

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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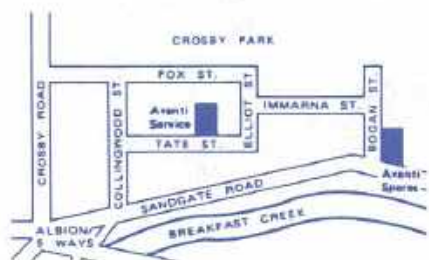
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STARLINE

I just can't believe it!

August is nearly over and that coincides with the end of the eighth month of the year, which means that two thirds of the year has gone by, and that means that there's only 4 months or one third of the year left to run.

And there's still a lot of rallying and off-road events to finish! Does everyone realize that there is in fact still four QRC's still to run this year and that basically equates to one a month (including the ARC).

In addition to that there are other events to run including the Bailey Powerlines Rally which is scheduled for the 25th November and will hopefully follow the format of the Motorshow Rally. It should be a fun event and the reason for which I am extolling its virtues is that I have now received my Director grading. Consequently I will in fact be "in the can" so to speak.

Thanks to my good friend Kev "The Dog" Lingard, initial survey work has progressed nicely in his 4WD Patrol, and things are looking good. Everyone should keep that weekend free as it will be fun and competitors and helpers are encouraged to come forward, even now!!

I'd like to say sorry for not having the report on the Tweed City Rally in last month's issue but it was a bit full anyway so Esme couldn't quite fit it in. It is included in this month's mag however so everyone can check on their relative performances. (Especially people like Rob Bell and Glen Bell who are relatives, anyway!!-HA-Bad Joke).

In respect of another event, heartfelt congratulations to Richard Anderson and his band of merry men who finally got the Motorshow Rally off and running. To say it was a success, would be the understatement of the year and I am pretty sure that everyone who competed had an absolute ball!! I know I did - Thanks to Gazza McLane for taking me along for the ride in the mighty Honda Civic.

I am told that only 2 retirements arose from the event, one - Peter Ball who busted a 20 cent selector pin in the gear box and took a road car class competitor who had 2 flat tyres at once. Apparently, the next morning he was only interested in one thing - "when's the next rally?".

Chris Nixon, the motoring correspondent for the "Courier Mail" took a spanking new Corolla (Thanks to Toyota Aust.) around the course, navigated by Neal "Good Guy" Wesche (see other story). He did very well, coming second in Road Car Class behind a huge Volvo driven by one Geoff Beavis. Geoff has now expressed interest in taking up the sport properly - Good value!

On the subject of Chris and the "Courier Mail", I'd like to take this opportunity to thank him for passing comment on my pet topic - the Gold Coast Indy Car race. In Chris's column of Friday August 4th he pointed out to the public that the B.S.C.C. and the Rallying fraternity had been rather unfairly treated in comparison to the support offered to this huge project by the Qld Government. I wonder what the Minister Mr Littleproud will have to say - I'll let you know. Anyway that's enough of my malarky for now. Read on and I hope you enjoy the August edition of Brisport.

Team Smith

P.S. I can now confirm that I won't be the Magazine Editor next year due to other commitments, but will still be a willing contributor. Anyone who is interested in becoming Editor should keep this in mind for 1990 - BYE.

Bits and Pieces - Babies and Stuff

Congratulations to Tony Kabel and his wife Robyn who together have just been pleased with the birth of their second daughter. Just keep her away from Rally drivers when she's older.

On the subject of births, Rod and Di Cross haven't had theirs yet although we're sure it's not far away. Di's upset at having to miss Rallies left right and centre because of the load she's carrying, so I'm sure she'll be pleased when baby time arrives.

It can happen to anybody really, even Neal and Vicki Wesche are expecting, but we're assured it won't damage any of Neal's rally prospects.

Belated congratulations to one of BBCC's favourite sons Dale Payne, now resident in Sydney. It appears that Dale has gone and gotten himself married to Susie. Congratulations again guys, word has it that there may even be the pitter patter of little footsteps before too long.

*I'm a little concerned at the sudden boost in the population. I hope this Magazine isn't so boring that people end up going to bed early and, well, you know

(TS)

HELP!!!!



If you are able to assist on Rally Queensland, we want to hear from you.

We want people to do Road Blocks, controls and anything else you may be able to offer. (NO EXPERIENCE NECESSARY)

If you can assist to make this event memorable - contact ESME GIBSON on 391 8381



BSCC XMAS PARTY

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ON SUNDAY 17th
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Yes, we thought why not use our own Clubrooms for this year's great Christmas Party on SATURDAY 16th DECEMBER START 7.30 PM.

Theme: "Come as anything except yourself"

Drinks and nibbles will be available. Tickets \$5.00 (First Drink Free) MUSIC, DANCING, RAFFLES, PRIZES

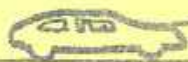
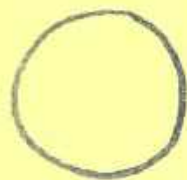
Motor Show Rally

Photographs of most competing cars from the Motor Show Rally are available from:

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- Enlargement A4 - \$9.00 each
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NIGHT RUN TIME!!

Yet another of the unending series of BSCC night-runs is scheduled for SEPTEMBER 20.

START: 8.00 PM

COST: \$5.00 per car

DONT FORGET 3RD PARTY EXTENSIONS!!!!

OFF-ROAD NIGHT

MONDAY 11 SEPTEMBER

7.30 P.M.

All Welcome!! Come Along!!

THE MOTOR SHOW RALLY

Well, July is quite a long way from the date of the Brisbane Motor Show which ended in February, but it still proved a more than suitable time to hold the Motor Show Rally in the forests of Beerburrum.

The Organising Committee, consisting of Richard Anderson, Brett Wright, Ron Burns, Kerry Payne, Esme Gibson and others pulled off something of a coup by encouraging Chris Nixon of the Courier Mail to have a drive. On top of that Chris managed to coerce one of the latest model Corollas out of Toyota Australia for the event and that car (with a sump-guard fitted, otherwise standard) did very well, finishing a close second in the Road Car Class.

Initially response to the Rally was overwhelming and somewhere in the region of 50 plus vehicles and crews had entered, the majority being "unmodified" road cars belonging to people who wished to see just what this sport of "Rallying" was all about.

Obviously, because of the number of postponements of the event (four in all) not everyone would be able to still compete and along the way there were a number of entries who, unfortunately, had to pull out. Amongst these were Bruce Dummett in his CRC Datsun 1600, Deau Tighe in a VW Golf and Robin Berardo in his Gem,Gem,Gemini (now fitted with a hefty roll cage!)

The starters gathered at a roadside Rest Area just off the old Bruce Highway north of Beerburrum and waited until dark before the true start of the event in order that everyone rallied under the same conditions. Director Richard Anderson spoke wisely to the crews in his pre-event speech and then spoke seperately to the collection of new drivers who weren't familiar with the ins and outs of forest racing.

Eventually the cars were started from the HQ with a short transport to the initial competitive. First car off the rank was Barry Cook in his Datsun 240Z and this ominous beginning was to suit him very well as he hit the lead and held it till the end.

Norm Singleton in his Holden Rodeo 4WD would provide a hearty challenge but due to an error in booking in after a transport lost 3 minutes which he was never able to fully make up.

While all this was going on, Greg Summerville and Martin Darch had their Keema Subaru RX-Turbo wound up as the Zero car and found the cracking pace of the new car much to their liking.

Surprising many people was the Fiat 131 of Gary Manning, who, despite not having rallied before was doing well enough to ward off some of the faster challengers and ended up in a delightful 3rd place outright.

Not everyone had a trouble-free run however and Jim Pilgrim and John Kirk had no Halda in the Fiat 124 from the ward go. Despite the setback, they performed creditably to finish 12th.

Gary McLane and Tom Smith fitted a new fan belt to the ex-Rod Browning,ex-Pete Johnson Honda Civic just before the start and then found the engine wouldn't start. Not a dead battery though, just the wrong thickness fan belt which, rubbing on a bracket, provided enough friction to stop the little 1200

from turning over. Once the old fan belt was replaced, everything was fine until the regulator died during the night, forcing the team to finish on borrowed battery power.

Brett Wright managed to coax Peter Ball out of retirement in his very rapid Datsun 1600 Group G car for the rally but Peter ran into bad luck when a selector pin (worth about 20c plus tax) (If it was an Escort, it would be \$145.00 plus tax, plus extra tax - Ed) broke, forcing them into very early retirement.

Generally speaking everyone was very happy with the event, and it was pleasing to see most entrants finished and heading back along the highway for home, by around 12 midnight. Congratulations to the event organisers for presenting a very well arranged debut event for most people, and thanks to the various sponsors who supported the Motor Show Rally. Finally, thanks to all of those people who helped in the way of controls, road blocks, scorers and other jobs. Again, without you lot the Rally wouldn't have been run!! Don't forget, all you budding Rally Drivers out there, the Brisbane Sporting Car Club is planning another similar event in November called the Bailey Powerlines Rally.

If anyone is interested in competing or would like to assist, please let Esme know at the Car Club and she will take your name.

The event will be run in another forest not too far from Brisbane and will cater for the unmodified road cars again. LOOK OUT FOR IT.

Tom Smith

=====

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Cameron Little had no response to his offer to sit in the navigator's seat but hoped it was 'cos you couldn't reach him. His phone number now is: 075 533810

+++++

We have just heard the sad news that Boyd Ovens passed away recently after being ill for some time. Boyd was well-known to earlier members of the Club and we offer condolences to his family.

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CLUB CHMPIONSHIP

1	TOM SMITH	22
= 2	IAN BREMNER	18
	LAURENCE SVENSON	18
4	MICHAEL COLLINS	17
5	ROBIN BERARDO	16
6	PAUL GRAY	13
7	DESLEY COLLINS	12
= 8	NEAL WESCHE	11
	ROBERT MOWBRAY	11
	GLEN DUTHIE	11
	BERNIE MOWEN	11
	ALAN McCONNELL	11
=13	PAUL PYYVAARA	10
	DEAN TIGHE	10
=15	JOHN HAMMOND	9
	HANELLE SVENSON	9
	RICHARD ANDERSON	9
=18	KEVIN WHITE	8
	BRETT WRIGHT	8
	JOHN BRIKEY	8
	PHIL STEPHAN	8
=22	MIKE NEELY	7
	CEDRIC LOY	7
	ERROL BAILEY	7
	GREG WEALE	7
	PETER MARCOVICH	7
	BRIAN SWINTON	7
	ANDREW JOHNSON	7
=29	MITCHELL COLLINS	6
	STEVE HILTON	6
	RUSSELL HARTNETT	6
	GARY McLANE	6
	MARK TWINE	6
	GREG HORTON	6
	PETE SMITH	6
	MAL RYAN	6
	TERRY HILTON	6
=38	GLEN WESTON	5
	TONY FEHLHABER	5
=40	ALAN NICOLL	4
	RON von OPSEL	4
	GREG TEBBLE	4
	KEN LINGARD	4
=44	ALAN BATES	3
	GRAHAM SMITH	3
=46	STEVE KELLY	2
	CHRIS LANE	2

**SPEED EVENT CHAMP
(AFTER 1 ROUND)**

= 1	DESLEY COLLINS	11
3	MICHAEL COLLINS	10
= 4	LAURENCE SVENSON	10
4	KEVIN WHITE	9
5	JOHN BRIKEY	8
6	CEDRIC LOY	7
7	RUSSELL HARTNETT	6
8	TONY FEHLHABER	5
9	ALAN NICOLL	4
10	GRAHAM SMITH	3
11	ROWAN CLARKE	2

**RALLY CHAMPIONSHIP
(AFTER 2 ROUNDS)**

= 1	GLEN DUTHIE	13
	NEAL WESCHE	13
= 3	RICHARD ANDERSON	12
	TOM SMITH	12
= 5	MIKE NEELY	11
	PETER MARCOVICH	11
	ERROL BAILEY	11
	BRIAN SWINTON	11
	ANDREW JOHNSON	11
	BRETT WRIGHT	11
	GREG WEALE	11
=12	IAN REDDIEK	10
	ROSS PERRY	10
	STEVE KELLY	10
	GREG TEBBLE	10
=16	JOHN QUINLAN	9
	JOHN GOASDOUE	9
=18	CRAIG SMITH	8
	RON BURNS	8
=20	DAVE AMBROSE	7
	PETER CARRUTHERS	7
	WARREN TEGG	7
=23	NOEL GEES	6
	TONY GARVEY	6
	VIVIAN GEES	6
	GARY BATTS	6
=27	CRAIG LEE	5
	TONY KABEL	5
	CHRIS LANE	5
=30	BRIAN HEDLEY	4
	NEAL BUNTER	4
	CHRIS NIXON	4
33	STEWART REID	3
=34	DARREN McDOWALL	2
	RENEE WANNA	2
	ROD CROSS	2
=37	DAVID ELLSWOOD	1
	TERRY O'KANE	1
	JOHN KIRK	1
	PAUL PYYVAARA	1
	RUSSELL HARTNETT	1
	PAUL GRAY	1
	SHANE SMITHIES	1
	TONY HOWARD	1
	GARY McLANE	1
	JIM PILGRIM	1
	RUSSELL WILSON	1
	PETER MAPSTONE	1
	D UNDERWOOD	1
	LEE WILLIAMS	1
	CONNIE SMITHIES	1

**NIGHT RUN CHAMP
(INC. AUGUST EVENT)**

1	PAUL GRAY	59
2	DEAN TIGHE	55
3	IAN BREMNER	51
= 4	PAUL PYYVAARA	50
	ROBIN BERARDO	50
6	GREG HORTON	33
7	GLEN WESTON	31
8	KEN LINGARD	20
= 9	GREG TEBBLE	18
	TOM SMITH	18
= 11	STEVE KELLY	17
	BRENDAN	17
= 13	TONY BEST	11
	DAVID ROBINSON	11
	ALAN BATES	11
	CHRIS LANE	11
17	LEANDA TURVEY	10
18	SHAUN GRAY	9
19	KERRY PAYNE	8
=20	CHRIS McLANE	7
	JOHN GOASDOUE	7
	GARY McLANE	7
=23	BRETT WRIGHT	6
	ALISON TEBBLE	6
25	CLAUDIA	4

LADIES CHAMPIONSHIP

1	DESLEY COLLINS	16
= 2	LEANDA TURVEY	11
	RENEE WANNA	11
	JANELLE SVENSON	11
	ZOE HARRISON	11
= 6	KERRY PAYNE	10
	CONNIE SMITHIES	10
	KAREN RYAN	10
	JEANETTE MOWBRAY	10
=10	MAURA WATSON	9
	COLLEEN SMITH	9
	ALISON TEBBLE	9
13	CLAUDIA	8
=14	LEE-ANN ROSE	7
	MAUREEN ROSE	7
=15	ROBERTA BARBE	5
	TRACEY SMITH	5

**OFF ROAD CHAMPIONSHIP
(AFTER 2 ROUNDS)**

1	ROBERT MOWBRAY	19
2	BERNIE MOWEN	15
= 3	LAURENCE SVENSON	11
	JOHN HAMMOND	11
	JANELLE SVENSON	11
= 6	STEVE HILTON	10
	TERRY HILTON	10
	MARK TWINE	10
	MITCHELL COLLINS	10
	MICHAEL COLLINS	10
=11	LINDSAY EVERLEIGH	9
	DOUG McMILLAN	9
=13	JEANETTE MOWBRAY	8
	JOHN BRIKEY	8
=15	ROSS WATSON	7
	COLLEEN SMITH	7
	MAURA WATSON	7
	DARYL COLE	7
	DOUG McWILLIAM	7
	KEN SMITH	7
=21	ANTHONY FEHLHABER	6
	DAVID ROBERTSON	6
	GRAHAM SMITH	6
=24	TOM EUSTACE	5
	GEOFF LOY	5
	CEDRIC LOY	5

=27	GREG NICOLL	4
	MAUREEN ROSE	4
	ALAN NICOLL	4
	LEE-ANN ROSE	4
=31	DONALD MACARTHUR	2
	ROBERTA BARBE	2
	TRACEY SMITH	2
	PAUL MULHOLLAND	2
	RUSSELL MACARTHUR	2
	DESLEY COLLINS	2
=37	LES MARSHALL	1
	ROD SAMS	1
	MICHAEL SCHACHE	1
	RODNEY SCHIPP	1
	MOSS LANE	1
	RON VANDERHAAR	1
	JEFFREY DEAN	1
	IAN WILKINSON	1
	PETER RIVERS	1
	GREG OZANNE	1
	ALLEN MILLER	1
	SHANE KING	1
	MARK DOWAN	1
	GRAHAM GILKES	1
	PETER BUNKER	1
	GEOFF DIEHM	1
	JAMES SAMS	1
	RICHARD HOPE	1

	PAUL GILKES	1
	DARREN KOCH	1
	DANNY RUSSELL	1

**MOTORKHANA CHAMP
(AFTER 2 ROUNDS)**

1	ALAN McCONNELL	21
2	TOM SMITH	18
3	IAN BREMNER	13
= 4	ROBIN BERARDO	11
	PHIL STEPHAN	11
= 6	PETE SMITH	9
	MAL RYAN	9
= 8	GARY McLANE	8
	RON von OPSEL	8
10	ALAN BATES	7
=11	MARTIN GIBSON	6
	PAUL GRAY	5
=13	ZOE HARRISON	5
	PAUL PYYVAARA	5
15	ALAN CLUNES	4
16	NEIL RYAN	2
17	KAREN RYAN	1

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WILLOWBANK RALLYSPRINT 20 AUGUST

I was fortunate enough to have my first real ride in a turbocharged 4WD Rally machine on Sunday 20 August out at the IWMAC's network of roads at Willowbank, thanks to Greg Summerville and his Subaru RX-Turbo.

Greg's navigator and cohort Martin Darch had gracefully given up his seat for me that day to enable me to get a feeling for the car. This is all as a lead-up to the QRC-3 in Beerburum which Martin will unfortunately have to miss due to previous commitments. As a consequence, it appears that I will be having a guest-ride with Greg in the mighty Sube.

Director Gordon Bishop of the Ipswich Club decided to press on with the event despite the rather large quantity of rain that appeared on the Friday.

As a result parts of the track were quite hacked up and boggy but the field of 28 starters persevered and enjoyed a great day's rallysprinting.

As Greg and I arrived at around 7.00 a.m. that morning I was pleased to see a few other familiar BSCC faces, one notorious pairing of John Goasdoue and Neal 'The Good Samaritan' Wesche.

Neal actually earned this new nickname on the day of the event by his unending desire to dive head first into muddy quagmires to help push out the opposition. All this while his own driver John was virtually on the start-line. At one stage I think Neal was just buckling up when the Official said "GO!" It was a good thing that John had navvied for Brian Jordan (the estranged owner of John's borrowed gearbox) earlier and subsequently gained a good recce of the track.

All of us managed to walk the course prior to the start and were aware that the slop would present a bit of a problem.

When at last we did start, my first response was a definite "Goodness me!". The vehicle is rapied to say the least and I can now understand how a 4WD makes up 5 seconds on a 2 wheel drive in the first 100 metres.

It doesn't have the familiar 'squat' at the rear end on the sudden release of the clutch, followed by the spinning of wheels as the search for grip commences.

Rather, with the Subaru it's a sudden rush forward, like being propelled from a Slingshot (Yes, I know you've seen that analogy before but it's all true).

Anyway, we had a slight wrong road on the first run due to so many roads being in the same place and my unfamiliarity with the circuit, and on the third run we missed a small loop of grotty stuff that was again a bit hard to determine from the route chart.

As a bit of a consolation, we did fastest times on the other 3 runs and still ended up 6th outright (on $\frac{1}{2}$ minute timing). I think we probably could have even won without the errors, but then again, that's rallying. A true Rally wouldn't have the variation or choice of tracks that exists at Willowbank so I'm sure we'll do well at Beerburum on September 23rd.

Congratulations to Norm Singleton and Barry Cook who tied for equal first and to everyone else who did well.

Commissurations to Jimmy Pilgrim who, after having a day of seat swapping with his mate John Kirk, decided (with the Director's approval) to take his sponsor for a drag around the course. As the little Fiat crossed the 'T' marker something let go in a big way and the car was engulfed in dead engine smoke. It was a big finish for the Team and certainly attracted attention.

Jim actually recorded the lap on a small dictaphone and we listened intently afterwards as the final words came up "What was that??" (Jim's sponsor) - maniacal laughter (Jim).

I'm sure it won't be long before Jim's got a fresh donk in the thing and has it back out on the tracks.

All in all, a great day!!

TOM SMITH

P.S. 'The Good Samaritan' (Neal) should have been there at the presentation with John to collect his trophy. He was actually out on the recovery truck helping pick up bunting and arrows etc. WOT A GUY!!

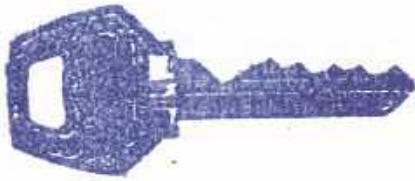
EVEN MORE NEW CARS

It seems that the Escorts days are truly numbered after all. At least in the case of a certain very fast Mk 2 crewed by the Club's own John Gossdoug and Neal Wesche. Since realizing that certain cars could go really fast and seeing the way that a guy called Wayne Bell toppled the opposition, John and Neal have had aspirations about a Toyota Sprinter. (Also the fact that Neal and his wife Vicki own a Twin Cam Seca helped the matter). Anyway, the boys have obtained a slightly written-off car and work has already started on getting the thing into shape for next season. With assistance from some current Toyota exponents and their sponsors (albeit small), this crew could provide a few (more) surprises. Anyone want to buy a really potent Escort?

Barry Cook made the transgression from enormously horsepower rotary Mazdas to something still quick but a little more civilized. We first saw the new Datsun 240Z at the Tweed City Rally when in fairly standard form with 2400cc and twin carbs. Now the car is powered by a much more useful 2.8 litre motor and will be even more competitive when its fuel injection is sorted. (All homologated, believe it or not!). The car looks fast standing still and should prove a serious threat to some of those Class 4 cars. WATCH OUT!

Perhaps the Club's newest member, Alan Bates has decided to jump in boots and all, and has grabbed a KE20 Corolla at the right price to commence his rallying career. With mostly Toyota experience behind him, Alan's elected to start off in the litre capacity class where he can learn the whys and wherefores of the best sport around. Good to see!

John Barnes & Co (Qld)



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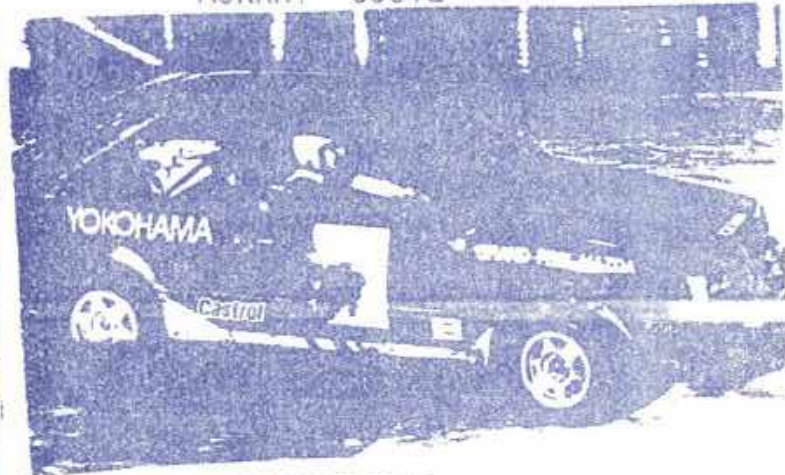
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A Night Run of Pleasure?

Another, yes, another of the Club's members has become a super you-beaut Night Run Director.

Young Ian "Crash" Bremner, the resident exponent of Works Toyota RT40 Coronas, came up with another puzzle to lull the potential night-runners into a false sense of security. As this event fell on a Public Holiday it was likely that the numbers would be down on usual. As it worked, this was not to be and a field of 4 crews braved the elements and hit the traffic.

Ian had done quite a lot of work on this little buzz-ride and had it checked by his co-bar tender, Glen Weston. As such, confidence was prevailing and as Ian had check it again that very day, he was sure that everyone would breeze through.

First 'cab off the rank' were Robin and Ivan Berardo in the mighty Alfa Sud, now sporting a bright red Italian paint job (and looking much better for it, as well).

Second bunch of runners was Dean Tighe and Kathy Capri in the well used Pejero with Greg Horton decidedly absent. Dean and Greg have been doing pretty well in the night run series thus far and must be lying near the top of the points-score. (by the way Dean, you still owe Kathy \$1.00).

The famous Pauls (Pyyvaara and Gray) were the next to pay their hard earned Student money and they choofed off in the Datto 1600 (still without its well-earned paint job - any colour will do guys, as long as it's white).

The belated last entrant was Alan Bates in his twin cam Corona who arrived at the Club rooms ready to go except for a navigator. Our Club Rally Champion Tony Best (from the West) just happened to be available that night and they set off looking for a good result.

After hooting around the back streets of Chandler along those long straight roads and finding the answers to a total of nine questions, the teams arrived back at the Club all as happy as Larry.

No one really attacked Ian with any gusto and he, as Director, was as happy as the competitors.

Thanks, Ian for sticking your proverbial neck out and taking on the responsibility of being Director, and thanks to all you folks who took the time to have run.

RESULTS

Equal First	Dean Tighe and Kathy Capri Allan Bates and Tony Best	Pajero Corona
Third	Paul Pyyvaara and Paul Gray	Datsun 1600
Fourth	Rbon Berardo and Ivan Berardo	Gem-Gem-Gemini

TALES FROM TENTERFIELD by LAURIE CARTH

or IT'S MY CRISIS AND I'LL PART IF I WANT TO

A CHRONICAL OF MOVING FROM THE CITY TO A COUNTRY TOWN

CHAPTER 1 THE DECISION AND THE MOVE..

IT WAS A FRIDAY SHORTLY BEFORE CHRISTMAS 1968 I WAS COMPLAINING ABOUT THE BRISBANE HEAT THE FACT THAT AS AN ELECTRICIAN I HAD TO DO MOSTLY CEILING WORK IN SUMMER INSTALLING CEILING FANS. WHILST ELECTRICAL WORK IS A TRADE WHICH I ENJOY THE WORKING CONDITIONS IN A BRISBANE SUMMER ARE NOT THE BEST. BOTH HILARY (MIDGE) AND I HAVE BEEN IN AGREEMENT THAT WE WOULD LEAVE QLD FOR COOLER CLIMES.

THE FOLLOWING SATURDAY WHILE READING THE BUSINESS FOR SALE IN THE COURIER MAIL I NOTICED THE FOLLOWING ADVERTISEMENT "FOR SALE DEVONSHIRE TEA HOUSE AND CRAFT SHOP, NEW ENGLAND AREA." AND THE PHONE NUMBER.

I MENTIONED THIS TO HILARY AND JODIE (OUR DAUGHTER) AND THEN FORGOT IT THE FOLLOWING MONDAY WAS ANOTHER BEAUTIFUL BRISBANE DAY...37 DEGREES AND I WAS WORKING IN CEILINGS AND BY THE TIME I ARRIVED HOME I WAS TIRED AND CRANKY AND JODIE SAID THAT I SHOULD RING ABOUT THE PLACE IN THE PAPER SO I DID AND GOT THE DETAILS. THE PLACE WAS IN TENTERFIELD AND CALLED 'TENTERFIELD COUNTRY COTTAGE' WE ARRANGED TO SEE THE PLACE THE NEXT SATURDAY AND I WAS LEFT WONDERING IF I WAS ON THE CORRECT PATH.

WE SET OUT EARLY SATURDAY AND JODIE WAS KEEN TO GAUGE THE SIZE OF THE TOWN. AS WE PASSED EACH TOWN IT WAS "NO, NOT AS BIG AS IPSWICH", ".....OR WARWICK"....."OR STANTHORPE". BY WALLANGARRA SHE WAS PANICING AS THE TOWN SIZES DECREASED THE FURTHER SOUTH WE TRAVELLED, AT THIS RATE TENTERFIELD SHOULD BE THREE MEN AND A DOG. ONCE WE ARRIVED IN TENTERFIELD, 18km OVER THE BORDER HER FEARS WERE ALLAYED.

TENTERFIELD IS A TOWN OF 3400 PEOPLE SITUATED ON THE NEW ENGLAND TABLELAND AT AN ALTITUDE OF 662 METERS ABOVE SEA LEVEL IT IS SURROUNDED BY SHEEP AND CATTLE STATIONS, GOLD MINING AT A PLACE CALLED DRAKE 50 km TO THE EAST. A LIMESTONE QUARRY, JUST OVER THE DAMARISQUE (PRONOUNCED DA-MARE-ICK) RIVER WHICH MARKS THE QUEENSLAND BORDER 75km TO THE WEST AND GEM FIELDS AT TORRINGTON TO THE SOUTH WEST. THE DAMARISQUE RIVER WAS ONLY THE FIRST STRANGE PRONUNCIATION I WAS TO LEARN IN THE COMING MONTHS.

AFTER VISITING THE TEA HOUSE AND SEEING THE FIGURES I HAD MY DOUBTS AS TO ITS VIABILITY AND THOUGHT WE MIGHT GIVE THE IDEA AWAY BUT AFTER A FEW MORE DAYS OF HASSELS AND BRISBANE HEAT WE DECIDED THAT THERE HAD TO BE A BETTER WAY TO LIVE AND WE SHOULD BE ABLE TO BUILD UP THE BUSINESS TO MAKE IT A SELF SUPPORTING CONCERN SO THE DIE WAS CAST.

THE NEXT THING WAS TO SELL THE HOUSE, BUY A SMALLER HOUSE IN BOOVAL AND ARRANGE FOR THE PURCHASE OF THE TENTERFIELD COUNTRY COTTAGE JANUARY PASSED IN A BLUR OF PAINTING AND FINISHING OFF THE HOUSE AND DOING THE 1000 JOBS THAT HAD BEEN PUT OFF TO BE FINISHED 'ONE DAY' AND WISHING THAT I WAS ABLE TO FINISH OFF THE OTHER 2000 JOBS FOR WHICH I WOULDNT HAVE TIME . AFTER CONTACTING VARIOUS SOLICITORS AND REAL ESTATE AGENTS PAYING SOLICITORS FEES TO BUY THE BUSINESS, BUY THE NEW HOUSE SELL THE OLD HOUSE PAYING COMMISSION TO THE REAL ESTATE AGENTS FOR SELLING THE HOUSE. WE WERE ON OUR WAY.

WE HIRED A TOYOTA DYNA PANTEC WITH A HYDRAULIC LIFT ON THE BACK, A WEEK BEFORE WE TOOK OVER THE BUSINESS, TO MOVE OUR PIANO AND A FEW OTHER THINGS EARLY CAMERON (OUR SECOND SON) AND I LEFT ONE FRIDAY MORNING EARLY IN THE TOYOTA, AS I UNLEASHED IT MASSIVE POWER DOWN OUR STREET I KNEW IT WAS GOING TO BE A LONG DAY. ON THE IPSWICH BY-PASS I FINALLY GOT THE TRUCK UP TO 90kmh ON A DOWN HILL STRETCH SHIFTED INTO FIFTH GEAR AND THE THING SLOWED DOWN! THIS WAS GOING TO BE A VERY LONG DAY. UP CUNNINGHAMS GAP WE WERE BEING PASSED BY FULLY LOADED SEMI-TRAILERS. ONE GOOD THING , I COULD READ EVERY ROAD SIDE SIGN AS WE TORTUOUSLY APPROACHED AND PASSED I COULD STUDY THE COMPOSITION OF THE ROAD AS IT SLOWLY DISAPPEARED UNDER THE WHEELS I WAS GLAD I WAS DRIVING AS I WOULD HAVE REALLY BEEN BORED IF I DIDN'T HAVE TO CHANGE GEAR EVERY 1.25 SECONDS AS THE MIGHTY TOYOTA CLIMBED UP THE RIPPLES IN THE ROAD AND UNLEASHED ITS SELF DOWN THE OTHER SIDE ALL ACROSS THE DARLING DOWNS

WARWICK LOOKED ON THE HORIZON FOR AN ETERNITY AND WE FINALLY STOPPED AT THE CALTEX ON THE APPROACH SIDE OF THE CITY FOR SOMETHING TO EAT AND PETROL. WE STOPPED AT THE BOWSER AND SAID "FILLERUP" AND WATCHED IN DISKAY AS THE MAN PUMPED IN \$39.00 OF PETROL AND WE HAD ONLY COKE 160L AND HAD 120K TO GO. FEELING LIKE REAL TRUCKIERS WE PARKED THE TOYOTA WITH ALL THE OTHER TRUCKS LIKE KENWORTHS MACS AND THE LIKE AND HAD AN EARLY LUNCH, IT WAS 10 AM WE HAD BEEN ON THE ROAD SINCE 7 AM WE MADE TENTERFIELD ABOUT 1 PM

THE TRIP HOME WAS UNEVENTFUL EXCEPT CAMERON DROVE. WE COULD DO 100kph BEFORE WE SHIFTED INTO FIFTH AND SLOWED DOWN AND THE LOADED SEMIS TOOK LONGER TO PASS WE GOT HOME IN ABOUT 5 HOURS. IT'S ALL DOWN HILL! I MUST NOT RUBBISH THE TOYOTA PANTEC AS WE HIRED IT AT A GOOD PRICE FROM MY MATE AND IT WAS NEVER DESIGNED FOR HIGHWAY TRAVEL AND IT COULD HOLD AN ENORMOUS AMOUNT AND ON THE SECOND TRIP PERFORMED MUCH BETTER IN REGARD TO SPEED AND PETROL CONSUMPTION.

THE FOLLOWING WEEK WAS SPENT LOADING TREASURES INTO BOXES GOING TO THE DUMP WITH THINGS YOU COULDN'T THROW OUT AND COMING TO THE REALIZATION THAT I'LL NEVER NEED ALL THE PARTS I'VE SALVAGED FROM ALL THE CARS IVE HAD BECAUSE THE REASON I HAVE THESE PARTS IS THEY DONT WEAR OUT.

THE FOLLOWING FRIDAY EVENING WE HIRED A RENTA UTE TOYOTA WITH GATES (TECHNICAL TRUCKIE TALK) AND WITH MY TOYOTA HI-LUX UTE AND TRAILER ALONG WITH THE PANTEC, WE SAID OH WHAT A FEELING AND LOADED ALL OUR WORLDLY POSSESSIONS INTO THE TOYOTA COMMERCIAL FLEET AND PREPARED TO LEAVE THE HOUSE WHERE WE BROUGHT UP OUR THREE CHILDREN RAN A SUCCESSFUL ELECTRICAL BUSINESS AND CALLED HOME FOR 15 YEARS TO CHANGE OUR LIFE STYLE COMPLETELY IN A RENTED HOUSE IN A DIFFERENT BUSINESS IN A DIFFERENT TOWN IN A DIFFERENT STATE.
.....MAYBE NOW ITS TIME TO PANIC

SATURDAY MORNING DAWNED AND THE CONVOY LEFT CAMERON AND HIS FIANCEE CARS WERE IN THE PANTEC CAMERONS MATE MURRAY AND HIS GIRLFRIEND IN THE RENTA UTE LEFT FIRST HILARY AND I CALLED INTO THE SUNNYBANK HOSPITAL TO SEE CRAIG (ELDEST SON) WHO HAD ADDED TURMOIL TO OUR OTHERWISE QUIET LIFE BY HAVING A HERNIA OPERATION ON THE FRIDAY AFTERNOON. HILARY, JODIE AND PJ THE CAT WERE IN HILARYS MAZDA 628 AND I WAS IN THE TOYOTA HI-LUX WITH LUCKY THE DOG. OUR CAT PJ IS ABOUT 18 YEARS OLD, A STRAY THAT THE BOYS BROUGHT HOME AND STAYED, IS AS TOUGH AS OLD BOOTS AND I DONT THINK HE HAS EVER FORGIVEN US FOR THE OPERATION. TO CALM HIM DOWN FOR THE TRIP THE VET PRESCRIBED 1/2 A TABLET....."WILL KNOCK HIM OUT FOR 24 HOURS" HE SAID....THE SECOND CALL TO THE VET WAS ANSWERED WITH ... "GIVE HIM THE OTHER 1/2, HE WILL STAY OUT FOR TWO DAYS."

EVER TRIED DRIVING 300 kph WITH A CAT TRYING TO REDUCE THE INSIDE OF A 628 TO A LARGE KAPOK PILLOW? I HAD LUCKY WITH ME. LUCKY IS A CROSS BETWEEN A GERMAN SHEPHERD AND A CORGI (YOU FIGURE IT OUT, WE DONT KNOW HOW EITHER) HE LOOKS LIKE HE HAS WALKED INTO A WEEB EATER AS HE HAS THE WORLDS SHORTEST LEGS. IT IS A BIT

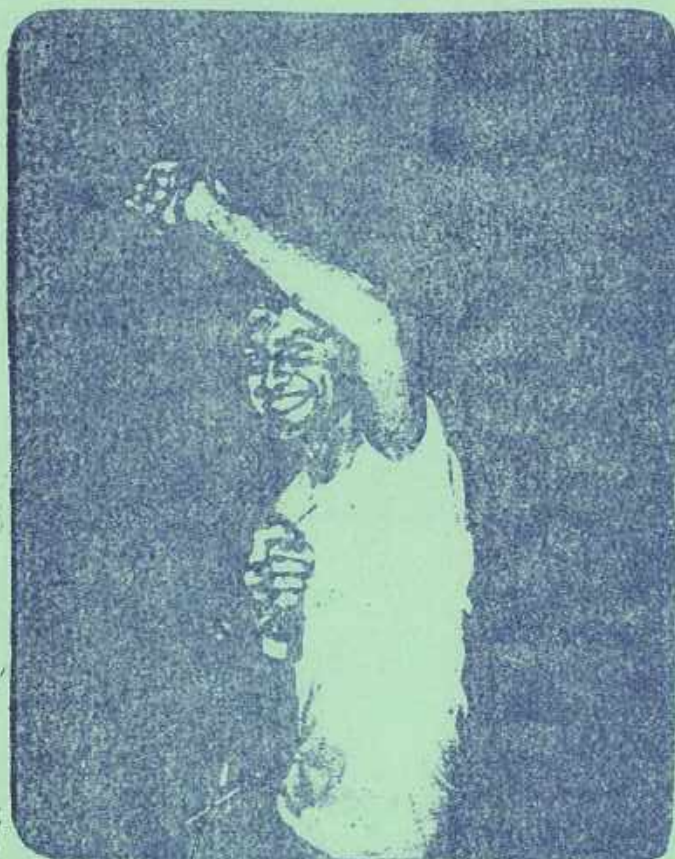
EMBARRASSING WHEN ALL THE OTHER 4WD'S ON THE ROAD HAVE GERMAN SHEPHERDS, BOXERS OR FIGDOGS ON THE BACK AND I HAVE LUCKY STANDING ON THE FRONT SEAT LOOKING OUT THE WINDOW. I STAYED WITH THE 626 'TILL THE IPSWICH BY-PASS THEN HILARY TOOK OFF AND LEFT LUCKY, ME, THE HI-LUX AND THE TRAILER TO PLOD ON TO TENTERFIELD.

THE TRIP TO TENTERFIELD WAS UNEVENTFUL EXCEPT FOR BEING PASSED BY EVERY OTHER VEHICLE ON THE ROAD UP CUNNINGHAMS GAP. I HAVE BEEN RALLYING SINCE 1987 AND MOST OF THE TIME I WAS NAVIGATING IN MAPPED EVENTS AROUND THE DARLING DOWNS AREA AND THE TRIP UP THE GAP IN THE HI-LUX WAS SO SLOW THAT I SAW A ROAD OFF TO THE RIGHT 1/2 WAY UP THAT I DIDN'T KNOW EXISTED TALK ABOUT A SLOW TRIP. THE ONLY TROUBLE HILARY HAD WAS THE WHEEL TRIM COMING OFF ON THE GRID WEST OF DALVERN AND PJ NOT SLEEPING.

WE ALL SAFELY ARRIVED IN THE THRIVING METROPOULOUS OF TENTERFIELD AND PROCEEDED TO UNLOAD THE TRUCKS AND TRAILERS. THE BOYS STAYED ALL NIGHT AND THE NEXT DAY LEFT FOR BRISBANE. ABOUT 2 HOURS LATER WE RECEIVED A PHONE CALL FROM WARRICK THAT THE RENTA TRUCK HAD DONE A CLUTCH AND THE BOYS WERE GOING TO TOW THE TRUCK BACK TO BRISBANE WITH THE SPEEDY PAN-TECH. I THOUGHT THEY WERE GOING TO PUT THE BROKEN DOWN TRUCK IN FRONT GOING DOWN THE GAP BUT NO THEY LETHERRIP WITH THE ENGINE ON FOR POWER BRAKES AND IN NEUTRAL. I SUPPOSE WHEN I WAS YOUNG I WOULD HAVE DONE THE SAME THING. WE LEFT FOR BRISBANE LATER IN THE DAY AS WE HAD SOME FINAL SORTING TO DO.

TO BE CONTINUED.

PERSONALITY PROFILE



NAME: Matt Simpson
PROFESSION: Super-Plumber
NICK-NAMES: Arty, Stinkbomb, Passionfingers
AGE: Old enough for a few Grey hairs
FAVOURITE FOOD: Napoli's Pizza or anything that is remotely edible.
FAVOURITE BANDS: The Waterboys, Emerson, Lake & Palmer, Credence Clearwater Revival.
FAVOURITE SONGS: Flush the Fashion, Pipes of Peace, Bridge over Troubled Waters.
ENJOYS: Working hard and really getting his hands dirty.
HATES: Biting his fingernails after he has been working really hard and getting his hands dirty.
AIM IN LIFE: TO collect as many Mk. 1 Escort shells as possible and distribute them amongst all of his freinds.

As most will remember, the first round of the Queensland Rally Championship was held way back on 25th/26th February. Unfortunately, due to the atrocious wet weather suffered by most of Queensland and northern New South Wales, this rally (QRC-2) had been postponed until the roads were considered okay.

It was a hard decision for the Director Trevor Shelton who bore the brunt of a few not-so-happy people after the event, complaining about the roughness of roads.

After the 'Saegula Rally' of 1988 it was going to be difficult for this event to keep up with the success of the previous year's rally which was run over some similar roads around the Kyogle area.

At the start at Tweed City Shopping Centre at Tweed Heads, the day was glorious with the sun shining brightly. It appeared that this weekend was going to stay fine and for one of the few times this year it did.

The starting grid was crowded with about half a million dollars worth of Rally cars, all very well presented and looking ready to rally after such an extended break.

And a class field it was with some drivers back behind the wheels after extended breaks. It was great to see Greg Summerville/Martin Darch back in action. After selling their very rapid Datsun 1600 some time ago, the team have been in a quandry as to what car they could afford to run and still remain competitive. That question was answered with a lovely red Subaru RX-Turbo which won 'Best presented car' at the start of the event.

The flying Scot Stewie Reid and his regular navigator, Ian Hamwood were having their first Queensland outing in the big Starion Turbo, now with re-sorted suspension and a bit more oomph.

This was the first event for Dick Boardman in his new Cordia Turbo which was extremely well turned out. Dick is an old mate of the Garden Gnome (Iain Stewart) and used to punt a 4WD Cordia up in New Guinea.

Barry Cook showed up in a quick looking 240Z which, when properly sorted should show a bit of pace. Also, ex-Secretary of the Club Warren 'Teggy' Tegg was a started in a very smart Datsun 1600 (H510sss). Co-driver for the event was Dave Ambrose who usually sits beside Adrian Taylor in the Sierra 4WD. In fact the colour of Teggy's Datto was remarkably similar, Hmmm???

The only other 'new' car was the '89 model Suzuki Swift GTi of Andrew Johnstone which was resplendant in its gloss black livery.

The manager of Tweed City Shopping Centre waved off the first 10 cars and the entire field headed off to do a very short bitumen special stage around a new undeveloped housing estate in the back of Tweed Heads somewhere. Unfortunately due to an oversight by the printers of the local newspaper, there were no spectator instructions included (as was supposed to happen) and the organizers appeared to have none on hand. On well! No Spectators!

From the short bitumen stage, the cars progressed to the hills in the Tweed Shire forests for 2 great stages before transporting over to Kyogle for a meal break before continuing with Division 2.

The first blast after meal break was an all-out spurt around the outside of the Kyogle showground, and then cars progressed to the nearby shire roads and forestry which were to provide a real worry for the rest of the night.

CREW	STAGE1				
1	KAHLER/BEST	.36	21	JOHNSTONE/DUCK	.39
2	REDDIEX/PERRY	.37	22	BURNS/SMITH	.39
3	CROSS/MCDOWALL	.37	23	LUCEY/BURKE	.39
4	SCOTT/COURTENAY	.37	24	REVILLE/OKANE	.39
5	BELL/CRANDALL	.37	25	COOK/BLAKE	.39
6	DUMMETT/HILL	.37	26	KELLY/TEBBLE	.39
7	KABEL/GARBETT	.37	27	WILLIAMSON/DYER	.40
8	MARCOVOCH/WEALE	.38	28	CARRUTHERS/PROF	.40
9	BELL/BELL	.38	29	TEGG/AMBROSE	.40
10	BOARDMAN/WHITE	.38	30	THATCHER/PAGE	.40
11	ANDERSON/SMITH	.38	31	JONES/JONES	.40
12	CARLTON/PHILP	.38	32	GOASDOUE/WESCHE	.41
13	JOHANSON/WRIGHT	.38	33	MARSHALL/GOLDSW	.41
14	BINGHAM/PALFRAM	.38	34	PEARCE/CONVERY	.41
15	GEES/GEES	.38	35	BOGNUDA/LAYTON	.41
16	REID/REID	.39	36	CRISP/MURPHY	.42
17	TAYLOR/TAYLOR	.39	37	CASPER/CASPER	.42
18	BATTS/GARVEY	.39	38	CLUNES/SWINTON	.43
19	DUTHIE/BUNTER	.39	39	SMITHIES/WISE	.45
20	SUMMERVILLE/DAR	.39	40	REID/HAMWOOD	.45

Special Stage 1 was nothing extremely difficult and apart from a monumental louse from Stewie Reid, all crews drove around the 3 changes of direction with a minimum of fuss. Fastest time, here was set by George Kahler in the Mazda 323 who had appeared to have finally gotten rid of the electrical gremlins in the car.

CREW	STAGE2				
1	KAHLER/BEST	5.15	21	TEGG/AMBROSE	5.38
2	JOHANSON/WRIGHT	5.23	22	REVILLE/OKANE	5.58
3	DUMMETT/HILL	5.31	23	BOGNUDA/LAYTON	5.59
4	MARCOVOCH/WEALE	5.31	24	DUTHIE/BUNTER	6.03
5	REDDIEX/PERRY	5.35	25	GEES/GEES	6.03
6	ANDERSON/SMITH	5.35	26	LUCEY/BURKE	6.04
7	GOASDOUE/WESCHE	5.40	27	PEARCE/CONVERY	6.05
8	BELL/CRANDALL	5.41	28	KELLY/TEBBLE	6.05
9	REID/HAMWOOD	5.42	29	SCOTT/COURTENAY	6.06
10	CARLTON/PHILP	5.42	30	BOARDMAN/WHITE	6.06
11	KABEL/GARBETT	5.43	31	MARSHALL/GOLDSW	6.07
12	CROSS/MCDOWALL	5.46	32	SMITHIES/WISE	6.15
13	WILLIAMSON/DYER	5.47	33	CASPER/CASPER	6.18
14	BELL/BELL	5.50	34	BINGHAM/PALFRAM	6.21
15	SUMMERVILLE/DAR	5.50	35	TAYLOR/TAYLOR	6.25
16	BURNS/SMITH	5.54	36	JOHNSTONE/DUCK	6.33
17	REID/REID	5.56	37	THATCHER/PAGE	6.40
18	CARRUTHERS/PROF	5.56	38	JONES/JONES	6.48
19	COOK/BLAKE	5.58	39	CRISP/MURPHY	7.13
20	BATTS/GARVEY	5.59	40	CLUNES/SWINTON	7.15

Stage 2 was the first real forest stage and consisted of some tight uphill roads over a distance of six and a bit k's. Kahler/Best pull out a handy lead over proteges Johanson/Wright. Most crews are taking it fairly easily and Alan Clunes/Orin Swinton are taking it quietly in Clunes's newly acquired ex-Mark Griffiths Laser 'S'. Viv and Neal Gees must have found the Falcon GT a handful in this section but have a look at the time of young Glen Bell in his Mk 1 Escort. He whupped his dad with a blinder (Local knowledge, maybe??)

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CREW	STAGES		
1 KAHLER/BEST	4.20	21 TEGG/AMBROSE	4.53
2 DUMMETT/HILL	4.25	22 SCOTT/COURTENAY	4.53
3 JOHANSON/WRIGHT	4.25	23 MARSHALL/GOLDSW	4.53
4 MARCOVOCH/WEALE	4.30	24 LUCEY/BURKE	4.54
5 REID/HAMMOOD	4.30	25 REVILLE/OKANE	4.55
6 BURNS/SMITH	4.31	26 BATTS/GARVEY	4.55
7 REDDIE/PERRY	4.31	27 REID/REID	4.55
8 BELL/CRANDALL	4.31	28 GEES/GEES	4.57
9 ANDERSON/SMITH	4.33	29 KELLY/TEBBLE	5.01
10 GOASDOUE/WESCHE	4.34	30 COOK/BLAKE	5.04
11 SUMMERVILLE/DAR	4.35	31 SMITHIES/WISE	5.04
12 CARLTON/PHILP	4.37	32 JOHNSTONE/DUCK	5.06
13 BOARDMAN/WHITE	4.39	33 CASPER/CASPER	5.07
14 WILLIAMSON/DYER	4.39	34 JONES/JONES	5.08
15 BOGNUDA/LAYTON	4.40	35 CRISP/MURPHY	5.10
16 BELL/BELL	4.41	36 BINGHAM/PALFRAM	5.10
17 KABEL/GARBETT	4.49	37 PEARCE/CONVERY	5.12
18 CARRUTHERS/PROF	4.49	38 THATCHER/PAGE	5.15
19 CROSS/MCDOWALL	4.50	39 TAYLOR/TAYLOR	5.22
20 DUTHIE/BUNTER	4.53	40 CLUNES/SWINTON	5.34

S.S.3 was a brilliant stage which allowed all crews to open up the throttles and blow out the cobwebs a little. George is again fastest, but only by 5 seconds from Bruce Dummett in his CRC Datto 1600. Ronnie Burns in his Pixie-like Corolla 1300 really gets motoring to record a great time and somehow manages to beat the Anderson/Smith Alfa by 2 lowly seconds. Paul Williamson in the 200BSSS is having a mild 1st Division but he'll pick up the pace later. Look again at young Glen Bell's effort (!?)

CREW	DIVISION 1		
1 KAHLER/BEST	10.11	21 TEGG/AMBROSE	11.31
			11.32
3 DUMMETT/HILL	10.33	23 BATTS/GARVEY	11.32
4 MARCOVOCH/WEALE	10.39	24 DUTHIE/BUNTER	11.35
5 REDDIE/PERRY	10.43	25 SCOTT/COURTENAY	11.36
6 ANDERSON/SMITH	10.46	26 LUCEY/BURKE	11.37
7 BELL/CRANDALL	10.49	27 GEES/GEES	11.38
8 GOASDOUE/WESCHE	10.55	28 COOK/BLAKE	11.41
9 CARLTON/PHILP	10.57	29 MARSHALL/GOLDSW	11.41
10 REID/HAMMOOD	10.57	30 KELLY/TEBBLE	11.45
11 SUMMERVILLE/DAR	11.04	31 PEARCE/CONVERY	11.58
12 BURNS/SMITH	11.04	32 SMITHIES/WISE	12.04
13 WILLIAMSON/DYER	11.06	33 CASPER/CASPER	12.07
14 BELL/BELL	11.09	34 BINGHAM/PALFRAM	12.09
15 KABEL/GARBETT	11.09	35 JOHNSTONE/DUCK	12.18
16 CROSS/MCDOWALL	11.13	36 TAYLOR/TAYLOR	12.27
17 BOGNUDA/LAYTON	11.20	37 THATCHER/PAGE	12.35
18 BOARDMAN/WHITE	11.23	38 JONES/JONES	12.36
19 CARRUTHERS/PROF	11.25	39 CRISP/MURPHY	13.05
20 REID/REID	11.30	40 CLUNES/SWINTON	13.32

At the end of the first division (which only consisted of 3 competitive sections) we have George and Tony leading the event by 15 seconds from David/Andrew. The Duckhams sponsored cars are doing very well considering the amount of competitive k's both are putting in this year.

The QRC leader, Marco is sitting safely in 4th place and his 2 wheel drive rivals John Gossdoue and Neil Wesche, and Ian Reddix/Ross Perry are not too far behind.

Unfortunately the rally suffered its first retirement at the end of S53 when locals, Steve and Geoff Reid smacked a bank in their Corolla KE70, almost causing a spectating Di Cross to have her baby on the spot!!

CREW	STAGE6			
1	JOHANSON/WRIGHT	26.37	19	REVILLE/OKANE 29.49
2	KAHLER/BEST	27.09	20	BELL/CRANDELL 29.51
3	ANDERSON/SMITH	27.19	21	CROSS/MCDOWALL 30.19
4	MARCOVOCH/WEALE	27.23	22	BOGHUDA/LAYTON 30.42
5	GOASDOUE/WESCHE	27.50	23	KELLY/TEBBLE 30.50
6	DUMMETT/HILL	28.11	24	LUCEY/BURKE 30.57
7	REDDIEX/PERRY	28.20	25	BINGHAM/PALFRAM 31.36
8	WILLIAMSON/DYER	28.30	26	SMITHIES/WISE 32.31
9	CARLTON/PHILP	28.50	27	TAYLOR/TAYLOR 32.53
10	MARSHALL/GOLDSW	29.09	28	JOHNSTONE/DUCK 32.56
11	BATTS/GARVEY	29.19	29	BOARDMAN/WHITE 33.16
12	GEES/GEES	29.19	30	REID/HAMWOOD 34.04
13	KABEL/GARBETT	29.27	31	SCOTT/COURTENAY 34.44
14	TEGG/AMBROSE	29.36	32	CLUNES/SWINTON 34.53
15	BELL/BELL	29.37	33	SUMMERVILLE/DAR 35.05
16	BURNS/SMITH	29.39	34	THATCHER/PAGE 35.34
17	CARRUTHERS/PROF	29.43	35	CRISP/MURPHY 39.06
18	DUTHIE/BUNTER	29.49		

Just for a complete turnabout Section 6 was great. A longer stage of 36k's which didn't quite suffer the harshness of the previous section. A good performance here by Richard Anderson in the Alfetta (Navigated by yours truly). We were only 42 seconds off Johanson's time in the Gazelle, the solid Italian car (and the Driver) obviously performing well over the slightly longer stage. Bruce Dummett fell off the pace a little here and dropped nearly 2 minutes to the leading crew in the Nissan. Gary Marshall has done quite a respectable time in his Datsun 1600 and Paul Williamson/David Dwyer are starting to consolidate a consistent effort into a fine outright placing.

CREW	STAGE7		
1	KAHLER/BEST	09.39	18 BELL/BELL 10.49
2	REID/HAMWOOD	09.44	19 LUCEY/BURKE 11.02
3	WILLIAMSON/DYER	09.45	20 BOARDMAN/WHITE 11.07
4	DUMMETT/HILL	09.51	21 CARRUTHERS/PROF 11.07
5	ANDERSON/SMITH	09.54	22 TEGG/AMBROSE 11.07
6	GOASDOUE/WESCHE	10.23	23 KELLY/TEBBLE 11.10
7	CARLTON/PHILP	10.26	24 DUTHIE/BUNTER 11.12
8	REDDIEX/PERRY	10.28	25 CROSS/MCDOWALL 11.13
9	REVILLE/OKANE	10.30	26 CRISP/MURPHY 11.24
10	KABEL/GARBETT	10:30	27 JOHNSTONE/DUCK 11.26
11	MARCOVOCH/WEALE	10.31	28 BOGHUDA/LAYTON 11.37
12	MARSHALL/GOLDSW	10.41	29 SCOTT/COURTENAY 12.04
13	WILLIAMSON/DYER	10.43	30 TAYLOR/TAYLOR 12.10
14	BATTS/GARVEY	10.45	31 SMITHIES/WISE 12.16
15	BURNS/SMITH	10.47	32 THATCHER/PAGE 12.21
16	BELL/CRANDELL	10.48	33 CLUNES/SWINTON 12.33
17	GEES/GEES	10.48	34 BINGHAM/PALFRAM 12.39

Things are getting much better here. Stage 7 was brilliant! What appeared to be all smooth Shire roads soon had us thinking we were in Nirvana (That's just near Toogooloowah isn't it?). These roads were as fast as the drivers wanted to take them and overall this stage was the best of the Rally. George was again fastest (deservedly) and this time Stewie Reid in the big Starion is really pumping it up. The fastest 5 are pretty much as we would have expected except for Marco/Wej in the Subaru who were a little slower here. The EXCITINGEST part of this stage was ^{an} unmarked yump about 450 metres from the timing marker. We hit it in the Alfa at fairly high speed and it jumped out of gear when it landed heavily, bending the sumpguard as well. Most crews said they saw it was coming and then landed ok. but the point is, it should have been in the Route Chart. (That's just how very serious accidents happen).

CREW		STAGES	
1	KAHLER/BEST	5.02	18 BOARDMAN/WHITE 6.00
2	JOHANSON/WRIGHT	5.16	19 KELLY/TEBBLE 6.00
3	REID/HAMWOOD	5.20	20 BELL/BELL 6.01
4	DUMMETT/HILL	5.23	21 GEES/GEES 6.02
5	ANDERSON/SMITH	5.32	22 BOGNUDA/LAYTON 6.04
6	GOASDOUE/WESCHE	5.33	23 TEGG/AMBROSE 6.07
7	MARCOVOCH/WEALE	5.35	24 BINGHAM/PALFRAM 6.08
8	KEDDIE/PERRY	5.37	25 DUTHIE/BUNTER 6.10
9	WILLIAMSON/DYER	5.41	26 CRISP/MURPHY 6.14
10	BELL/CRANDELL	5.41	27 LUCEY/BURKE 6.16
11	KABEL/GARBETT	5.46	28 CROSS/MCDOWALL 6.18
12	MARSHALL/GOLDSW	5.47	29 CLUNES/SWINTON 6.25
13	CARLTON/PHILP	5.52	30 TAYLOR/TAYLOR 6.28
14	CARRUTHERS/PROF	5.52	31 THATCHER/PAGE 6.30
15	REVILLE/OKANE	5.53	32 SMITHIES/WISE 6.37
16	BURNS/SMITH	5.53	33 SCOTT/COURTENAY 6.53
17	BATTS/GARVEY	5.56	34 JOHNSTONE/DUCK 7.18

Section 8 - Well what can you say about Section 5 that hasn't already been said. Dick Boardman's navigator (who is used to doing Safari rallies in New Guinea) said the road was rougher than any of those tracks used in PNG. Battsy said he thought they had repaired the roads, not with dirt or gravel, but with some decomposed mountain!

Apparently the local council had seen the roads were badly boggy and chopped up, and decided to do some last minute repairs. Quite honestly though, that small 6 k section could have been deleted or used as a transport and everyone would have been much happier. The only way to post a good time was to keep the boot in and plow through, trying to avoid the biggest rocks where possible. It must have been bad, 'cos at the end of the stage Richard said a really, really rude word *71...

CREW		STAGES	
1	KAHLER/BEST	23.57	12 KABEL/GARBETT 27.54
2	REID/HAMWOOD	24.42	13 CROSS/MCDOWALL 27.57
3	DUMMETT/HILL	24.58	14 CARRUTHERS/PROF 27.59
4	GOASDOUE/WESCHE	26.04	15 BURNS/SMITH 28.02
5	MARCOVOCH/WEALE	26.30	16 BATTS/GARVEY 28.05
6	KEDDIE/PERRY	27.00	17 MARSHALL/GOLDSW 28.45
7	WILLIAMSON/DYER	27.01	18 DUTHIE/BUNTER 28.56
8	CARLTON/PHILP	27.11	19 KELLY/TEBBLE 29.42
9	BOARDMAN/WHITE	27.38	20 LUCEY/BURKE 29.43
10	BELL/BELL	27.43	21 BOGNUDA/LAYTON 29.51
11	REVILLE/OKANE	27.52	22 BINGHAM/PALFRAM 30.04
			23 BELL/CRANDELL 30.09
			24 CRISP/MURPHY 30.17
			25 SMITHIES/WISE 30.34
			26 CLUNES/SWINTON 31.01
			27 TAYLOR/TAYLOR 31.44
			28 THATCHER/PAGE 33.07
			29 JOHNSTONE/DUCK 33.59
			30 ANDERSON/SMITH 34.52
			31 SCOTT/COURTENAY 36.25
			32 GEES/GEES 36.52
			33 JOHANSON/WRIGHT 64.03

The last stage of the event - SS9 was a run through SS5 in the reverse direction. Unfortunately this is where the wheels nearly fell off the ALFA. (I mean it, too!) At the start of SS9, the ALFA was lying 3rd. After suffering a flat front tyre at about 8 k's, we changed it fairly quickly and were only passed by one car while we were stationary. We then caught a second flat despite backing off and had to limp into the control (manned by Rod and Sharon Browning). When we had booked in, we examined the car, and found 2 other damaged rims as well (all of this in the one stage). Also, in this stage the Johanson/Wright Gazelle had its tailshaft fall out, losing heaps of time and any chance of a win (or a decent placing). The boys managed to get going again and still finished the stage, and the event. The poor Gees Brothers fell off the road in their big Falcon and lost a lot of time win ing back on. Other than those few problems, most thought the stage was quicker and smoother in this direction although it was still rough. All in all, an interesting finish to an interesting rally.

RESULTS

crew	car	total	class place
1 KANLER/BEST	MAZDA 323 4WD	101.19	1st 4WD
2 DUMMETT/HILL	DATSUN 1600 SSS	104.43	1st CRC
3 MARCOVOCH/WEALE	SUBARU TURBO	106.10	2nd 4WD
4 GOASDOUE/WESCHE	ESCORT MK2	107.17	1st 1600-2000
5 WILLIAMSON/DYER	NISSAN 2000	109.53	2nd 1600-2000
6 REID/HAMWOOD	STARION TURBO	110.12	1st over 2000
7 REDDIE/PERRY	PEUGEOT 205	111.10	3rd 1600-2000
8 KABEL/GARBETT	MAZDA RX7	112.22	2nd over 2000
9 BELL/BELL	ESCORT MK2	113.00	2nd CRC
10 BATTIS/GARVEY	GEMINI 12	113.11	4th 1600-2000
11 REVILLE/DKANE	SUBARU TURBO	113.23	3rd 4WD
12 BURNS/SMITH	TOYOTA KE70	113.25	1st up to 1300
13 ANDERSON/SMITH	ALFA ROMEO	114.20	3rd CRC
14 CARLTON/PHILP	MAZDA RX3	114.43	3rd over 2000
15 BELL/CRADELL	ESCORT MK1	115.48	5th 1600-2000
16 CROSS/MCDONNELL	SUZUKI SWIFT GT	115.53	2nd up to 1300
17 DUTHIE/BUHTER	MAZDA CAPELLA	116.48	1st 1600-1800
18 BOARDMAN/WHITE	CORDIA TURBO	116.53	4th over 2000
19 MARSHALL/GOLDSW	DATSUN H510 SSS	118.58	6th 1600-2000
20 BOGNUDA/LAYTON	GALANT	119.00	2nd 1300-1600
21 KELLY/TEBBLE	MAZDA RX2	119.16	5th over 2000
22 LUCEY/BURKE	FORD LASER S	119.26	3rd 1300-1600
23 CARRUTHERS/PROF	LANCER	120.26	7th 1600-2000
24 BINGHAM/PALFRAM	DATSUN 1600 SSS	124.16	4th CRC
25 SMITHIES/WISE	CITROEN GS	125.58	3rd up to 1300
26 TAYLOR/TAYLOR	MAZDA RX2	126.54	6th over 2000
27 GEES/GEES	FORD TUDOR	127.49	7th over 2000
28 CRISP/MURPHY	FORD ESCORT	129.41	5th CRC
29 JOHNSTONE/DUCK	SUZUKI SWIFT GT	129.42	4th up to 1300
30 CLUNES/SWINTON	FORD LASER S	131.45	5th 1600-2000
31 SCOTT/COURTENAY	TORANA	135.25	5th over 2000
32 JOHANSON/WRIGHT	NISSAN GAZELLE	140.40	7th over 2000
33 THATCHER/PAGE	FIAT 131	149.46	8th 1600-2000

Well, that's the end of QRC-2. Although it was quite rough, no blame can be rested on any one pair of shoulders. The Director, Trevor Shelton had the odds stacked against him with the weather the way it has been, and he should be commended for persevering, and getting the event off the ground and running.

An overdue win for George Kanler and Tony Best in the Duckhams sponsored Mazda 323 and extreme bad luck for the other team crew David Johanson and Andrew Wright. Bruce Dummett pushed through to 2nd outright and despite 'only having an old Datsun 1600', showed what a decent CRC car can do. The usual consistent finishes from Peter Marcovich and John Gossdoue and an excellent result for Paul Williamson/David Dwyer in the Datsun 200BSSS. Despite problems, the Starion of Reid/Hamwood and the Peugeot 205GTI of Reddix/Perry both made it to the end in good places. The little Corolla 'KETO' of Ronnie Burns/Craig Smith again pulled out a class win and again showed some of the other, quicker cars how it's done (also avenging their defeat by Crossey/Spike in last year's Seagulls Rally).

It was really a very good finishing rate with 33 cars and crews completing the course from a starting line-up of 40. Congratulations to all those who contested the event and thanks to OCTMSC for putting on a sorely needed rally.

Roll on QRC-3.

Tom Smith

P.S. I'd like to thank Richard Anderson for having me along for the ride. It was a ball of fun and no, I didn't get scared one little bit (well, may be one little bit). Thanks also to Ron Burns for providing the computerised printout of stage times, it helps and saves me lots of time.

FORESTRY LEVY:

As land on which to run Off Road events ~~is~~ is getting more and more scarce the only option open to the Club is to use Forestry land. The advantages of this is that we can get the required track without too many problems but we have to pay for it. These are the arguments for and against this but when you look at a race like Braemar where the levy was \$740 (37 cars) for the event and the cost of a grader at \$70 per hour, I think we get our money's worth. This Forestry Levy will apply to the National, the problem we have is we have to pay for TWO days use and at \$20 per car per day it is becoming quite expensive but, on the other side of the coin we have got 100 km of good track 2,1/2 hours drive from Brisbane and 5 minutes from a major town and I think it is worth it.

A DAY with the SVENSON RACING TEAM

Last Sunday after heavy negotiations I was able to gain entry into the top secret operation of the Svenson Racing Team. To my surprise and contrary to rumours, I could not see 25 Porsche motors and Formula One gear boxes and a workshop that would make Frank Williams jealous and the 20 highly skilled engineers who work on the car must have been out for lunch because only Laurie and his Dad were working on the car and by all the descriptive adjectives which were used, things were not going right.

Finally the car is back together and ready for a run, just then a yellow 924 (I want one) pulls into the driveway and the Team Manager steps out screaming at everyone "Race car now Daddy" After seeing this we can all rest assured that future Off Roaders are well informed on the sport event to the point as in Tate Svenson's eyes Big Bird and Kermit have taken second place to highlights of the Big Cart Track Short Course.

The day was finished off with a practice at the Old Nudgee Tip and all I can say is "Yes, the car is fast, but cars do break and when its all said and done its down to luck and judging by the size of Laurie's and Janelle's trophy case they have been very lucky. (Except at Nationals, hey Laurie?)

OFF ROAD BABIES

Congratulations to Dave and Doris on the birth of Christopher David on the 3rd May 1989. Also to Lance and Gail Zivec on the birth of Carlie.

It looks like Greg Nicoll is in trouble after seeing his wife Christine at Braemar I have been told that the baby is due two weeks before the National so the Nicoll brothers will have an extra Pit Crew to help them out (just joking Christine -Good Luck!)

Derrick Kennedy

This was submitted for last month's magazine but due to an oversight by the printing department!!! did not get included.

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PROPOSED CALENDAR For 1989

SEPTEMBER

- 5th BOARD MEETING 7.30 p.m. BSCC Clubrooms
- 11th OFF ROAD NIGHT - 7.30 p.m. BSCC Clubrooms see ad.....
- 20th NIGHT RUN see ad....

OCTOBER

- 3rd BOARD MEETING - 7.30 p.m. BSCC Clubrooms
- 13th/14th/15th RALLY QUEENSLAND

- 18th NIGHT RUN
- 22/23 IRA BERK NISSAN 300

NOVEMBER

- 7th BOARD MEETING 7.30 p.m. BSCC Clubrooms
- 15th NIGHT RUN
- 19th MOTORKHANA

Date to be finally confirmed but a NOVICE RALLY will be held second half of NOVEMBER.

DECEMBER

- 3rd MOTORKHANA
- 5th BOARD MEETING
- 9/10 GALLANGOWAN RALLY
- 16th CHRISTMAS PARTY
- 17th OFF ROAD/RALLY/AUTOCROSS/KHANACROSS -(come and see)DARLINGTON PARK

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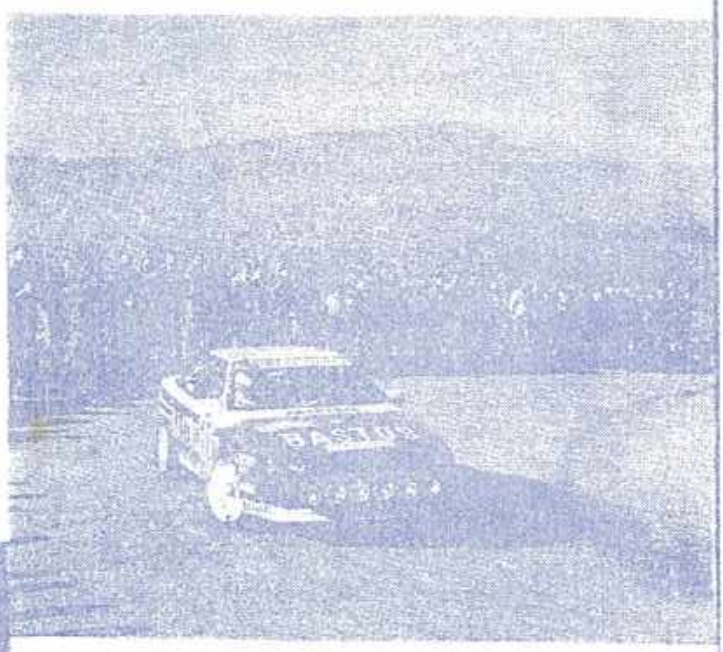


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