

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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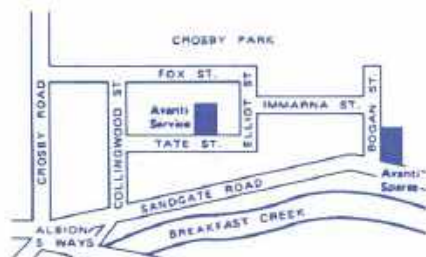
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STARLINE

BUM!! There, now that I've grabbed your attention, I want you to read on and enjoy this month's edition of the magazine that caused Stephen King to comment "It reminds me a lot of my early work", the same magazine of which Doubleday Publishing said "This deserves to be published by someone else" and as Lord Byron mused "This literature will be held in awe for years to come".

Okay, friends, Romans and fellow BSCC members lend me your eyeballs. I have been working like the proverbial dog since the finish of the 1989 Cooloola Classic Rally, in an effort to piece together something interesting for your cortices to digest. Now it is with pride and pleasure and just a dash of daring that I present The March Edition of Brisport.

Since last we conversed a few major items have come to fruition, the first being that Rally of Rallies, that fantasmagorical forest-race, that navigational nirvana better known as the QRC 1 - Cooloola Classic.

The event was a total success and everyone involved should give themselves a big fat pat on the back. A schedule that run like a finely-tuned Rolls Royce engine and the dedication and help of many people ensured that a fine rally was had by all.

Perhaps the only disappointment was the relatively small turn-out of 34 entries. I know we have reached the phase of only CRC or PRC cars being able to compete, but I also know there are a lot more vehicles out there. Come on, don't be scared! The sooner you folks get out and have a fang, the sooner your friends will join you and before long we'll have fields of 60.

We also had the first round of the Club Motorkhana Championships held at Beenleigh Rum Distillery on Sunday 19th February. Not exactly the best time for some of us, but nonetheless a pretty good turn-out and all-in-all a good start to the year. Actually, neither of last year's joint champions showed up??!

We have had the Grand Chester Short Course off road event along with the Greg Chalk Memorial Enduro which is Round 1 of the QORC.

At this point in time I wish to make it clear that I, as Editor/Chief Reporter/Cartoonist/Political Commentator of this fine Mag, do not find it in my hectic Social Schedule to attend Off-Road events. Hence, most times you will find a scant summary of any particular event along with a one page list of results. If any of you competitors or service crews or spectators out there would like to put pen to paper and send in a story about your team's performance or how many lunatics got stuck in the one bog-hole, we would love to whack it in the magazine for everyone to enjoy.

To continue, the Club was very well represented at the recent Brisbane Motor Show and we had a number of Rally Cars and Off-Road cars on display for all to drool over. Thanks to those people who left their cars to the sticky fingers and snotty-noses of the little kids (and some not so little) whose only interest was "How fast will it go, mate?". It's okay though, we told everyone that the 4WD Suzuki did 240 kmh and Ron Burns' GPA Corolla did 200 +.

As an off-shoot of the Club's attendance at the Motor Show, we held the annual Rally School (presented by Iain Stewart) which was extremely well attended. On the 18th March, as most people will

know the Motorshow Rally was unleashed on the unsuspecting public. Thanks to Richard Anderson and Brett Wright and Ron Burns for their work in getting this important event off the ground. This is exactly where future champions may be found. As all will know, the event has been postponed.

Anyway I'd better leave some other things for you to read inside the rest of the magazine so read on MACDUFF ... "To Be or Not to Be? That is the question, whether 'tis"

Tom Smith.

STOP PRESS STOP PRESS STOP PRESS

The tentative new date for the Motor show Rally is 22/23 April - more details when this has been confirmed.

NIGHTUS RUNNUS INCREDIBELUS

March 15 was the first Wednesday night run of the year and was 'jolly-ly' directed by our own wondrous Chirs "I'll have a go at everything" Lane.

It was a rather disappointing turnout for the first event of the Championship and a meagre field of 4 crews showed themselves and their \$5.00 notes and their 3rd Party extensions.

Perhaps everyone else was scared(?) of the Chris Lane Night-run reputation which stemmed from a minor error in Chris's 88 event.

That's no reason to miss out on a chance to tour the southside, though and Chris sent them on their way - south along the F3.

The rest of us who weren't competing stood at the bar and drank (Diet-coke, only) and talked about the impending arguments which always follow a night run.

To cut a long story short, everyone made it back to the club by a reasonable hour and most people were reasonably happy. Apparently they didn't get too far in terms of question answering, but we did have a winner and the results are shown below.

The next event will be directed by yours truly on the third Wednesday night of April, (that's the 19th) and it would be great to see a healthy turnout.

REMEMBER TO GET YOUR 3RD PARTY EXTENSION.

RESULTS

1st	Paul Gray/Paul Pyvaara	Datsun 1600
= 2nd	Ian Bremmer/Glen Weston	Toyota Corona
= 2nd	Robin Berardo/Claudia	Gemini
4th	Greg Tebble/Leanda Turvey	Fiat 131

T C S

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba on Wednesday 29th March 1989 commencing at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

1. The consideration of the accounts, balance sheets and reports of members of the Board and auditors as are prescribed by the Act.
2. The election of members of the Board, auditor or auditors and Life Members (if any).
3. Consideration of motions of which notice has been given.
4. Any other business

Nominations for Office bearers and other members of the Board are listed below:

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NOMINATED BY

SECONDED BY

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Christopher Lane

John Quinn

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Christopher Lane

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Tom Stevenson

Craig Brown

Graham Smith

Glen Weston

Brett Wright

Kevin Lingard

Brett Wright*

Ron van Opstal

Steve Abrahamson

CLUB CAPTAIN

Ron Van Opstal*

Brett Wright

Richard Anderson

Brett Wright*

Ron van Opstal

Steve Abrahamson

EDITOR

CLUB CHUMPONCHIP (Mkl idiots editshun)

NACHT NICHT FAHRT CHUMP

1st	PAUL GRAY	11
	PAUL PYYVAARA	11
	(STOP LAUGHING AT THE BACK THIS IS SERIOUS)	
	CHRIS LANE	11
4th	ROBIN BERARDO	10
	IAN BREMMER	10
	GLEN WESTON	10
7th	GREG TEBBLE	8

TOTORUKHANA CHUMP

1st	RON VON OASEL	11
	ALAN McCONNELL	11
3rd	PAUL PYYVAARA	10
4th	ROBIN BERARDO	9

RALLY CHUMP

1st	PETER MARCOVICH	11
	GREG WEALE	11
	ERROL BAILEY	11
	BRIAN SWINTON	11
	TOM SMITH	11
6th	IAN REDDIEY	10
	ROSS PERRY	10
8th	JOHN GOASDOUE	9
	NEAL WESCHE	9
10th	RON BURNS	8
	CRAIG SMITH	8
12th	PETER CARRUTHERS	7
13th	GARY BATTS	6
	TONY GARVEY	6
15th	TONY KABEL	5
	CHRIS LANE	5
17th	GLEN DUTHIE	4
	NEAL BUNTER	4
9th	STEWART REID	3
20th	ROD CROSS	2
	DARREN McBUALL	2
22nd	R ANDERSON	1
	D. UNDERWOOD	1

OFF ROAD CHUMP

=1st	ROBERT MOWBRAY	11
	JOHN HAMMOND	11
=3rd	BERNIE MOUEN	10
	MARK TWINE	10
=5th	STEVE HILTON	9
	TERRY HILTON	9
7th	JOHN BRIXEY	8
=8th	DOUG McWILLIAM	7
	DARYL COLE	7
=10th	KEN SMITH	6
	COLLEEN SMITH	6
=12th	CEDRIC LOY	5
	GEOFF LOY	5
=14th	GREG NICOLL	4
	ALAN NICOLL	4
16th	GRAHAM SMITH	3
=17th	PAUL MULHOLLAND	2
	TRACEY SMITH	2
=19th	MARK DOLAN	1
	LES MARSHALL	1
	GREG OZANNE	1
	GRAHAM GILKES	1
	PAUL GILKES	1
	DESLEY COLLINS	1
	ROBERTA BARBE	1
	GEOFF DIEHM	1
	ALLEN MILLER	1
	RODNEY SCHIAP	1
	RICHARD HOPE	1
	IAN WILKINSON	1
	MICHAEL SCHACHE	1
	MOSS LANE	1
	PETER BUNKER	1

Not included results of Grandchester Short Course -awaiting BSCC Off Road Panel's decision on what status.

LADIES CHUMP

MISS Q. THIGHS	312
COLLEEN SMITH	11
TRACEY SMITH	10
DESLEY COLLINS	9
ROBERTA BARBE	9

CLUB CHUMP

1	PAUL PYYVAARA	20
2	ROBIN BERARDO	16
3	CHRIS LANE	12
=4	PAUL GRAY	11
	RON VON OASEL	11
	ALAN McCONNELL	11
	PETER MARCOVICH	11
	GREG WEALE	11
	ERROL BAILEY	11
	BRIAN SWINTON	11
	TOM SMITH	11
	ROBERT MOWBRAY	11
	JOHN HAMMOND	11
=14	BERNIE MOUEN	9
	MARK TWINE	9
=16	IAN BREMMER	8
	GLEN WESTON	8
=18	STEVE HILTON	7
	TERRY HILTON	7
=20	IAN REDDIEY	6
	ROSS PERRY	6
=22	GREG TEBBLE	5
	JOHN BRIXEY	5
=24	DOUG McWILLIAM	4
	DARYL COLE	4
	JOHN GOASDOUE	4
	NEAL WESCHE	4
=28	KEN SMITH	2
	COLLEEN SMITH	2
	RON BURNS	2
	CRAIG SMITH	2

FISHFACE IS TAKING ME OFF TO EGYPT & EUROPE FOR TWO MONTHS, SO NEXT CHUMP LIST IN JUNE (GOD, TERRORISTS, CARGO DOORS, PERMITTING) PUL

XXX

GRANDCHESTER OFF ROAD SHORT COURSE.

I believe I was fortunate to have competed in the very best off-road short course that has been staged in Queensland, at Grandchester on the 5th March. This may seem biased and overstated, for the director was Desley Collins, who just happens to be the lady to whom I am married. However Desley is the most experienced short course director in the club and she did have the able assistance of Berta Barbe and Derrick Kennedy. She also had the capable back up of Janelle Svenson, Glenda "Norm" Crew, Karly Crew, Carol Hutton, Rosmary Horn and Sabina Shimkat, in the generously loaned, Manx Buggies timing tent.

The track, while of six tenths of a kilometre only, was a genuine off road challenge. It was essentially a bowl consisting of straights, hard corners and some magnificent jumps. Spectators could see the whole track. The faster drivers were lapping the circuit in about thirty seconds and the six lap heats were generally completed, by all comers, in less than six and a half minutes. I will not give a detailed treatment of the results, for the tabular summary of the event will also be published in an issue of this magazine. It is though appropriate to say that the track did reflect the many years of experience of such people as Steve and Greg Barbe along with Ian Bond, while "yours truly" and Desley kicked in with a few ideas. Should you be wondering, I did not drive the track before the event, unless you count one lap in a Jeep Cherokee, towing a tandem car trailer.

From the time the starters, Greg Barbe and Rod Brand, flagged off the first car in the one flying lap prologue, it was obvious that the day would be fairly spectacular. The property off "Mac" and Mrs Mc Farlane, had somehow missed out on the bulk of the rain that had drenched most of the Rosewood-Grandchester area for the previous week. The track was though well grassed and moist. Front runners Laurie Svenson, Mick Collins and Cedric Loy all managed to lose their cars on the first corner, as did many others. Not so for relative new-comer Rohan Clarke, who signalled to the old hands that his turbo Datsun buggy was going to be hard to beat. And it was. Rohan was placed third outright on the day.

Rohan's third place reflects the wisdom of the directors. The event was staged over three heats for all drivers. However only the best two times of each driver, counted for outright placings. Rohan as well as class eight drivers, Ian Wilkinson and Michael Schache, completed only two heats but still managed to gain class placings. Rohan in fact finished third outright. I would like to see this format adopted as standard practice, in all short course events. My guess is that others feel as I do. It is not hard to justify, for after all it is common practice in formula racing.

I doubt that those who saw Laurie Svenson hurling his Porsche-Boss buggy around the fairly tight track into first place overall, did not appreciate the professionalism of his driving and of his car's design. In spite of a first heat that was bugged by loose plug leads (a legacy of the motor show) and a sticking fuel injection linkage, Laurie had the crowd on its feet with his full-power cornering and his balls and all jumps. Laurie took the event by nine seconds from second placed Mick Collins in his old man's rotary powered Southern Cross.

Should it appear that I am not recognizing Michael's brilliant driving I must congratulate him for a top drive and for keeping the family name in lights by winning (by .045 of a second from Laurie Svenson) the innovative "Grandchester Top Gun" award, for being the fastest driver over one flying lap of the course. Perhaps this omens well for Michael's intended future in commercial aviation. The "Top Gun" event was conducted after the conclusion of the main event and was restricted to drivers who were placed tenth outright or better. It is probably unnecessary for me to say that this event was very popular with the crowd. Once again full marks must go to the organizing crew.

While on the subject of crowd pleasing I feel compelled to mention the exciting class nine (single seater) win by Kev White. After a string of DNF's, Kev showed us all that he and his turboed VW have still got it. I believe even John Brixey and the brothers Smith were pleased to see Kev win their class and to be placed third in the "Top Gun" event. Kev has been toying with quitting the sport for fishing, or women, or some other interest, perhaps it was golf. My guess is he will be around for a while yet.

Another driver who deserves special mention is class three (1200 cc buggies) winner, Russell Hartnett. Russell was only three seconds behind the very creditable effort of class two winner, Tony Fehlhaber. The feature of Russell's driving was his being so very tidy, except when he messed up the track with Citroen head light pieces. Russell has signalled to the Nicoll's and to Rod Sams, that class three is now going to be on for young and old. Talking about old, "Well done" Col Nicoll, father of Greg and Alan. Col had his first race and showed where the Nicoll talents come from.

Another piece of graffiti worth mentioning was the appearance Peter Bunker's and Moss Lane's "Challenger" class buggy. "Challengers" are buggies that are off roading's nearest equivalent to formular Vee. They are made from virtually stock 1600cc VW, standard bits and pieces. The very well presented "Challenger" was grouped with the modified class three buggies, as there were no others in the Challenger clas. Moss's third place in the combined class, behind Russell Hartnett and Alan Nicoll, says much to vindicate this combination of classes.

I am too much of an egotist not to mention my first drive in the ex-Jim Reddix Citroen Ralley car. I enjoyed the class win even though my only direct opposition, in the combined class 5-class 8 group, Stewart Kaiser, managed to doze a tree during his first heat. Stewart's prang was a bit of a let down for the car was beautifully presented and for a while seemed quite fast. I must also congratulate Jim Reddix for building a truly amazing car. The old beast is now a little tired but I must say that I have never driven a car that combines ruggedness comfort and advanced engineering in the manner of his old CX-GS hybrid.

What else to say? The crowd cheered as I have very seldom witnessed. Key White was awarded the "most improved" trophy. Perhaps this should have been the "most rejuvenated" trophy. Cedric Loy showed he is still competitive. I concur with all those who praised the organizers. My thanks go to the scrutineers, Rod Brand and Dave Westwood, as they do to the stewards Graham Hill and Ashton Bradley. I doubt that I will ever forget Patti Bradley flashing at the finish line. Thanks also to Steve Blackburn for a very informative and skilled effort on the microphone. A very special thanks to Derrick Kennedy and to Steve and Greg Barbe for their extended efforts, before during and after the event. Esme Gibson gave terrific support. Last but not least thanks to, Darrin Rolph, Martin Gibson and Damien Hill for their work on the tow vehicles.

I do not want to spoil a magic day with any undue brickbats. However I would be dishonest, if I did not express my disappointment, to those who did not chip in a few bob for the track owners for letting us use their property. We will be using the track some time in the future perhaps you might consider this more between now and then.

It is in some ways a pity that we cannot always have events that are as successful and so harmonious, as was the Grandchester Short Course. So what? All events are good in some way. It just hapens to be my opinion that this one was better than most.

Pat Collins.

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BRISBANE SPORTING CAR CLUB LIMITED
GRANDCHESTER' OFF ROAD SHORT COURSE

RESULTS

CAR No.	ENTRANT/DRIVER	HEAT 1	HEAT 2	HEAT 3	TOTAL (3)	TOTAL Best of 2	POSITION Class 0/R
117	C.LOY/CEDRIC LOY	3.18	3.22	3.13	9.53	6.31	4 5
137	P.J.COLLINS/MICHAEL COLLINS	3.07	3.03	3.00	9.10	6.03	2 2
144	J.SVENSON/LAURENCE SVENSON	3.08	2.58	2.56	9.02	5.54	1 1
1134	R.CLARKE/ROWAN CLARKE	DNF	3.10	3.04	6.14	6.14	3 3
191	J.GORDON/JOHN GORDON	3.28	3.18	3.22	10.08	6.40	5 11
216	L.G.GILKES/GRAHAM GILKES	3.25	DNF				
233	P.MULHOLLAND/PAUL MULHOLLAND	3.28	3.23	3.37	10.28	6.51	4 16
233A	P.MULHOLLAND/KEITH MULHOLLAND	3.30	3.25	3.30	10.25	6.55	5 17
2271	A.K.FEHLHABER/ANTHONY FEHLHABER	DNF	3.16	3.17		6.33	1 7
365	J.WILLIS-LYNCH/JONATHAN WILLIS-LYNCH	3.40	3.31	3.37	10.48	7.08	5 20
370	R.HARTNETT/RUSSELL HARTNETT	3.24	3.20	3.16	10.00	6.36	1 8
370A	R.HARTNETT/LEE WILLIAMS	3.29	3.24	3.20	10.13	6.44	3 14
376	G.DIEHM/GEOFF DIEHM	3.39	3.37	3.39	10.55	7.16	6 22
377	A & G NICOLL/ALAN NICOLL	3.21	3.18	3.21	10.00	6.39	2 10
377A	A & G NICOLL/COLIN NICOLL	3.37	3.27	3.29	10.33	6.56	4 18
537	P.J.COLLINS/PATRICK COLLINS	3.29	3.26	3.17	10.12	6.43	1 12
565	S.KAISER/STUART KAISER	DNF					
666	P.BUNKER/PETER BUNKER	3.39	3.27	3.31	10.37	6.50	3 19
666A	P.BUNKER/MOSS LANE	3.25	3.20	3.23	10.08	6.43	2 12
808	I.WILKINSON/IAN WILKINSON	3.38	DNF	3.38		7.13	2 21
808A	I.WILKINSON/MICHAEL SCHACHE	3.53	DNS	3.53		7.34	3 23
943	J.BRIXEY/JOHN BRIXEY	3.15	3.17	3.17	9.49	6.32	2 6
990	K.WHITE/KEVIN WHITE	3.33	3.13	3.11	9.57	6.24	1 4
999	G.SMITH/GRAHAM SMITH	3.20	3.18	3.20	9.58	6.38	3 9
999A	G.SMITH/PETER SMITH	3.32	3.16	5.19	12.07	6.48	4 15

Supp.Reg 17: Classes 2 & 6, and 5 & 8 were amalgamated in respect of Awards

GRANDCHESTER TOP GUN

137	Michael Collins	29.305	370	Russell Hartnett	31.845
144	Laurence Svenson	29.350	2271	Tony Fehlhaber	31.975
990	Kevin White	30.92	377	Alan Nicoll	32.095
943	John Brixey	31.315	999	Graham Smith	33.93
117	Cedric Loy	31.59	1134	Rowan Clarke	DNF

Congratulations to the Winner, Laurence Svenson. Thank you all for a top day. A big thank you to my two Assistant Directors, and all the officials who did a great job. We are most grateful to Mr and Mrs. McFarland for the use of their property which was a great venue, thank you.

Desley Collins

Clerk of Course.



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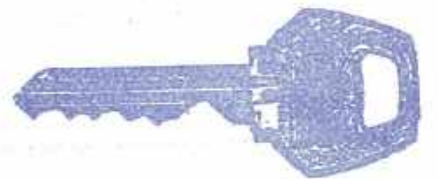
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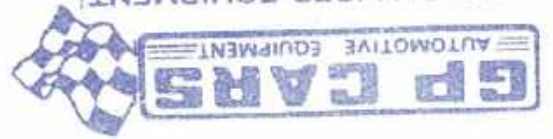
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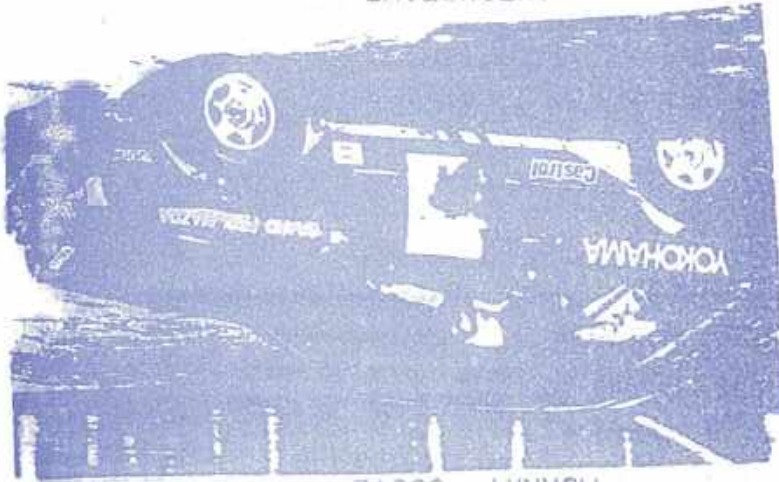
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THE 1989 COOLOOLA CLASSIC RALLY

The first round of the 1989 Queensland Rally Championship was, perhaps, more well known to all, and sundry by it's previous title, "The 4GY Rally".

Once again the great people at Radio Station 4GY jumped on the bandwagon to help our own Errol Bailey and Brian Swinton (and their team), to put together a smoothly run event which by some post-event accounts, was good enough to be an ARC round. High praise, indeed!

The name change was effected primarily because of a wish to establish a wider range of acceptance along the stretch of coastline encompassing the city of Gympie. (This is known as the Cooloola Coast).

Unfortunately the organisers were unable to come up with an alternative major sponsor for the Rally and consequently entry fees were a little up on last year's event. Luckily the management of 4GY with it's usual zest and enthusiasm provided enormous support, both in terms of promotions and financial help too!

As usual, the people of Gympie and the various Forestry Offices involved could not do enough to assist in getting this important Rally off and running. Special word must be made of the attitude and assistance given by the Widgee Shire Council and the Police Department, who managed to find it in their hearts to grant permission to use some magic Shire Roads in the area. (As some people might remember, approval to do this sort of thing isn't always forthcoming, sometimes leading to disastrous results).

The residents of these particular roads were not concerned about the Rally cars using 'their' roads at speed and in fact some viewed it as a perfect opportunity to invite friends over for a barbecue and enjoy a prime, personalised spectator point (now, that's the attitude!).

A somewhat disappointing field of 34 cars started the event, but it is certain that this number will continue to grow during the year as new or converted cars come out of the woodwork.

Perhaps the field was a little lacking in numbers, but what it lost in quantity, it certainly made up for in terms of quality.

We had Marc Roach making a welcome return to the driver's seat after a layoff of about 18 months. Marc's navigator David Dwyer is an employee of Radio 4GY and perhaps that connection had something to do with the 4GY decals emblazoning the Mazda 323 4WD.

George Kahler and Peter Marcovich made up the rest of the 4WD Class 5 and it was reasonably certain that one of these three guys would be under the chequered flag at the end of 12 hard hours.

There were the usual stream of entries in Class 3, headed by David Johanson/Andrew Wright in the lush Nissan Gazelle and John Goasdoue/Neal Wesche back to battle on with their repaired Escort.

Gary Batts was also a sight for sore eyes in his very well presented Isuzu Gemini twin-cam and everyone was happy to see him back at his best after a bout of ill-health last year.

Class 4 had the unstoppable Gees brothers in their 'Red Terror', the mighty Falcon Tudor and Tony Kabel, whose normal navigator was 'lucky' enough to have an operation on his knee the week before the event, found a certain Australian Class 3 champion Navvy Chris Lane only too keen to jump in for the ride (to a class win, and all!).

Class 2 was filled with the usual Laser 'S' battle of Griffith and Lucey and the Lancer of Peter Carruthers. Oh yeah, there was also this young guy Glen Duthie from Gympie doing his first ever Rally in a Mazda Capella. Young Glen is now No 23 on the Qld Driver's Seeding List!!

As usual the baby Class 1, saw 88 champs Ron Burns and his Navigator/Cousin 'Scarface' Craig Smith, and their adversaries Crossie and Spike in the Suzuki GTI. Shane Smithies was to have his first DNF in the little Cit' and two newcomers to the class were the Reid brothers from the Gold Coast in another Toyota Corolla KE70, and Trevor Bowden/Cam Neilson in a Mini Cooper 'S'. Unfortunately these guys put up a great effort but were stopped about 16 k's from the end of the Rally by a dead clutch!

All in all, a top field in a top event and with the time and effort put into the organisational side of things, a Rally that ran like clockwork. Most faces were happy at the presentation on Sunday morning and a well-deserved win went to the Subaru RX-Turbo of Peter Marcovich and Greg Weale.

Once more, a great start to the season which should culminate in a close-fought battle for the championship. Errol Bailey and Brian Swinton have once again come up with a real 'Cooloola CLASSIC'.

SSI		
POSN	TIME	DRIVER
Most competitors achieved the minimum time (2.00) set for this fast stage around the Driver Education Centre, except for those shown below:		
26	2.01	MARSHALL
	2.01	BOWDEN
	2.02	CRISP
29	2.03	KELLY
30	2.08	SCOTT
	2.08	CLARK
32	2.11	SMITHIES

As in past years, the first Special Stage was a short blast around the grounds of the Driver Education Centre and the bitumen roads of the adjoining Gympie Industrial Estate. This year, the infamous bridge jump was avoided in a big way and the section finished on the dirt well clear of the hazard, leaving crews to transport slowly out. Most teams were credited with a 'minimum time' of 2.00 minutes with only a few failing to 'make the cut'.

SSI TRAVESTON		
POSN	TIME	DRIVER
1.	6.17	ROACH
2.	6.30	STEWART REID
3.	6.32	JOHANSON
4.	6.33	MARCOVICH
5.	6.34	B. BELL
6.	6.42	JORY
7.	6.44	ANDERSON
8.	6.45	DUTHIE
9.	6.46	BURUS
10.	6.47	I. REDDIE
11.	6.50	STEPHEN REID
12.	6.51	T. KABEL
13.	6.52	SCOTT
14.	6.55	GOASDOUE
15.	6.58	MARSHALL
	6.58	WILLIAMSON
17.	6.59	CARRUTHERS
18.	7.00	GEES
19.	7.01	PEARCE
20.	7.03	GRIFFITH
21.	7.07	IAGAMI
22.	7.10	CRISP
	7.10	SMITHIES
	7.10	CUMMINS
	7.10	RATES
	7.10	CLARK
27.	7.12	LUCEY
28.	7.13	CROSS
29.	7.14	BATTS
30.	7.20	KELLY
31.	7.32	BOWDEN
32.	7.45	JONES

SS3			DRIVER	16.	16.45	ANDERSON
1.	15.39	MARCOVICH		16.45		WILLIAMSON
2.	15.51	JOHANSON	18.	16.48		BATES
3.	15.54	J. REDDIE	19.	16.49		CARRUTHERS
	15.54	R. BELL	20.	16.50		SMITHIES
5.	15.58	PEARCE	21.	16.51		CRISP
	15.58	DUTHIE	22.	16.53		CROSS
7.	16.03	BURNS	23.	16.57		BATTS
8.	16.10	T. KABEL	24.	16.59		CUMMINS
9.	16.20	GRIFFITH	25.	17.05		MARSHALL
10.	16.30	JORY	26.	17.22		KELLY
11.	16.32	CLARK	27.	17.26		ZAGAMI
12.	16.34	GEES	28.	17.58		JONES
	16.34	STEVE REID	29.	18.31		SCOTT
14.	16.35	GOASDOUE	30.	18.49		BOWDEN
15.	16.44	LUCEY	31.	19.24		STEWART REID

Well already we've lost two of the top contenders, Roach and Kahler. George had installed a new competition black box prior to the event which went phut and Roachie had the centre diff let go. Those two repairs would probably cover a year's running costs for a lot of other teams. Oh well, Ce la Vie!! Stewart Reid in his PRC Datto pulls out a blinder on SS2 and then is slowest on SS3. Local man Duthie is showing he's made of good stuff as is Burnsie in the tiddler Corolla. John Goasdoue said before the event that he wasn't going to push it and sits mid-field. In SS3, Adrian Pearce has also put in a really good time - he'll finish well. Poor old Bruce Dummett didn't get far at all, his CRC Datsun breaking a steering arm and becoming stranded mid-stage.

SS4			DRIVER	POSH	TIME	DRIVER
1.	9.19	STEWART REID		1.	7.05	JOHANSON
2.	9.22	R. BELL		2.	7.09	MARCOVICH
3.	9.25	MARCOVICH		3.	7.15	STEWART REID
4.	9.31	JORY			7.15	ANDERSON
5.	9.35	BURNS			7.15	GEES
6.	9.37	STEVE REID	6.	7.19		R. BELL
7.	9.44	GOASDOUE	7.	7.21		J. REDDIE
8.	9.48	J. REDDIE	8.	7.25		BATTS
9.	9.50	PEARCE		7.25		CRISP
10.	9.52	CLARK		7.25		T. KABEL
11.	9.54	BATES		7.25		BURNS
	9.54	DUTHIE	12.	7.26		DUTHIE
14.	9.58	JOHANSON	13.	7.27		GOASDOUE
	9.58	T. KABEL	14.	7.28		GRIFFITH
16.	10.00	MARSHALL	15.	7.30		CROSS
17.	10.04	WILLIAMSON	16.	7.31		LUCEY
	10.04	GEES		7.31		ZAGAMI
19.	10.06	GRIFFITH	18.	7.32		PEARCE
20.	10.09	SCOTT		7.32		STEVE REID
21.	10.11	CARRUTHERS		7.32		BATES
22.	10.17	CROSS	21.	7.35		MARSHALL
23.	10.19	ANDERSON		7.35		KELLY
24.	10.20	LUCEY	23.	7.37		CARRUTHERS
25.	10.22	BATTS	24.	7.39		WILLIAMSON
26.	10.25	SMITHIES	25.	7.45		CLARK
	10.25	ZAGAMI	26.	7.48		JONES
28.	10.43	JONES	27.	7.49		SMITHIES
29.	10.47	BOWDEN		7.49		CUMMINS
30.	11.07	CUMMINS	29.	8.25		SCOTT
			30.	8.27		BOWDEN

Stewie Reid is at it again, but no-one can understand how he does it. Ronnie Burns is going very well and just 12 months ago at the 88 event he was about second slowest. (Lots of development). Richard Anderson's CRC Alfetta pulls a good time on SS5, as does the giant Falcon of Viv and Noel Gees. We lost Neil Jory/Hugh Walker in the RX-3 on SS4 with the brand new motor going bang (Maybe Neil's 13000 RPM limiter is set a little high). Steve Kelly/Greg Tebble are progressing nicely as Steve doesn't want to damage the new car. He wrote the RX-2 off in the 88 event and has put the new shell back together very nicely. Steve & Geoff Reid in their Corolla KE70 slot in behind Burns on SS4 (!) and they would finish very well indeed. The little brick is fighting on at the end of the field, the crew learning as they go.

SS7 HAUPLE

PUSH	TIME	DRIVER
1.	21.06	MARCOVICH
2.	21.13	JOHANSON
3.	21.30	STEWART REID
	21.30	R. BELL
5.	21.31	ANDERSON
6.	22.07	I. REDDIE
7.	22.09	BURNS
8.	22.34	CRISP
9.	22.41	GRIFFITH
10.	22.46	GEES
11.	22.47	STEVE REID
12.	22.48	CLARK
13.	22.50	BATTS
14.	23.05	GOASDOUE
	23.05	T. KABEL
16.	23.08	WILLIAMSON
17.	23.14	LUCEY
18.	23.18	CARRUTHERS
19.	23.20	DUTHIE
20.	23.21	MARSHALL
21.	23.24	SCOTT
22.	23.41	CROSS
	23.41	BATES
24.	23.44	SMITHIES
25.	23.47	ZAGAMI
26.	23.55	KELLY
27.	24.33	CUMMINS
28.	29.50	PEARCE
29.	41.00	BOWDEN

SS6 NEERDIE

PUSH	TIME	DRIVER
1.	6.24	MARCOVICH
2.	6.26	JOHANSON
3.	6.35	STEWART REID
4.	6.41	ANDERSON
5.	6.46	R. BELL
6.	6.49	I. REDDIE
7.	6.59	GOASDOUE
8.	7.03	BATTS
9.	7.05	GEES
10.	7.12	T. KABEL
11.	7.13	WILLIAMSON
12.	7.15	CARRUTHERS
13.	7.16	BURNS
14.	7.17	CRISP
15.	7.18	ZAGAMI
16.	7.20	CROSS
17.	7.27	STEVE REID
	7.27	DUTHIE
19.	7.28	MARSHALL
20.	7.30	BATES
21.	7.36	GRIFFITH
22.	7.38	SCOTT
23.	7.39	PEARCE
24.	7.40	LUCEY
25.	7.44	SMITHIES
26.	7.52	CLARK
27.	8.11	CUMMINS
28.	8.13	KELLY
29.	8.27	BOWDEN

SS6 and SS7 are pretty much Driver's stages with some fairly high speed stuff involved. Allen and Lance Jones blew a head gasket in their pretty twin-cam Celica and retired in SS6 NEERDIE. (At least they won the sponsor's award for best presented car). The battle up front is going strong but Marco and the remaining 4 wheel drive vehicle are showing their superiority. David Johanson and Andrew Wright in the Nissan are doing their best to keep up and are only a few seconds in arrears. Rob and Jan Bell are showing their heels to the CRC competitors but Anderson's Alfetta is sneaking up quickly. Ian Reddix and Ross Perry in the Peugeot 205 GTI are running very consistently and will be rewarded with a brilliant finish.

SS6 CURRA 2

PUSH	TIME	DRIVER
1.	7.53	JOHANSON
	7.53	MARCOVICH
3.	8.11	R. BELL
4.	8.13	STEVE REID
	8.13	DUTHIE
6.	8.16	BURNS
	8.16	PEARCE
8.	8.17	ANDERSON
9.	8.19	I. REDDIE
10.	8.21	GOASDOUE
11.	8.31	BATES
12.	8.35	MARSHALL
13.	8.42	CARRUTHERS
14.	8.44	BATTS
	8.44	GRIFFITH
16.	8.47	T. KABEL
17.	8.49	CLARK
18.	8.50	STEWART REID
19.	8.51	CRISP
20.	8.53	CROSS
21.	8.57	SMITHIES
22.	9.01	LUCEY
23.	9.02	WILLIAMSON
	9.02	GEES
25.	9.07	CUMMINS
26.	9.39	SCOTT
27.	11.46	BOWDEN
28.	20.40	ZAGAMI

SUB TOTALS

DIVISION 1 (after 8 sections)

<u>POSN</u>	<u>TIME</u>	<u>CREW</u>	<u>CAR</u>
1.	1.16.09	MARCOVICH/WEALE	SUBARU RX-TURBO
2.	1.16.58	JOHANSON/WRIGHT	NISSAN GAZELLE
3.	1.17.36	BELL/BELL	ESCORT
4.	1.19.05	REDDIEX/PERRY	PEUGEOT 205 GTI
5.	1.19.30	BURNS/SMITH	TOYOTA COROLLA KE70
6.	1.19.32	ANDERSON/UNDERWOOD	ALFETTA
7.	1.21.00	REID/REID	TOYOTA COROLLA KE70
8.	1.21.03	DUTHIE/BUNTER	MAZDA CAPELLA
9.	1.21.06	GOASDOUE/WESCHE	ESCORT
10.	1.21.23	REID/KRAUSE	DATSUN 1600
11.	1.21.28	KABEL/LANE	MAZDA RX-7
12.	1.21.46	GEES/GEES	FALCON TUDOR
13.	1.21.58	GRIFFITH/GRIFFITH	LASER 'S'
14.	1.22.02	CRISP/TRUSTUM	ESCORT
15.	1.22.35	BATTS/GARVEY	ISUZU ZZ
16.	1.22.49	WILLIAMSON/HETHERMAN	NISSAN 200B SSS
17.	1.22.51	CARRUTHERS/PROFITT	LANCER
18.	1.22.56	CLARK/STILLER	DATSUN 1600
19.	1.23.03	MARSHALL/GOLDSWORTHY	DATSUN 1600
20.	1.23.06	BATES/PETERS	DATSUN 1600
21.	1.23.42	LUCEY/O'GORMAN	LASER 'S'
22.	1.23.47	CROSS/McDOWALL	SUZUK SWIFT GTI
23.	1.24.50	SMITHIES/O'KANE	CITROEN GS
24.	1.26.56	CUMMINS/ ?	ESCORT
25.	1.27.46	SCOTT/COURTNEY	
26.	1.28.06	PEARCE/CONVERY	ESCORT
27.	1.36.14	ZAGAMI/CHRISTIANSON	MAZDA 323 GTS
28.	1.48.49	BOWDEN/NEILSON	MINI COOPER 'S'

SS8 CURRA 2 was going to be a little longer but the organisers had a little trouble with the leaseholder who wanted a large sum of money to let the Rally cars use the road over his land. As a result the crews were forced to transport in over a roughish track to the start control well into the bush. In the stage, poor Steve Kelly clipped a stump with the LHF wheel which wasn't so bad, but that sent him off into a tree on the RHF, causing retirement. The Gazelle and the Sube are equal fastest on this stage which shows just how even the two crews/cars can be. Steve Reid, driving the 'other' Corolla KE70 pulls off 4th fastest time along with newcomers Glen Duthie/Neil Bunter. These two crews were only 20 seconds off the leaders!!

At Division Break at QDEC the results are surprising. Marco and Johanson are still battling for the lead and only 27 seconds separate 3rd, 4th and 5th. The surprise performance at this point is Burns/Smith in the underpowered Corolla who sit in 5th outright and first in Class. There are also only 6 seconds between 7th, 8th and 9th, but John Goasdoue has regained a lot of confidence and relaxed enough to start pulling the finger out. And he does! Some crews who normally run higher up the field have fallen off, but we still have 28 crews left to contest the night stages.

SS9 BREAKNECK

POSH	TIME	DRIVER
1.	20.24	ANDERSON
2.	20.49	JOHANSON
3.	20.53	MARCOVICH
4.	20.55	R BELL
5.	21.13	I REDDIEX
6.	21.20	GOASDOUE
7.	21.28	CARRUTHERS
8.	21.35	T KABEL
9.	21.39	PEARCE
10.	21.46	STEVE REID
11.	21.56	MARSHALL
12.	22.01	BURNS
13.	22.02	WILLIAMSON
14.	22.08	CLARK
15.	22.27	GRIFFITH
16.	22.28	LUCEY
17.	22.33	CROSS
18.	22.44	BATTS
19.	23.15	DUTHIE
20.	23.27	CUMMINS
21.	24.24	STEWART REID
22.	24.57	BOWDEN
23.	25.42	CRISP

Well, Richard Anderson shows he's made of the right stuff. A fastest outright time some 25 seconds in front of David Johanson over a rather quick stage just outside of Imbil, called Breakneck. John Goasdoue has started his climb back up to the top and Ian Reddiex remains within the top 5 with his consistent good driving. The little 1300cc cars of Burns and Reid (and Crossie) feel the pressure on this stage and lag behind, while poor old Brian Crisp had a few problems to be slowest over the stage. Cars who failed to start Division 2 include the Gees' Falcon which had its Carby fall apart, Shane Smithies and Terry O'Kane in the inverted Citroen GS (not too badly damaged, though), David Bates/Ron Peters with a broken control arm, and David Scott/Sue Courtney who had gearbox problems. Glen Zagami broke his front suspension in the ex-Murray Cooto Mazda 323 GTS front wheel drive car, and couldn't get the car back on the road in time to continue with Division 2.

SS10 BRANCH

POSH	TIME	DRIVER
1.	7.25	MARCOVICH
2.	7.32	JOHANSON
3.	7.35	STEWART REID
4.	7.38	R. BELL
5.	7.42	I. REDDIEX
6.	7.43	GOASDOUE
7.	7.40	ANDERSON
8.	7.50	CARRUTHERS
9.	7.55	BURNS
10.	7.57	BATTS
11.	7.57	STEVE REID
12.	7.59	PEARCE
13.	8.01	WILLIAMSON
14.	8.07	T. KABEL
15.	8.07	CLARK
16.	8.12	LUCEY
17.	8.14	CROSS
18.	8.15	GRIFFITH
19.	8.19	CRISP
20.	8.20	MARSHALL
21.	8.23	DUTHIE
22.	8.27	CUMMINS
23.	9.29	BOWDEN

SS11

POSH	TIME	DRIVER
1.	28.39	BATTS
2.	28.51	MARCOVICH
3.	29.09	GOASDOUE
4.	29.17	I REDDIEX
5.	29.31	CARRUTHERS
6.	30.30	STEVE REID
7.	30.43	BURNS
8.	30.59	T KABEL
9.	31.04	PEARCE
10.	31.12	DUTHIE
11.	31.30	CROSS
12.	31.31	CRISP
13.	31.46	WILLIAMSON
14.	31.50	GRIFFITH
15.	32.16	LUCEY
16.	34.33	STEWART REID
17.	35.50	R BELL
18.	36.18	CUMMINS
19.	37.36	BOWDEN
20.	47.00	ANDERSON
	47.00	MARSHALL
	47.00	CLARK

SS10 saw the demise of the Nissan Gazelle's dream run, showing it's first sign of mechanical trouble. Special Stage 11 sees another one of the surprises of the Rally. Gary Batts performs some amazing stuff to take fastest over the longish stage, with Marco, Goasdoue and Reddiex not far off. Peter Carruthers also has a top run in the diminutive 1600cc Lancer and we see the start of what may be another "Ding-Dong" battle between the Corollas of Ron Burns and Steve Reid.

Tony Kabel also does a fairly quick time, but woes betide Gary Marshall in his ex-Group G/now PRC Datsun 1600. Overheating and lack of grunt caused him to retire after taking a maximum on this stage. Richard Anderson in the Alfetta also had a fairly major "off" suffering the ignominy of a maximum time but managed to get the car back on the road.

POSN	TIME	DRIVER	POSN	TIME	DRIVER
1.	16.08	STEWART REID	1.	16.55	ANDERSON
2.	16.52	GOASDOUE	2.	17.13	GOASDOUE
3.	17.21	R. BELL		17.13	J REDDIE
4.	17.25	ANDERSON	4.	17.40	BATTS
5.	17.35	MARCOVICH	5.	17.51	R BELL
6.	17.39	BURNS		17.51	CARRUTHERS
7.	17.42	I. REDDIE	7.	17.52	BURNS
8.	17.48	CARRUTHERS	8.	17.54	STEVE REID
9.	17.52	PEARCE	9.	17.57	CLARK
10.	17.56	BATTS	10.	18.06	T KABEL
11.	18.07	CRISP	11.	18.10	MARCOVICH
12.	18.14	T. KABEL	12.	18.14	CROSS
	18.14	CLARK	13.	18.15	CRISP
14.	18.15	STEVE REID		18.15	WILLIAMSON
15.	18.23	GRIFFITH	15.	18.21	DUTHIE
16.	18.37	WILLIAMSON	16.	18.43	PEARCE
17.	18.43	DUTHIE	17.	18.48	GRIFFITH
18.	18.51	CUMMINS	18.	18.56	CUMMINS
19.	19.03	CROSS	19.	19.11	LUCEY
20.	19.10	LUCEY	20.	22.38	STEWART REID
21.	20.45	BOWDEN			

SS14

Just like a yo-yo, Stewie Reid is fastest again on SS12 but drops off in stage 13. John Goasdoue is going really well now and is showing his form of last year. Richard's Alfetta is again screaming in 13 to take fastest and while Burns sets 5th fastest in SS12, he and Steve Reid are only 2 seconds apart in SS13. Paul Williamson/Sheridan Hetherman in the good-looking 200B SSS haven't had the fastest of runs, but again their consistency will see them 12th outright and 4th in class. (Well into the points). Battsy again shows the younger fellows how to do it with a fine 4th fastest time, but Peter Marcovich/Greg Weale have backed off sensibly, realizing that with only one stage left their lead is sufficient.

RESULTS

POSN	TIME	DRIVER
1.	19.05	STEWART REID
2.	19.41	ANDERSON
3.	19.49	I. REDDIE
4.	19.51	GOASDOUE
5.	19.57	CARRUTHERS
6.	20.05	R. BELL
7.	20.11	BURNS
8.	20.16	PEARCE
9.	20.17	GRIFFITH
10.	20.20	BATTS
11.	20.26	STEVE REID
12.	20.37	MARCOVICH
13.	20.40	DUTHIE
14.	20.56	T. KABEL
15.	20.59	WILLIAMSON
16.	21.23	CLARK
17.	21.35	CUMMINS
18.	21.38	LUCEY
19.	21.55	CRISP
20.	24.23	CROSS

POSN	TIME	CREW	CAR	CLASS POSN
1.	3.09.38	P MARCOVICH/G WEALE	SUBARU RX-TURBO	1st Class 5
2.	3.12.01	I REDDIE/R PERRY	PEUGEOT 205GTi	1st Class 3
3.	3.13.14	J GOASDOUE/N WESCHE	ESCORT 2.0	2nd Class 3
4.	3.15.53	R BURNS/C SMITH	TOYOTA COROLLA KE70	1st Class 1
5.	3.16.56	P CARRUTHERS/G PROFITT	LANCER	1st Class 2
6.	3.17.16	R BELL/J BELL	ESCORT 2.0	1st CRC
7.	3.17.48	S REID/G REID	TOYOTA COROLLA KE70	2nd Class 2
8.	3.17.51	G BATTS/T GARVEY	ISUZU PF60 ZZ	3rd Class 3
9.	3.19.24	T KABEL/C LANE	MAZDA RX-7	1st Class 4
10.	3.21.37	G DUTHIE/N BUNTER	MAZDA CAPELLA	2nd Class 2
11.	3.21.58	M GRIFFITH/D GRIFFITH	FORD LASER 'S'	3rd Class 2
12.	3.22.29	P WILLIAMSON/S HETHERMAN	DATSUN 200B SSS	4th Class 3
13.	3.25.39	A PEARCE/K CONVERY	ESCORT 2.0	5th Class 3
14.	3.25.51	B CRISP/L TRUSTUM	ESCORT 2.0	2nd CRC
15.	3.25.52	S REID/G KRAUSE	DATSUN P510	6th Class 3
16.	3.26.37	C LUCEY/P O'GORMAN	FORD LASER 'S'	4th Class 2
17.	3.27.44	R CROSS/D McDOWALL	SUZUKI SWIFT GTi	3rd Class 1
18.	3.28.45	R ANDERSON/D UNDERWOOD	ALFETTA 2.0	3rd CRC
19.	3.34.22	D CUMMINS/	ESCORT 2.0	7th Class 3
20.	3.37.45	D CLARK/V STILLER		8th Class 3

The end has arrived and a very happy total of 20 cars out of 34 starters make it back to QDEC in the middle of the night.

Congratulations go to the finishers who completed a tough but not impossible course. It's interesting to note that nearly all of the retirements were caused by simple mechanical failures apart from one small french car which ended up on its roof.

The Rally ran very closely to schedule and the first car arrived at the finish only about 25 minutes later than the anticipated time. This says a lot about the organisation of the event and all credit goes to the enormous amount of time spent planning and scheduling the various meeting places and set-up vehicles.

The event could not have been run anywhere near as well if it weren't for the very generous people who volunteer their time to man controls and roadblocks and the thanks of the Director go out to them. There was not only the usual selection of BSCC members but a huge gaggle of local Gympie people from Lions and S.E.Q. WICEN also came to the fore with their usual radio assistance and thanks to that network, the scores were relayed back to HQ to be ready when the crews arrived, thus saving a lot of time and worry.

A certain gentleman by the name of Peter Marshall performed a marvellous job as Captain of the airwaves and he made sure that all messages were kept clear and untangled whenever the radio was 'on the boil'!

Peter Marcovich proved to be a deserving winner finishing about 2½ minutes clear of Ian Reddix in the PUG. John Goasdoue also finished Division 2 with a vengeance and has shown that he and navigator Neal will be a force to be reckoned with again in 1989. The drive of the Rally most certainly goes to Ronnie Burns and Craig Smith in the small capacity Toyota Corolla KE70. With new sponsorship from Bendix Brake Pads, the guys upset a fair bit of the opposition. Ron has a new close-ratio gearbox and a possible change of diff ratio on the way and once installed will make the 1300cc mighty-mouse even more ferocious. A special mention of the effort of Trevor Bowden/Cam Neilsen who made it to within 16 k's of the finish before the Mini's clutch gave out. A lot of people laughed when they heard a Mini was having a go. Let's see the brick back in action soon, guys.

Congratulations to all other placegetters and to everyone who competed in the event. The second round of the QRC the Seagulls Rally is scheduled for 20th May, and so competitors have heaps of time to repair and prepare their vehicles.

Once again the BSCC and the Errol Bailey/Brian Swinton combo have produced a stunner of an event and we can only hope that the boys enjoy some relaxation during the next 8 months before they start work on the 1990 COOLOOLA CLASSIC Rally.



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1989 QUEENSLAND RALLY VEHICLE CLASSES AFTER ROUND 1

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FORCE ALE

1 Subaru RX-Turbo, red in colour well maintained, very good condition Rally gear available(roll cage etc.) This car is a proven performer. P.O.A. call Tom Cumpston on 2901650

1 Recaro rally seat, blue in-colour, needs recovering \$350.00
 1 Quaife close ratio/ straight cut gearbox suit Escort/Cortina
 1st-2.48:1 2nd-1.69:1 3rd-1.27:1 4th-1:1 \$1,000-
 call Tony on 3531718

WANTED
 Roll cage to suit Datsun 1600 sedan- must be CAMS approved
 contact Jon Barr 3501444 at work.

Mags 4 off 14" x 6" "Drag" style to suit Datsun or Toyota - \$180 with caps and wheel nuts.
 Ph. Terry Lewis 398 1175

ESCORT 2 litre motor - ex Group G rally motor. 3 events since complete rebuild - new t.r.w. pistons, rings, bearings, etc. big valve head, near new 45 webbers - only the best parts used. Rated at about 200 bhp. For sale complete ready to drop into car - \$3850.
 Ph. Terry Lewis 398 1175

Mags 6 slot Performance 5 1/2" x 13" suit Gemini
 Simon Leigh Home 352 6756
 Work 377 0556

FOR SALE

1 TOW BAR - suit DATSUN 1600 Sedan (New-ish Chrome ball with tennis ball cover) \$30.00 call Tom Smith
 1 Pair Yellow KONIS (Rally-strength) to suit Datsun 1600. Just overhauled by Leda Suspension. \$100.00 the pair (cars only)

CONTACT TOM SMITH
 Work: 834 2714
 Home: 353 1116

4x RIAL mag wheels 5 1/2"x13" with worn Yokohama A008 tyres vg/c \$400-the lot
 call Matthew on 3531718 home

1 Mazda Limited Slip Diff centre only- steel end plate vg/c suit most rotary rear ends \$500.00
 call Russell Reid on 3596518(home)

PRC 5:

PETER MARCOVICH/GREG WEALE

PRC 4:

TONY KABEL/CHRIS LANE

PRC 3:

IAN REDDIEX/ROSS PERRY
 JOHN GOASDOUE/NEAL WESCHE
 GARY BATTIS/TONY GARVEY
 PAUL WILLIAMSON/SHERIDAN HETHERMAN
 ADRIAN PEARCE/KEVIN CONVERY
 STEWART REID/GEOFF KRAUSE

PRC 2:

PETER CARRUTHERS/GARY PROFFITT
 GLEN DUTHIE/NEAL BUNTER
 MARK GRIFFITH/DEBBIE GRIFFITH
 CRAIG LUCEY/PETER O'GORMAN

PRC 1:

RON BURNS/CRAIG SMITH
 STEPHEN REID/GEOFF REID
 RODNEY CROSS/DARREN McDOWALL

CRC:

ROBERT BELL/JAN BELL
 BRIAN CRISP/LESLEY TRUSTUM
 RICHARD ANDERSON/DAVID UNDERWOOD

1989 QUEENSLAND RALLY CHAMPIONSHIP

MANUFACTURER'S TROPHY

SUBARU	20
PEUGEOT	15
FORD	12
TOYOTA	10
MITSUBISHI	8
ISUZU	6
MAZDA	4
NISSAN	3
SUZUKI	2

1989 QUEENSLAND NOVICE RALLY

SERIES AFTER ROUND 1

1.	STEPHEN REID/GEOFF REID	2
2.	GLEN DUTHIE/NEAL BUNTER	1
3.	ADRIAN PEARCE/KEVIN CONVERY	1
4.	DAVID CUMMINS/	1
5.	DARRIN CLARK/VIC STILLER	

RECOGNITION FOR A RALLY DRIVER

I think the heartfelt congratulations of everyone in the Club and in the sport of Rallying should go out to the great competitive crew of Viv and Noel Gees.

Vic, who comes from the northern town of Maryborough has been competing for a few years now in a range of "interesting" vehicles, most recently the fabulous red Falcon XA coupe.

In Maryborough recently the Bicentennial Committee presented awards for outstanding performances in various areas for 1988 the Bicentennial Year.

Viv was nominated for, and won the senior sports medallion for his efforts in Rallying and was mentioned, along with a photo, in 'The Chronicle' on Thursday, January 26.

It is truly great to see someone who deserves the praise to finally be given his just rewards. When Viv ran the thunderous V8 Capri, he was fast and competitive. Due to the changes in rules, he and Noel put together their 2 litre Escort which suffered from lack of power. Now in the mighty Falcon Tudor, the boys are entertaining the crowds with a vengeance and still proving they can mix it with the best.

At the presentation for the 88 4GY Rally, after receiving the award for best performance at a spectator point, Viv mentioned that he didn't know what else he could build after the Falcon to keep up the Ford/Gees reputation. Well, I have it on good authority that the factory are going to build an evolution model Louisville LNT9000 TRUCK. If Viv and Noel



RUMOURS OF NEW CARS AROUND

For those people who aren't 'in the know', there are presently thousands of stories in the air about various up and coming new PRC cars or car/driver combinations that we here in the sneaky business Department thought you crazy readers should know about.

Isn't it good to see that there are in fact some sensible folks out there in Rally-land some of whom will certainly surprise everyone with some new found speed and competitiveness.

That flying Scot Stewie Reid has sold his PRC Datto 1600 (which went incredibly well at Gympie) and has a Japanese Turbo-car in the garage undergoing the rally-transformation (A similar car to the Dinta Officer-Mobile). John Careless from IWMAC has picked up the Datto and hopefully we'll see it continuing in QRC events.

Some Subarus have changed hands - Dennis Brown's has gone to a rallyist who apparently intends to give it heaps, and Rod Browning's RX-Turbo (which I only wrote about last December) has been sold to Bruce Reville of Peugeot 504 fame (at least this car should stay as a Rally-car). During the meanwhile, Rod has acquired a MAZDA 323 GTS (ex-Coote QRC - winning car) from Glen Zagami. I know Rodney was very interested in this car when Glen bought it, so he may have achieved a past dream.

Talking of Mazdas, Barry Neuendorff, who was very competitive in his brilliantly-sorted RX-3 is almost finished another RX-3. This time a 4-door sedan and in PRC configuration. It should prove rather competitive still.

A couple of the club's newer members, Paul Pyvaara and Paul Gray, both of whom are poor Uni students (violin music in the background), have put together a budget special Datsun 1600 PRC car (1800 motor) after scoring some great deals on cars with Roll cages and suspension etc. Look out for them but I don't know who will be doing the driving, Paul or Paul??

Lastly but by no means leastly, the club's resident plumber and sponsor/welder of a vast majority of cars, Matt Simpson will soon be returning to the fray. Some may remember Mattie's last Rally in which his Group G Escort finished 4th outright at a QRC in Benarkin some 2 years ago. Now, having found a great Escort shell, Matt will be rebuilding his A-1 mechanicals into a PRC body complete with Homologated webbers, manifolds, close-ratio box and Fierra diff. This Escort will be Fast!! (Watch out John Goasdoue - although John and Trish do happen to have a TX-3 4WD and with just a little bit of work)

Whoops, another one that I almost forgot - the Club's own big hairy dog, Kev Lingard also has a 2.0 litre Mark 1 Escort which he is putting back together at the moment. He hopes to have a car which is reliable, but probably won't beat the 4 wheel drives.

The first round of the Club's Motorkhana Championship has also been run and won, but again attendance by Club members wasn't at a premium. Only 3 Club members scored points towards the Championship and it was pleasing to see Alan McConnell back in action with his recently-purchased ex-Neil Bennink Datsun 1600. Thanks to those other non BSCC entrants who boosted the number and made the day at Beenleigh Rum Distillery worthwhile.

The event's results are shown below in respect of Club members and their placings. The next round is on the 16th of April at Truck City, Rocklea, although a Director is required at the moment.

1st-Alan McConnell 2nd-Paul Pyvaara 3rd-Robin Berardo

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TREASURER.....	351	3921	253	6111
ASSISTANT TREASURER.....	892	5182	224	7996
CLUB CAPTAIN.....			277	7707
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(MEET 1st TUESDAY each month 7.30 pm)

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RICHARD ANDERSON

CRAIG BROWN

TOM CUMPSTON

SHARON GAYLARD

RON VAN OPSTAL

JIM REDDIEX

GRAHAM SMITH

BRETT WRIGHT

ADMINISTRATION OFFICER.....ESME GIBSON

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CAMS DELEGATE.....PETER MARCOVICH

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AUDITOR.....NEV JOHNSTON

266 8241

EDITOR.....TOM SMITH

353 1116 834 2714

REGISTRAR.....PETER SMITH

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PROPOSED CALENDAR

APRIL

29th ANNUAL GENERAL MEETING 8.00 p.m. BSCC CLUBROOMS
PRESENTATION OF BSCC CHAMPIONSHIP AWARDS

APRIL

4th BOARD MEETING 7.30 p.m.
16th MOTORKHANA - TRUCK CITY, ROCKLEA 9.30 am start
19th NIGHT RUN Director - Tom Smith
22/23 MOTOR SHOW RALLY - new date as 19th March event had to be postponed due to very wet conditions. Any withdrawals can be substituted

MAY

4th BOARD MEETING
14th MOTORKHANA BEENLEIGH RUM DISTILLERY Start 9.30 am
17th NIGHT RUN

JUNE

date to be announced 2nd Round Q.O.R.C.

BRISBANE SPORTING CAR CLUB LIMITED
29th MARCH 1989 8.00 pm
ANNUAL GENERAL MEETING

to be followed by

PRESENTATION OF B.S.C.C. CHAMPIONSHIP AWARDS

+++++

Dear Club Member,

Our company,SPORTSBREAK,is very interested in putting together a package to the Australian round of the World Rally Championship to be held in Perth on September 15,16 and 17 this year.I am in the process of writing to all the car clubs in Queensland for expressions of interest.Obviously,the sooner I know how many people are interested in attending,the sooner I can start making the arrangements. The price will depend largely on the number of people interested in the package.The more people that go,the cheaper it will be .

We would be looking at booking the air travel,accomodation and a hire car for those who require it.I believe these would be the basic requirements for the package but if there is something I have omitted please let me know. Even if there are only a few members interested,please let me know because all we really need is a few from each club and we could have the numbers to proceed.

Hoping to be of service to you in the near future.

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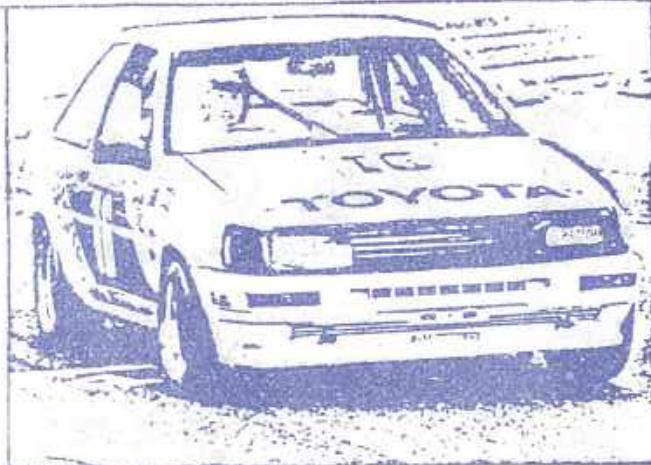
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