butch Young	A	41.50	23.98+	28.22	31.84	34.94*	24.20	194.58	.9	176.12				
5	Ray Blackwood	A	43.37	29.25*	29.29*	31.89	27.30	26.16	197.26	.9	178.53	1009.84	897.99	10	12
6	Steve Young	A	41.28	23.50+	29.29*	32.42	25.50	25.28	187.27	.9	169.54				
1	David Koore	C	48.27*	35.97	36.71	42.70*	34.04+	25.00	237.69	.8	193.15	A Holden Sporting			
2	Allan Sleaford	D	43.75	28.65+	40.70	49.71	30.76	25.62	224.19	.7	158.43	Car Club 2			
3	Joe Harrison	C	48.27*	47.00	37.54	42.70*	37.94*	29.42*	262.87	.8	214.30				
4	Dave James	G	37.10	26.31	27.26	29.13	24.97+	21.57+	176.34	-	176.34				
5	Geoff Johnson	G	37.25	29.20	28.55	29.35	23.94	20.87	169.16	-	169.16	1070.25	911.38	13	13

vent 1 Atom, 2. Fwd & Rev Slalom, 3. Cloverleaf, 4. Plumb Crazy, 5. Crossed 4 Point, 6. Crazy Square
W.L. Slowest time in class plus 5, + Plus 5. Results issued 21-11-88. Running order on day from A to N
DRIVING TEAMS. HANDICAP I.W.M.A.C. Team 1. OUTRIGHT I.W.M.A.C. Team 2
INDIVIDUAL DRIVER " " Mal Lawless " " Wayne Skyring

THE MG CAR CLUB RALLY- ROUND 4 OF THE Q.R.C.

The weekend of 15/16 October saw the running of the fourth round of this year's Rally Championship, which was thought by many to become a real 'battle royal' what with 2 or 3 teams who were all within strike of the leader's possy. John Goasdoue stil led the table with a fast catching George Kahler on his tail, although Dennis Brown in his 'ageing' Subaru RX-Turbo was still within range. This event also saw the debut of David Johansson's Nissan Gazelle in PRC form, the car now sporting one of those FJ20 16-valve motors, with which it is homologated. David and his navigator(and car owner) Andrew wright were to prove very potent in the hastily reassembled vehicle, andbut for a tad of bad luck may have finished a little further up the finishing order.

The Rally was again directed by Anne Thompson and she and her band of helpers once more concentrated on the forests in the Benarkin area. Apparently, they managed to find a few more roads that hadn't been heavily trafficked and those, combined the usual assortment of 'toughish' roads made for a good event.

SPECIAL STAGE 1

POSN	TIME	DRIVER	POSN	TIME	DRIVER
1	5.46	BROWN	13.	6.42	TAYLOR
2	5.51	KAHLER	14.	6.46	GRIFFITH
3	6.03	5.	16.	6.46	KRAUSE
4	6.05	MARCOVICH	18.	6.48	BURNS
5	6.06	2.	18.	6.48	23.
6	6.10	GOASDOUE	19.	6.50	LUCEY
7	6.17	WILLIAMSON		6.56	ARMSTRONG
8.	6.19	I. REDDIE	21.	7.12	SMITHIES
	6.19	DOBBIE	22.	8.11	T. KABEL
10.	6.25	GEES	23.	8.29	DUCKWORTH
11.	6.26	JOHANNSON	24.	8.34	13.
12.	6.28	CROSS			

SPECIAL STAGE 2

POSN	TIME	DRIVER	POSN	TIME	DRIVER
1	29.31	KAHLER	13.	33.10	DUCKWORTH
2.	30.12	MARCOVICH	14.	33.13	T. KABEL
3	30.47	I REDDIE	15.	33.44	KRAUSE
4	30.49	JOHANNSON	16.	33.50	LUCEY
5.	31.07	GOASDOUE	17.	34.00	TAYLOR
6	31.23	WILLIAMSON	18.	34.04	ARMSTRONG
7	31.46	GEES	19	34.06	BURNS
8	32.10	DOBBIE	20	34.18	DODKINS
9.	32.14	5.	21	36.58	23.
10	32.27	BROWN	22.	37.17	SMITHIES
11.	32.31	GRIFFITH	23	42.53	13.
12.	32.40	CROSS			

SPECIAL STAGE 3

POSN	TIME	DRIVER	POSN	TIME	DRIVER
1	5.46	BROWN	11.	6.40	CROSS
2	6.03	I. REDDIE	12	6.41	DUCKWORTH
3.	6.05	JOHANNSON	13.	6.43	5.
4	6.10	GOASDOUE		6.43	T. KABEL
5	6.19	GEES	15.	6.44	KRAUSE
6	6.22	DOBBIE	16.	6.46	TAYLOR
7	6.26	LUCEY		6.46	BURNS
8.	6.34	13	18.	7.03	ARMSTRONG
	6.34	GRIFFITH	19)	7.04	SMITHIES
10.	6.38	WILLIAMSON	20.	7.18	23

SPECIAL STAGE 4

POSN	TIME	DRIVER	POSN	TIME	DRIVER
1	12.05	JOHANNSON	10	13.27	ARMSTRONG
2	12.19	BROWN	11	13.30	KRAUSE
3.	12.26	I REDDIE		13.36	SMITHIES
4	12.27	13	13.	13.42	DOBBIE
5.	12.39	GEES	14	13.47	GRIFFITH
6	12.50	CROSS	15.	13.54	LUCEY
7	12.51	WILLIAMSON	16.	14.11)	TAYLOR
	12.51	DUCKWORTH	17.	14.18	23
9.	13.05	T. KABEL	18	15.03	BURNS

Well, after the first four stages Dennis Brown has shown the way. Kahler/Best unfortunately retired the Mazda after SS2 with a major head problem(which had to be fixed for Rally Australia) and poor John Goasdoue/Neil Wesche fell off the road in the Escort. Luckily there was no major damage and the boys had to drop a round anyway. Johansson/Wright are doing well as are Ian Reddiex/Ross Perry. Paul Williamson/

SPECIAL STAGE 5

POS.	TIME	DRIVER	POS.	TIME	DRIVER
1.	12.29	BROWN	10.	14.20	TAYLOR
2.	13.09	I. REDDICK	11.	14.21	KRAUSE
3.	13.37	CROSS	12.	14.31	WILLIAMSON
4.	13.54	DUCKWORTH	13.	14.32	BURNS
5.	13.58	DOBBIE	14.	14.36	SMITHIES
6.	14.09	T.KABEL	15.	14.42	ARMSTRONG
7.	14.10	13.	16.	14.44	GRIFFITH
8.	14.18	GEES	17.	15.35	23.
	14.18	LUCEY	18.	18.12	JOHANNSSON

SPECIAL STAGE 6

POS.	TIME	DRIVER	POS.	TIME	DRIVER
1.	8.44	BROWN	10.	9.45	CROSS
2.	8.55	JOHANNSSON		9.45	GRIFFITH
3.	8.59	I. REDDICK	12.	9.50	BURNS
4.	9.11	13.	13.	9.51	T. KABEL
5.	9.22	WILLIAMSON		9.51	KRAUSE
6.	9.25	DUCKWORTH	15.	9.55	ARMSTRONG
7.	9.31	DOBBIE	16.	10.03	SMITHIES
8.	9.33	LUCEY	17.	10.06	TAYLOR
9.	9.38	GEES	18.	10.40	23.

Here's where the wheels fell off (well, not literally) On the Gazelle, a hastily mounted ignition coil fell off and the boys had to stop, retrieve it and refit, resulting in a lot of lost time. Rod Cross/Darren McDowall pull out a blinder! Col Duckworth/Larry Colussa are heading for a top 6 placing. Phil Armstrong/Peter Calvert are looking at their first ORC finish in the little 1200cc Civic and there are great battles going on within all of the classes. Watch the progress of the Gees brothers in the BBIGGGG Falcon.

SPECIAL STAGE 7

POS.	TIME	DRIVER	POS.	TIME	DRIVER
1.	11.12	BROWN	10.	12.36	BURNS
2.	11.25	JOHANNSSON	11.	12.38	GRIFFITH
3.	11.37	I. REDDICK	12.	12.45	TAYLOR
4.	12.01	GEES	13.	12.48	23.
5.	12.06	DUCKWORTH	14.	12.53	CROSS
6.	12.07	T. KABEL	15.	13.19	DOBBIE
7.	12.10	WILLIAMSON	16.	13.30	ARMSTRONG
8.	12.12	LUCEY	17.	15.38	SMITHIES
9.	12.32	KRAUSE			

SPECIAL STAGE 8

POS.	TIME	DRIVER	POS.	TIME	DRIVER
1.	14.21	BROWN	11.	16.17	GRIFFITH
2.	15.03	WILLIAMSON	12.	16.32	TAYLOR
3.	15.15	DUCKWORTH	13.	16.50	LUCEY
4.	15.27	I. REDDICK	14.	17.04	SMITHIES
5.	15.47	JOHANNSSON	15.	18.04	23.
6.	15.51	KRAUSE	16.	18.39	T. KABEL
7.	15.56	GEES	17.	24.20	ARMSTRONG
8.	16.08	CROSS			
9.	16.16	DOBBIE			

The 4wd's are still leading the pack, but there is a great fight going on in the up-to-2litre class. What a comparison- the high tech ability of the Nissan and Peugeot versus the basic, but efficient package of the 1800cc Isuzu. The Lasers of Griffith and Lucey are having a 'ding-dong' ongoing fight and they end up separated by a mere 24 seconds at the end of the night.

SPECIAL STAGE 9SPECIAL STAGE 10

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1.	14.00	JOHANNSON	9.	15.22	CROSS	1.	18.14	JOHANNSON	9.	20.18	GRIFFITH
2.	14.07	BROWN	10.	15.34	BURNS	2.	18.17	BROWN	10.	20.19	BURNS
3.	14.35	I REDDIEX		15.34	KRAUSE	3.	18.37	I REDDIEX	11.	20.21	CROSS
4.	14.48	WILLIAMSON	12.	15.40	GEES	4.	19.18	GEES	12.	20.24	KRAUSE
5.	14.49	LUCEY	13.	15.46	DOBBIE		19.18	LUCEY	13.	21.16	SMITHIES
6.	15.02	DUCKWORTH	14.	16.19	SMITHIES	6.	19.24	DUCKWORTH	14.	21.38	WILLIAMSON
7.	15.04	GRIFFITH	15.	16.30	ARMSTRONG	7.	19.47	T. KABEL	15.	22.29	DOBBIE
8.	15.09	T. KABEL	16.	16.59	23.	8.	20.14	ARMSTRONG	16.	22.50	23.

RESULTS

<u>PLACE</u>	<u>TIME</u>	<u>CREW</u>	<u>CAR</u>	<u>CLASS PLACE</u>
1	135.28	DENNIS BROWN/JOHN HALL	SUBARU RX-TURBO	1st Cl.5
2	138.01	IAN REDDIEX/ROSS PERRY	PEUGEOT 205GTi	1st Cl.3
3	142.05	D.JOHANNSON/A.WRIGHT	NISSAN GAZELLE	2nd Cl.3
4	144.00	VIV GEES/NOEL GEES	FORD TUDOR	1st Cl.4
5	144.47	P.WILLIAMSON/S.HEYHERMAN	DATSUN 200BSSS	3rd Cl.3
6	146.17	COLIN DUCKWORTH/L.COLUSSA	ISUZU PF60	4th Cl.3
7	146.44	ROD CROSS/DARREN MCDOWALL	SUZUKI SWIFT GTi	1st Cl.1
8	148.00	CRAIG LUCEY/	FORD LASER S	1st Cl.2
9	148.24	MARK GRIFFITH/DEBBIE RENWICK	FORD LASER S	2nd Cl.2
10	149.17	GEOFF KRAUSE/	MISUBISHI COLT	3rd Cl.2
11	149.52	JOHN DOBBIE/	TOYOTA CELICA	1st Cl.1
12	150.54	TONY KABEL/BARTON TEW	MAZDA RX-7	2nd Cl.4
13	151.50	RON BURNS/CRAIG SMITH	TOYOTA COROLLA KE70	2nd Cl.1
14	159.59	SHANE AND CONNIE SMITHIES	CITROEN 1220	3rd Cl.1
15	160.41	PHIL ARMSTRONG/PETER CALVERT	HONDA CIVIC	4th Cl.1
16	162.18	car23		1st 4G

TELEPHONE NUMBERS

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PROPOSED CALENDAR FOR 1989

FEBRUARY

- 5TH 1st Round QUEENSLAND OFF ROAD CHAMPIONSHIP
GREG CHALK MEMORIAL ENDURO - GATTON. - Director John Hammond
- 25/26 1st Round QUEENSLAND RALLY CHAMPIONSHIP
GYMPIE Director - Errol Bailey

MARCH

- 5th SHORT COURSE OFF ROAD - Clerk of Course - Desley Collins
- 18/19 MOTOR SHOW RALLY - Director Richard Anderson
- 25/26 POSTPONED A.O.R.C.

JUNE

- 10/11 2nd Round QUEENSLAND OFF ROAD CHAMPIONSHIP
CHERREBAH OFF ROAD ENDURO - Director - Rod Brand

JULY

- 15/16 SHORT COURSE OFF ROAD

AUGUST

- 5/6 AUSTRALIAN RALLY CHAMPIONSHIP/QUEENSLAND RALLY CHAMPIONSHIP
- 26/27 SHORT COURSE OFF ROAD - Director Rod Sams - BIG CART

OCTOBER

- 7/8 NOVICE CLUB RALLY
- 21/22 Possible date for postponed A.O.R.C.
- 28/29

NOVEMBER

- 25/26 SHORT COURSE OFF ROAD - Director - Ian Macdonald

DECEMBER

- 9/10 GALLANGOWAN RALLY QRC?

Motorxhanas and Night Runs will be run on a regular basis and will be advertised in next magazine.

A date to mark in your diary: 15/16/17 SEPTEMBER 1989 - RALLY AUSTRALIA

The CLUBROOMS will be open WEDNESDAY 11th JANUARY 1989 for those members wishing to pay their subscriptions in order to obtain CAMS licences.

CLUBNIGHT - 18th JANUARY 1989 - BOARD MEETING 17th JANUARY 1989

Seasons Greetings to all members and best wishes for 1989.

Errol Bailey

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