

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORHANA



MOTORHANA

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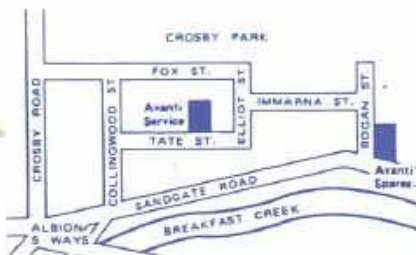
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# STARTLINE

Well Bar-codes, let those of you who are without sin cast the first stone. Basically what this means is that if you really want to read the magazine this month, you can!

I have taken it upon myself to include in the September issue of Brisport, a rather lengthy report on the ARC that I wrote for Auto Action but which was never printed.

As last month's issue had some info on BP Rally Queensland but not a lot in terms of a report, I felt that this was an ideal opportunity to use up something that was already written, thus saving me the job of thinking up something else to include in the mag.

Does that all make sense to you? It's certainly vague to me and I said it.

Further on into the magazine, you will find a lovely letter from Midge Garth expressing her thanks for the kind words and support offered by people in the Club who know her. Midge is truly looking much better and although she'll have to live with the side effects of her transplant for the rest of her life, it's a small price to pay.

Has everyone bought their tickets for the big Christmas Party at Pacific Golf Links Club House yet?? I personally felt that \$30.00 a head is a little steep, but I guess what the people want the people get. As long as the guzzlers stay away, that price should include drinks all night similar to last year's party. Keep that date free - Friday 23 November and remember, the more the merrier so come along and have a good time. Tickets are available from any of the Committee members or Chris Lane, our loveable Social Chairperson.

Sorry to drag on about this topic as well, but readers will all no doubt be aware of the forthcoming Gold Coast Indy Car Race which is going to be 'hugely successful', and bring in "squillions of tourist dollars", although it will probably "scare the ducks away".

I can't help but be a little skeptical about the whole concept but if it does happen, I guess I'd be crazy not to go down and watch. I can only re-iterate my thoughts and hope that the Qld Government supports other events like brilliant concepts in the area of rallying for instance. We shall have to wait and see.

Some observant readers may have noticed that we haven't had any real reports on Night Runs or Motorkhana's recently. The major reason behind this is that I haven't been attending any of those events and as such I can't comment on the running of same.

If there was anyone out there who feels that they could offer a written report on any one of those Club events, I would be very grateful. It need only be about one written page, which with results makes about one full typed page for the mag. Think about it anyone out there with journalistic aspirations.

You will notice the Ad in this issue about next year's ARC and the need for a quality team of organizers. If any club members are keen on becoming involved please make your intentions known. The more help that is available, makes the job easier.

Well folks and bottle-washers I can't for the life of me think of anything else that you may want to know about except that the 'Violent Femmes' (a band) are coming and I'm going to see them come hell or high water.

So we'll see you around like the proverbial rissole!

Tom Smith

"Rosehill"  
Barney Downs  
Via Tenterfield  
(067) 362 660

8 August 90

To All Members Of B.S.C.C.,

I would like to express my sincere thanks to all those of you who have shown genuine concern and interest in my progress through my surgery and post-surgery hospitalisation.

As I have said to those to whom I have been able to speak personally, at the moment I am doing quite well. I will face rejection for the remainder of my life, but that is a small price to pay.

Once again thank you but I would like to ask one question of you "Are you a donor?" Remember some family's outstanding generosity saved me from certain death. Please think about it and ask me for any information when you see me.

Hilary Garth.

## RALLYE DE L'AMENDMENTE

After what can only be described as a true navigator's event Ed Ordynski emerged victorious for the second time this year in his Pedders Suspension Mitsubishi Galant VR-4, at the same time clinching maximum points and taking out the prestigious title of 1990 Australian Rally Champion.

Despite missing the team's home round of the Championship in South Australia, Ed's regular navigator Mark Nelson also accumulated enough points to be crowned top co-driver for the year.

Event Director Errol Bailey could do nothing but sit and watch the heavens open early in the week prior to the rally, threatening months of work which had been planned to ensure a faultless weekend for the 47 teams entered in BP Rally Queensland.

No-one could have foreseen the quantity of rain which fell on the forests which made up the major part of the rally route, and the fate of the event was left in the hands of Forestry officials who had to decide just which roads could be used.

Quite literally, as of Thursday morning there was to be no event. Errol's road directors: Pat Hetherman and 'The Master Negotiator' Jim Reddiex then set about the unenviable task of convincing those same foresters that yes, some of the proposed route was capable of carrying rally traffic.

The rest is history. All that was required was the dedication and teamwork to practically set an entirely new rally in about 36 hours - and they did it! Hence the unofficial change of name to 'Rallye De L'Amendments' - "The Rally of Amendments".

The start of the event was a quite lavish affair in the heart of the city. All cars and entrants were assembled in King George Square before the Town Hall and Car 1 was to be waved away by Brisbane's Lord Mayor Sallyanne Atkinson as the clock struck noon.

It was an impressive and very well prepared list of vehicles which lined up for this, the penultimate round of the 1990 series. Entries from SA, WA, NSW and the ACT combined with a strong Qld contingent to ensure that a certain Mr Ordynski would not have an easy run to the flag.

The Sunshine State list was headed by George Kahler in his Duckham's Galant and Geoff Keys in his similar unsponsored car, with the Mazda 323's of Mal Clarke and Mark Griffith along to keep them honest. The only Subarus in the event were the 3 car Qld Subaru Dealer Team of Greg Summerville, Bruce Reville and Brian Crisp, who were keen to put on a good display in front of the home crowd. Heading the two-wheel-drive brigade was the Scot, Stewart Reid who was looking to accomplish his first home state ARC finish in six years.

One of the more interesting tail-enders was another Murray Coote-prepared VR-4 for George Logan and Mike Champion. George, as some may recall is a paraplegic who has waged a tenuous battle with "the-powers-that-be" to enable him to compete in this difficult sport. With the use of special hand controls he was out to display some of his unique driving ability and, by rally's end was looking to have impressed quite a few of his peers.

#### DIVISIONS 1 & 2

After transporting from the city directly to the small town of Nanango some 2 hours from Brisbane, the field was requested to wait patiently while the first batch of amended route charts was readied. And a very patient assembly they were. Everyone was fully aware of the task confronting the organisers and the eager navigators finally signed for their course changes quickly and quietly. The Road Directors had managed to salvage or reproduce six stages for Friday night, totalling some 115 kilometres. As noted in early advice, the roads were excellent and promised an exciting battle amongst the very fast front runners.

The first competitive stage was altered to become a transport due to some rather wet patches, but the crews were encouraged to take the opportunity to loosen up themselves and their vehicles for the other stages ahead.

Mt Stanley at a shade under 25 k's was the first actual special stage, and Ordynski immediately set the pace, with Kahler only a short distance behind. A surprise here was local boy Bruce Dummett who started his event with fourth fastest time in his potent CRC Datsun 1600. The difference in technology between the Galants and this car is incalculable, but a show of speed and a large swag of bravery can do wonders. A battle was also looming in Class 4 between the heavyweight V8 Commodore of ex-Victorian David Jones and Wayne Hoy in the quick ex-Steve Cox Z car. Both of these drivers showed times in the 2:00 - 2:30 range.

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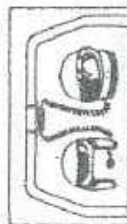
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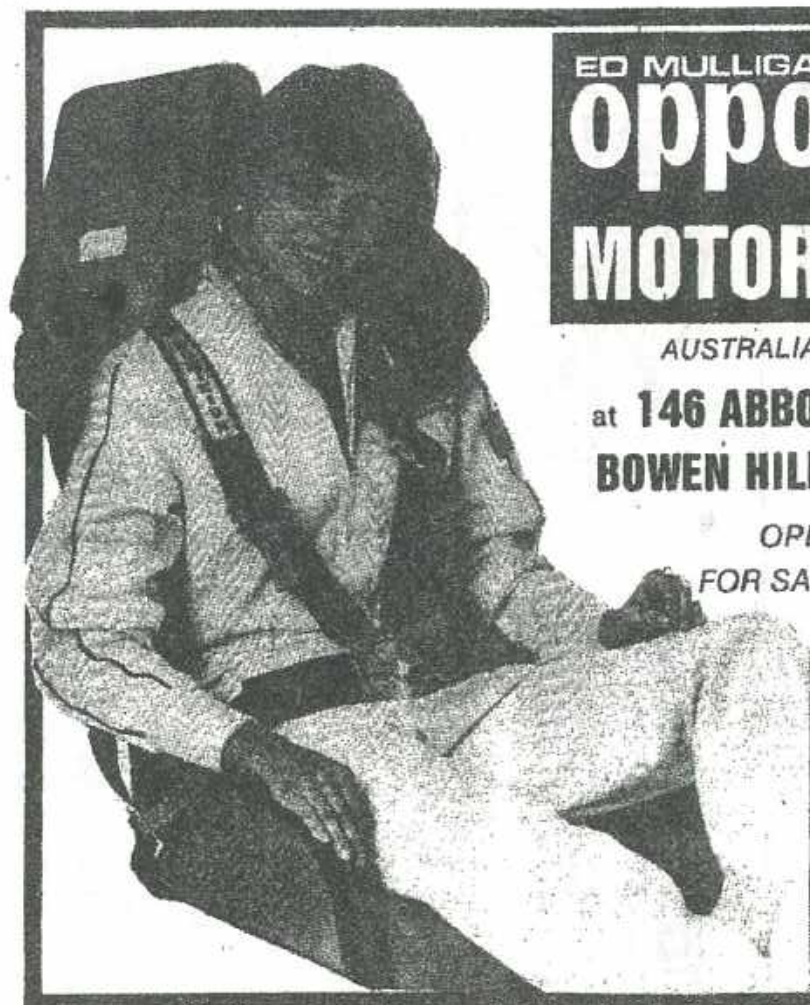
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The next competitive saw Eric Pietila in the Mazda (looking decidedly second-hand) take fastest from Ed. This turn of speed was not to last however as, in SS13 around the hills of Gallangowan Forest Station the Mazda glanced a bank at speed and kicked back, breaking the left-hand rear suspension and incurring some rear body damage. The vehicle was not written off but this mishap can only encourage the early appearance of Eric's new Galant.

After a 15 minute service, the field headed out to perhaps the most adrenalin-pumping stage of the entire weekend. "Stokem Up" is the unashamedly-named 6½km section which includes a nearly 3km straight, flat-out run to the timing marker. Ordynski and Quinn equalled times here on 3.48, whilst Stewart Reid in the 300hp Starion was only 1 second behind. On a previous event using the same road, Stewie's Starion was calculated at 215kph. Yes, it's a very fast piece of road! Gary Batts in the Group N Swift GTi performed admirably, bettering most of the other bigger and 'faster' competition.

On the final stage of the night "Meandu", the Duckham's Galant regained 19 seconds from the Pedders Group N example although this was not enough to wrest the lead from Ordynski. In fact, at Division's end the four leading crews were all within one minute of each other. Ed was car 1 on 58.36 with Neal Bates in the fast improving Celica GT-4 second on 59.06. Just seven seconds adrift were Kahler/Drews on 59.13 with Quinn/Parker next on 59.25.

"Meandu" was cause for concern for two other crews - Reid/Hamwood in the unsponsored Starion, and Jones/Curtain in the monstrous Pedders Commodore. Both of these crews had been 'led astray' by an alteration to the route chart which was hastily advised at the start control. Both consequently went straight on through a crossroads instead of the required 'Turn Left', causing the loss of about 5 and 7 minutes respectively.

By 'Parc Ferme' on Friday night a number of other competitors had also dropped out of the running.

David Johanson's navigator, Andrew Wright was uncharacteristically sick and that team had an early night. Before Rod Browning's retirement with engine problems he had set a cracking pace in Class 2 (for cars 1300-1600), leading John Goasdoue's Sprinter which in turn was well ahead of the similar, but much more developed Corolla GT of West Australian McGroarty.

Bruce Reville/Alan Staib had gone off the road early in the night whilst still getting used to their new 'real' horsepower and improved rear brakes, while the sister-car of Brian Crisp/Chris Lane stopped 4km's short of the final control with a sheared distributor drive. This left the job of upholding Subaru honour to the final team car (and the only red one) of Greg Summerville and Tom Smith.

#### DIVISIONS 3, 4, 5

Saturday dawned fine and with only 2 competitiveness scheduled for the morning Division, Kahler was immediately on the pace with Martin Quinn not too far away. Bruce Dummett was out within sight of the first finish control with a broken rear trailing arm (his second in two events) while on SS19 "Brooyar", the printed results show John Carrigan in the RX-7 to be fastest by nearly a full minute from Quinn. A clerical error? Maybe, but it's something to show the grandchildren.

Tim Collingwood in the tiny Honda Civic set an impressive time only 50 seconds aft of the Coffs Harbour Mazda of Quinn and this was far and away the quickest stage time for the latter half of the field. By the lunchbreak Ordynski still held a slim lead, but Quinn had moved into second place barely 13s behind. The Duckham's car was third just 11s away with Bates still up there a further 7s behind. The surprise at this point in time was Wayne Hoy in his 280Z who was secure in fifth outright. Although he was some 2 minutes off the leaders, he was definitely the fastest of the 2 wheel drive entry.

Division 4 consisted of 48 kilometres over 6 competitive stages and straight out the bag, the remaining Subaru of Summerville lost low range in the gearbox. Despite further temporary gear selection problems, the team persisted and found themselves performing very well considering the disadvantage of using high range only. Unfortunately SS43A "300" saw the demise of Quinn and Parker when the Mazda's turbo cried "Enough". They had put up a great battle and prior to the beginning of the stage were leading the rally by 6 seconds from Ordynski. It was a great shame, as this combination obviously has the goods to deliver. Hopefully, some further reliability can be found and better results are now only a matter of time. Going out in sympathy were 'Stormin' Norman' Fritter/Dale Payne in the Commodore who had suffered terminal wheel alignment maladies. They had done a fine job of entertaining the throngs of

4

spectators who, despite the beautiful hi-tech machinery, still love the roar of a good old V8.

Three stages later and the division break fell in Imbil to the south-west of Gympie. Ordynski had started to turn up the pressure and at this break was back in the lead some 1 minute 26s in front of Kahler. George certainly hadn't given up the chase as Bates was constantly looming, here only 9 seconds away.

To this point, the drive of the event had to go to John Goasdoue/Neal Wesche in the flying BENDIX Toyota Sprinter. By comparison with the WA Corolla GT of McGroarty/Berkhout, John's Sprinter was virtually Gp N standard. They however had beaten their Perth opposition in 10 out of 14 stages so far, elevating the crew to an incredible sixth outright. Perhaps TTA have a spare GT-4 lying about!?

After the Division Break and further alterations to the route, only two stages were to be run to enable crews to get a good night's sleep back in Gympie prior to the final day's competition. The first, "Casey's Gully 2" - SS37A saw Bates take fastest for the second time in the event so far but this was still not enough to catch the two Mitsubishis in front. The next stage saw two crews caught out rather badly at a sneaky little "Road goes Left after crest" about 2kms in. Gary Batts/Tony Garvey in the Suzuki Swift GTi who were lying an incredible eighth outright found themselves tumbling end over end in a rollover which all but wrote off the nearly new vehicle. In a similar incident, Tony Kabel/Del Garbett drove straight off and severely damaged the KEEMA RX-7. They were incredulous when 14 big strong country boys appeared from nowhere and manhandled the rotary Mazda back onto the road.

By the end of activities at the second night's Parc Ferme the PEDDERS Mitsubishi was still leading but the Duckham's Galant had closed the gap to 1 minutes 8 seconds. With a full day's competitive running still to go, George and Lofty were confident that the PRC car still had some edge over Ed's Gp N specimen, and particularly on the long straights of Beerburum there would be considerable room for improvement.

#### DIVISION 6

Sunday again showed no threat of rain and the field left the assembly at the Gympie Driver Education Centre for the transport down the Bruce Highway towards Brisbane.

After a grotty transport off the highway to the start of SS47 "Landsborough", the short stage saw Kahler do exactly what he set out to do by taking seven seconds off Ed's lead. Along for the ride and taking equal fastest time were Geoff Keys/Mike Rebecchi who acted as a 'running block' for their Queensland cohort, putting extra pressure on the South Australian.

The following competitive saw a repetition of occurrences with another ten seconds coming off the difference. It was here that tragedy struck Goasdoue and Wesche in the Sprinter. Going off the edge of the road on a muddy corner they would have been there for the rest of the day, but for the generosity of Craig Lee who stopped and towed them out. Taking a maximum on the stage, they lost all chance of a top ten finish and gave the class victory to McGroarty/Berkhout. A similar fate befell Andrew Johnstone/Mike Neely in their Swift GTi, who suffered a maximum and dropped five places as a result.

The remaining forest stages had to be cancelled due to the fact that locals (who didn't even have a permit to be in the forest) simply drove around the road blocks 'to go fishing'. As the organising committee could not ensure road closure, the CAMS Stewards had no choice but to disallow the running of the other following competitives.

This action unfortunately cut short any opportunities for last minute battles and a number of crews were disappointed about not being able to catch their adversaries in front of them. Not the least disappointed were George Kahler/Lofty Drews who had closed up to within 51 seconds of Ed and Mark and only a breakage in the last stage would have any effect on the final results.

The entire field then transported to the famous Mt Cootha Quarry stage in the heart of Brisbane to be greeted by thousands of spectators lining the surrounding hillsides.

As the television cameras rolled, Bates took fastest time to settle into third place. Kahler pulled back another three seconds on Ordynski but the coin had landed heads up for the new Australian Rally Champion. Taking his second win for the year, the all conquering and ultra-reliable pairing had taken the 1990 Championship for Mitsubishi.

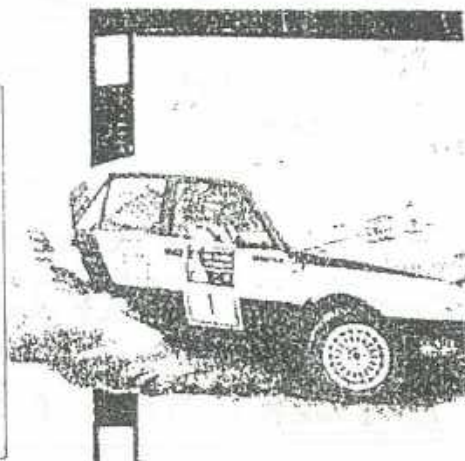
To top off his bad luck earlier in the day, Goasdoue's gearbox failed and the vehicle had no option but to finish the hilly stage in reverse.

Perhaps a little dangerous, but definitely spectacular and the sight of the Sprinter arriving at the finish control backwards certainly drew the cheers of the crowd. Hoy's crew managed a quick gearbox change on the highway before Mt Cootha and as a result he was out of running order on his eventual arrival at the start control. This had a number of other crews wondering if they were to move up the finishing order, but Hoy and Bennett managed a creditable time only 18 seconds behind Bates to cement their fine 4th outright.

#### CONCLUSION

For the third time this year a major Queensland rally has been preceded by sudden rain and for the third time in succession, the Director's briefing was accompanied by amendments to the route. Obviously with an event of this magnitude the changes were greater, but the dedication of the organising team shone through as they worked 24 hour shifts to ensure the rally was up and running. To Director Errol Bailey and his supportive family, along with Brian Swinton, Pat Hetherman, Jim Reddiex, Esme Gibson and a host of others - congratulations on a job well done. Quite apart from the excellent quality of the roads, the 'chopped and changed' route instructions flowed together remarkably well. The media coverage of this event was perhaps the best it has been for some years and this obviously contributed to the enormous crowd at the final "Super Special Stage" at Mt Cootha. Perhaps next year, with continued support from BP Australia, and a dose of good weather, this event will achieve the recognition and success it so richly deserves. Finally, congratulations to Ed Ordynski and Mark Nelson for a fine win and a marvellous year which has culminated in the Australian Rally Championship title.

**BP RALLY**  
**QUEENSLAND**



# A.R.C. 1991

Work is beginning already on next year's Australian Rally Championship and, once again the Queensland round is to be organised by the Brisbane Sporting Car Club.

If you would like to be involved in the organising committee or, would like to assist to ensure that the event runs as smoothly as possible, please contact the new Event Director, Dennis Brown on 201 8068 or leave your details with Esme at the clubrooms on 391 8881.

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23 November  
FRIDAY NIGHT

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**ANSWER:** THEY BOTH HAVE 'SANDY CLAWS' (HA HA)

# MOTORKHANA

IT'S MOTORKHANA SEASON ON  
SUNDAY

OCTOBER 21

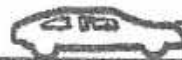
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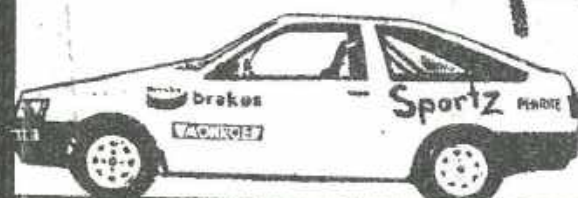
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## GRIFFITH WIN GIVES GLOVER OFF ROAD TITLE CHANCE

VICTORIAN DRIVER PETER GLOVER JUMPED BACK INTO CONTENTION FOR THE AUSTRALIAN OFF ROAD CHAMPIONSHIP BY WINNING THE GOODYEAR GRIFFITH CITY 450 ON 12 AUGUST.

GLOVER BEAT FELLOW VICTORIAN AND MAIN TITLE RIVAL DAREN WELLS BY TWO MINUTES 32 SECONDS OVER THE MUDDY GRIFFITH COURSE.

WELLS STILL LEADS THE CHAMPIONSHIP WITH 101 POINTS WITH GLOVER NOW JUST 11 POINTS ADRIFT ON 90, ACCUMULATED FROM THREE WINS AND A RETIREMENT IN THE FOUR ROUNDS TO DATE.

GLOVER'S BRIDGESTONE BUGGY CLEARLY HAS THE PACE TO AGAIN WIN THE FINAL ROUND AT WAIKERIE IN SOUTH AUSTRALIA ON 22 SEPTEMBER, BUT WELLS NEEDS ONLY TO FINISH SECOND OR THIRD IN THAT EVENT TO CLAIM THE NATIONAL TITLE FOR YOKOHAMA.

THE EARLY STAGES OF THE GRIFFITH EVENT WERE DOMINATED BY CRAIG MARTIN AND CHARLIE ALBINS, BUT THEY WERE ALSO AMONG THE FIRST RETIREMENTS WITH SUSPENSION AND GEARBOX TROUBLE RESPECTIVELY.

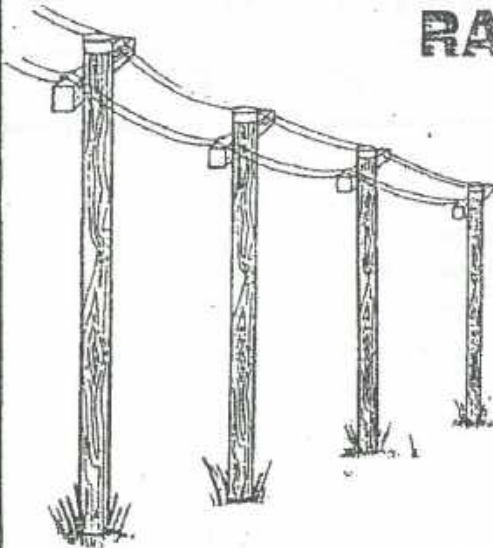
GLOVER THEN TOOK THE LEAD AND DESPITE A LITTLE CLUTCH TROUBLE, RAN OUT A COMFORTABLE WINNER.

THREE MINUTES BEHIND WELLS IN THIRD PLACE WAS GOODYEAR'S DAVE STUCHBERY WITH SIMILAR GAPS TO TRAVOR GROWDEN, LES BROWN AND MARK BURROWS.

THIS YEAR'S EVENT WAS STAGED ON A NEW TRACK CLOSER TO THE CITY OF GRIFFITH AND THE IMPROVED SPECTATOR AND COMPETITOR FACILITIES WERE REPORTEDLY GREATLY APPRECIATED.

\*\*\*\*\*

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## OFF ROAD SCENE

By Derrick Kennedy.

Well it's that time of the month again when I sit at my trusty computer and try a think of more hard hitting facts about off-roading.

Contrary to what a lot of people think, I don't make it all up, but as I always say 'why spoil a good story with the facts'. Actually I have been hearing that my monthly column is becoming quite popular, but if you find that I am running off the rails abit, don't hesitate to tell me.

You might think I am alittle unfair on a few people, and I tend to single them out for an extra hard time, because I have something against them. This is along way from the truth.

Let me quote you some examples. Over the past couple of months Doug McMillan has copped it, but if you read between the lines I feel that Doug has a good car and he is a good driver, and is on the verge of pulling off a big win, and I will be the first person to congratulate him.

The same could be said for Terry Rose, his only fault is that he was born on the wrong side of the border. As for Bill Sharpe he has benefited from my words of wisdom, he has thrown away his old helmet (the one with the trapdoor in it!) and is now driving to his full potential. If it wasn't for a flat tyre, which no-one can prepare for, he was a top ten contender at Griffith.

Laurence Svenson also deserves a mention, at state level he has won everything that there is to win. But everybody is waiting for the day when he pulls off the big one, (A National) and if everybody got behind him I'm sure he can do it.

I must say this, all these above mentioned people are the first to volunteer their services, when it comes to setting up for events. You might think that they have an advantage because they get alook at the Inglewood track before the event, but anybody can, as long as they pick up the sticks that are lying on it.

Now onto other things, on Friday the 7th of September I attended the presentations of the State Champions for 1989. It was great to see all the B. S. C. C. members their. One of my favourite Off-Road families where their, Edith, Tracy and Peter Smith who were there to see Graham accept his award for Class 9 (well done).

As well as the Smiths, Moss Lane picked up Class 6, Laurence Svenson Class 1 and James Corbert Class 4. I had the task of picking up the awards for the N. S. W. competitors who could not attend.

On Sunday the 9th of September we all headed to Willowbank for round 2 of the Ettamogah Pub Series. The day ran very smoothly, thanks to all the B. S. C. C. members who helped out. It was great to see Goodyears Barry Johnson come along to try and beat our best. I might be mistaken but I thought I saw Laurence actually working up a sweat, after he came in from one of his heats.

The highlight of the day was when Barry and Laurence were head to head in the final race. Barry was leading at the first corner and it took Laurence another lap and a half to overhaul him. (great stuff).

Other highlights on the day was Nev Taylor doing the last heat in forth gear, and Adam Brixey doing a triple in the pike position in his old mans car. Peter Iseppi was up to his old tricks again in the Patrol, this time doing some tree clearing.

Graham Smiths single seater has developed a carbic problem after a coming together with Wayne Cambie. My report would not be complete unless I mentioned the final race between Mick Myers and Steve Hilton (Heiron, Heron, whats the diff). I am pleased to say that Steve won (about time).

Thanks must go out to all the people who helped out on the day, to Don who put the whole thing together, Karen for all her help, to the Taylor and Oxley Families for timing, Ian and all the other Marshalls. Bill Sharpe for starting, Grant White for recovering, John Hammond for keeping an eye on us, and everybody else. (ps. thanks for the ride Peter).

The sub reggs are out for Braemar so as soon as you can get them back. You may have noticed it's a little cheaper than last year. You may still consider it's too expensive, but if you work it out.

Say you budget for 35 cars at \$120 each which gives you a total of \$4200, now take out \$2300 for CAMS., \$700 Forestry, \$500 Ambulance, \$200 Toilets and for \$400 Trophies. This leaves me with a grand total of \$100 to set up and run the event. So you see the B. S. C. C. stands to lose money, but I am of the feeling that the Braemar event cost, should offset against the National.

Vic Cameron from Tyretech will be bringing his workshop truck to the event to help anybody who needs it. I am also trying to arrange catering for the weekend. Thanks must go to Moss and Des for coming to our aid and sponsoring the event.

The event is shaping up to be a battle royal in the classes and for outright. Laurence is defiantly odds on to win but will face a heavy onslaught from Doug. McMillan, if either of them have a problem I can also see Bill Sharpe waiting in the wings.

As soon as Braemar is finished I will be starting to get things organised for Inglewood. I have a tentative date of the 27th & 28th of April but that is yet to be confirmed. I am happy to say that I have the bulk of this years team to help me. We still need another 30 people to help out in the lead up to the event and another 100 to help out on the weekend (controls & marshalls). So don't be shy now, give us a hand you may even enjoy yourself.

I will sign off now, hope to see you all at Braemar for Round 3 of the Q. O. R. C.

P. S. If anybody is looking for a navigator for Gatton I would love to have a run.

DERRICK

QRC 2      TWEED CITY RALLY

Many readers of this report will already be aware of some of the dramas surrounding this event which unfortunately detracted from it's overall success.

Poor Steve Ross was having flashbacks at the Golf Club after rally drinks and even winning a jackpot on the slots wasn't enough to make him feel better.

During the course of the evening, I found that a number of the control officials appeared a little inexperienced but obviously they were soon set right. On the bitumen stage, there was a carload of local folks getting set to traverse the road regardless of what the controllies said. In fact, Viv Gees came across a red Torana heading the opposite way in a competitive stage and assumedly, so did quite a few of the vehicles behind him.

Road Closures have to be right the first time or someone may be hurt or even killed.

As this magazine goes to print, the rally panel has heard an appeal on the rally which may see its point scores quashed. The rally has been won and obviously prizemoney has been awarded but no competitors will gain points towards the QRC. (maybe)

Taking the facts of the matter into account, this seems to be a logical and sensible conclusion and with two more rounds to be run, the Championship is still open.

Mal Clarke and Steve Ross deserve the right to battle out the pointscore to the very end and with Kahler/Drews confirmed starters for the rest of the year (barring mishaps), it should be very interesting indeed.



Rob Bell/Dave Cummins in action during the afternoon stages.

POS	SS1	POS	SS1	POS	SS1
1	Kahler	0:01:52	19	Lee	0:02:11
2	Reid (Stew)	0:01:59	20	Jones	0:02:11
3	Griffith	0:02:09	21	Johnstone	0:02:11
4	Goasdoue	0:02:03	22	Bradford	0:02:11
5	Bell (R)	0:02:05	23	Bennett	0:02:11
6	Gees	0:02:05	24	Collingwood	0:02:12
7	Reid (Stev)	0:02:05	25	O'Doherty	0:02:15
8	Rose	0:02:05	26	Casper	0:02:18
9	Bell (G)	0:02:05	27	Mahoney	0:02:18
10	Batts	0:02:06	28	Schmidt	0:02:20
11	Carlton	0:02:06	29	Bell (J)	0:02:23
12	Bates	0:02:06	30	Jones	0:05:32
13	Neuendorff	0:02:06	31	Dunnett	
14	Kabel	0:02:07	32	Clarke	
15	Lawless	0:02:08	33	Dawson	
16	Page	0:02:09	34	Kelly	
17	Meachan	0:02:10	35	Moyle	
18	Boardman	0:02:11			

The first stage was only 2 kms in length and was nice and twisty. A couple of tight corners were chopped up which reduced the exit speed but basically the drivers had to work hard. The 4wd Galant took off and pulled out a 7 second lead over Reid's Starion with Griffith only a second behind. Most other crews performed well, but the poor Jones family Celica suffered a few woes and lost 3 minutes out of the bag. Gees, in the bigggg Falcon set a quite reasonable time considering the size of the car and the texture of the terrain.

This is where it all happened!! Kahler, Reid and Clarke had left the control and met the Zero car coming the other way. George and Stewie missed the guy but Clarke/Ross in the ex-Coote Mazda struck the big Pajero with the rlf suspension and bent it very badly. They were out on the spot, only 600 metres from the start. While the Mazda backed out of the stage, the now waiting field was lined up for the re-start. Kahler was again quickest over the Starion and Jim Rose in his fast CRC Datsun pulled a great time. David Carlton in his RX3 was running well as was John Goasdoue in the 1600 Sprinter.

POS.	SS2	POS.	SS2		
1	Kahler	0:08:33	19	Lawless	0:09:41
2	Reid (Stew)	0:08:49	20	Bennett	0:09:41
3	Griffith	0:09:01	21	Lee	0:09:45
4	Rose	0:09:03	22	Johnstone	0:09:47
5	Carlton	0:09:04	23	O'Doherty	0:09:48
6	Goasdoue	0:09:05	24	Meachan	0:09:57
7	Bates	0:09:08	25	Collingwood	0:10:07
8	Jones	0:09:09	26	Casper	0:10:09
9	Bell (R)	0:09:12	27	Mahoney	0:10:17
10	Gees	0:09:15	28	Schmidt	0:10:26
11	Boardman	0:09:19	29	Bradford	0:10:29
12	Bell (G)	0:09:21	30	Bell (J)	0:10:30
13	Neuendorff	0:09:23		Dunnett	
14	Kabel	0:09:30		Clarke	
15	Batts	0:09:36		Dawson	
16	Jones	0:09:37		Kelly	
17	Reid (Stev)	0:09:39		Moyle	
18	Page	0:09:39			

POS	SS3	POS	SS3		
1	Kahler	0:04:28	19	Gees	0:05:06
2	Reid (Stew)	0:04:31	20	Bell (G)	0:05:07
3	Jones	0:04:38	21	Collingwood	0:05:10
4	Carlton	0:04:39	22	Bennett	0:05:12
5	Rose	0:04:42	23	O'Doherty	0:05:15
6	Goasdoue	0:04:45	24	Meachan	0:05:21
7	Reid (Stev)	0:04:46	25	Mahoney	0:05:23
8	Boardman	0:04:47	26	Schmidt	0:05:24
9	Griffith	0:04:48	27	Casper	0:05:34
10	Page	0:04:48	28	Bradford	0:05:38
11	Bell (R)	0:04:50	29	Neuendorff	0:05:52
12	Jones	0:04:50	30	Bell (J)	0:05:52
13	Lawless	0:04:52		Dunnett	
14	Lee	0:04:56		Clarke	
15	Bates	0:04:58		Dawson	
16	Kabel	0:05:04		Kelly	
17	Batts	0:05:04		Moyle	
18	Johnstone	0:05:04			

David Jones in the big V8 Commodore shows his worth on SS3 with a time only 10 seconds behind George. Steve Reid's 1300 Corolla KE70 was running well as usual and Dick Boardman was there again with consistent times. The little rwd 323 Mazda of Mike Page put in a very respectable time whilst the rest of the field was spread out over a little more than a minute. We lost Steve Kelly in the ex-racing Gemini when the crew rolled quite a distance off the road. Poor Kevin spent a night in Kyogle Hospital under observation with concussion, but 'Lucky' Steve was OK. Goasdoue's Sprinter hit an earth bank and bent the rhr axle but the crew were much too silly to back off.

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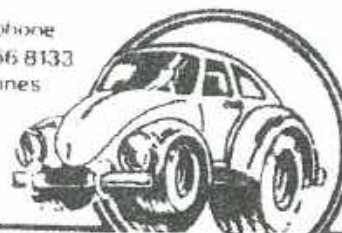
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Relaizing that the bent axle was possibly suspect Goasdoue/Smith slowed and putted through the stage at about six-tenths, losing about 2 minutes to the overall leaders. Stewart finally took time off George and set his first fastest time of the event. Jones and Rose were still up there and young David Bates from also flying in his CRC Datsun 1600. Mark Griffith was still running consistently but Craig Lee and dad Francis(Jim) rolled their Lancer comprhensively and all but wrote off the bodysshell. Craig is now looking at a replacement vehicle.

POS.	SS4	POS	POS
1	Reid (Stew)	0:17:56	19 Collingwood 0:20:32
2	Kahler	0:18:05	20 Goasdoue 0:20:45
3	Jones	0:18:27	21 Jones 0:20:55
4	Rose	0:18:31	22 O'Doherty 0:21:00
5	Griffith	0:18:32	23 Meachan 0:21:11
6	Carlton	0:18:41	24 Bennett 0:21:13
7	Bates	0:19:10	25 Bradford 0:21:28
8	Boardman	0:19:10	26 Schmidt 0:22:08
9	Bell (R)	0:19:12	27 Bell (J) 0:24:01
10	Reid (Stev)	0:19:14	28 Page 0:25:07
11	Gees	0:19:25	29 Casper 0:32:37
12	Neuendorff	0:19:30	Lee
13	Lawless	0:19:41	Dunnett
14	Kabel	0:19:42	Clarke
15	Batts	0:19:42	Dawson
16	Bell (G)	0:20:08	Kelly
17	Mahoney	0:20:16	Moyle
18	Johnstone	0:20:24	

POS	SS5	POS	POS
1	Kahler	0:04:31	19 Collingwood 0:05:24
2	Reid (Stew)	0:04:44	20 Meachan 0:05:24
3	Griffith	0:04:51	21 Mahoney 0:05:30
4	Goasdoue	0:04:53	22 Johnstone 0:05:33
5	Jones	0:04:53	23 Bradford 0:05:35
6	Rose	0:04:54	24 Schmidt 0:05:47
7	Bell (R)	0:05:03	25 Casper 0:05:47
8	Batts	0:05:03	26 Gees 0:05:49
9	Boardman	0:05:04	27 Bell (J) 0:06:12
10	Carlton	0:05:05	28 Neuendorff
11	Jones	0:05:05	29 Bennett
12	Lawless	0:05:06	30 Lee
13	Bates	0:05:10	31 Dunnett
14	Kabel	0:05:12	32 Clarke
15	Reid (Stev)	0:05:13	33 Dawson
16	Page	0:05:14	34 Kelly
17	Bell (G)	0:05:17	35 Moyle
18	O'Doherty	0:05:23	

George, Stewart and Mark- this was the pattern that became second nature for the rest of the event. The Sportz Suspension Sprinter was back running at speed after a sledge hammer session at the Service Break which straightened the axle pretty well.

Barry Neuendorff/Ross Perry retired at the Division Break after they discovered a terminal problem with a stub axle on the Maxims Peugeot 205GTi.

Rob Bell in the big engined Escort was trying hard and setting times in the top ten.

When he wants to take back time he does it and this time it's 34 seconds. The Reid Brothers Corolla jumps back in front of a couple of guys with bigger donks and the battle throughout the rest of the field is persisting. After 4 or 5 rallies this year, Ben Schmidt and Ian Hutchinson are wringing everything out of the 1600 Gemini while all of the rallying Bell family are still in there pushing hard.

The Keema RX7 of Tony Kabel and Del Garbett had 2 rotor power again after their engine problems in the ARC, but they seemed a little off their usual pace this weekend.

POS	SS6	POS	POS
1	Kahler	0:09:08	19 Collingwood 0:10:35
2	Reid (Stew)	0:09:42	20 Bell (G) 0:10:42
3	Rose	0:09:57	21 Bradford 0:10:42
4	Goasdoue	0:09:58	22 Kabel 0:10:48
5	Jones	0:10:05	23 Meachan 0:11:06
6	Reid (Stev)	0:10:07	24 Schmidt 0:11:27
7	Griffith	0:10:14	25 Batts 0:11:29
8	Carlton	0:10:14	26 Casper 0:11:38
9	Boardman	0:10:15	27 Bell (J) 0:12:37
10	Bell (R)	0:10:15	28 Dunnett
11	Bates	0:10:16	29 Neuendorff
12	Jones	0:10:18	30 Lee
13	Lawless	0:10:18	31 Bennett
14	Gees	0:10:20	32 Clarke
15	Page	0:10:20	33 Dawson
16	Mahoney	0:10:24	34 Kelly
17	O'Doherty	0:10:27	35 Moyle
18	Johnstone	0:10:31	

Pos	SS7	Pos	SS7
1	Reid (Stew) 0:03:02	19	Bell (R) 0:03:37
2	Mahoney 0:03:03	20	Batts 0:03:37
3	Collingwood 0:03:05	21	Bates 0:03:35
4	Meachan 0:03:07	22	Lawless 0:03:41
5	Kahler 0:03:12	23	Bradford 0:03:48
6	Jones 0:03:13	24	Schmidt 0:03:57
7	Reid (Stew) 0:03:14	25	Casper 0:04:00
8	Jones 0:03:14	26	Bell (J) 0:04:11
9	Boardman 0:03:18	27	Bell (G) 0:04:22
10	Goasdoue 0:03:20		Dummett
11	Rose 0:03:22		Neuendorff
12	Griffith 0:03:22		Lee
13	Kabel 0:03:23		Bennett
14	Gees 0:03:28		Clarke
15	Carlton 0:03:31		Dawson
16	Johnstone 0:03:32		Kelly
17	O'Doherty 0:03:34		Moyle
18	Page 0:03:35		

This was a truly brilliant stage over 5 kms of bitumen in the dead of night. It was quite a coup for Director Sheldon to gain this stage, but somehow the times don't seem to be right. Admittedly the first 4 guys in their 2wd, max. 1800cc cars are good drivers, but, faster than the next 6 or 7. Goasdoue's Sprinter wore the edges off the rear tyres as the broken panhard rod was floating around. The first part of the stage was quite gradual with the final 2.5 kms a beautifully twisting run to the finish control. When the driver yells "YAHOO" at the finish, you know its been a fun stage!!

Glen Bell had problems with his fluctuating respod disparillator and as a result found that all 4 wheels were turning in the same direction.

We lostlost Ben Schmidt in the previous stage when his Gemini slipped off the road and they were unable to get back on. When they were eventually towed out by the sweep car, the rope broke and the car careered into a tree doing a variety of damage.

Reid and Kahler are in a class of their own and the closest competitors Griffith/Wesche in the Mazda 323 are nearly a minute behind.

Viv Gees/Noel Philp pushed into the top ten in the very big Falcon but the front runners seemed to have established themselves. Allen and Lance Jones went out with front suspension problems- one day they'll find that elusive Toyota reliability.

Pos.	SS8	Pos.	SS8
1	Reid (Stew) 0:23:22	18	Johnstone 0:27:00
2	Kahler 0:23:26	19	Mahoney 0:27:05
3	Griffith 0:24:20	20	Bates 0:27:07
4	Jones 0:24:29	21	O'Doherty 0:27:22
5	Boardman 0:24:59	22	Meachan 0:28:45
6	Carlton 0:25:05	23	Casper 0:30:01
7	Goasdoue 0:25:09	24	Bradford 0:31:11
8	Rose 0:25:15	25	Bell (J) 0:31:40
9	Reid (Stew) 0:25:24		Jones
10	Gees 0:25:58		Schmidt
11	Lawless 0:00:00		Dummett
12	Bell (R) 0:26:34		Neuendorff
13	Kabel 0:26:34		Bennett
14	Collingwood 0:26:34		Lee
15	Bell (G) 0:26:40		Clarke
16	Page 0:26:51		Dawson
17	Batts 0:26:54		Kelly
			Moyle

Pos.	SS9	Pos.	SS9
1	Kahler 0:04:46	19	O'Doherty 0:05:34
2	Reid (Stew) 0:04:50	20	Bell (R) 0:05:39
3	Jones 0:04:50	21	Meachan 0:05:45
4	Griffith 0:05:09	22	Casper 0:05:51
5	Carlton 0:05:12	23	Mahoney 0:05:52
6	Reid (Stew) 0:05:13	24	Bradford 0:06:08
7	Lawless 0:05:13	25	Bell (J) 0:06:31
8	Rose 0:05:14		Jones
9	Page 0:05:15		Schmidt
10	Boardman 0:05:16		Dummett
11	Goasdoue 0:05:18		Neuendorff
12	Bates 0:05:19		Bennett
13	Batts 0:05:20		Lee
14	Johnstone 0:05:21		Clarke
15	Bell (G) 0:05:22		Dawson
16	Gees 0:05:27		Kelly
17	Collingwood 0:05:29		Moyle
18	Kabel 0:05:34		

We again saw an appearance by the factory Hillman Team as the development of the Imp 16 cyl V8 Turbo 4wd continues. A supercharger has appeared on the car in addition to the turbo. Team manager Stabilo Boss, when quizzed on how the car had gone in private testing, seemed confused at the question and simply replied, "private what?". After the car yet again was sidelined without completing a single special stage this time due to glove box light bulb failure, Stab, obviously distressed reckoned that he was tempted to return to 'Life Racing'. When asked if we can expect any new features on the car for the next rally, Boss was non-committal. When pushed though, he admitted "we have used both a 40/60 and 45/55 torque split previously so this time we will be trying 55/65 arrangement and I feel you can expect a radical improvement in the vehicle's performance!!!" - STAY TUNED.



POS	SS10	POS
1	Reid (Stew) 0:10:00	19
2	Kahler 0:10:11	20
3	Griffith 0:10:11	21
4	Boardman 0:10:19	22
5	Jones 0:10:19	23
6	Gees 0:10:33	24
7	Johnstone 0:10:40	25
8	Reid (Stew) 0:10:44	26
9	Rose 0:10:46	27
10	Carlton 0:10:50	28
11	Lawless 0:10:52	29
12	Bates 0:10:54	30
13	O'Doherty 0:11:05	31
14	Batts 0:11:09	32
15	Bell (R) 0:11:17	33
16	Bell (G) 0:11:18	34
17	Collingwood 0:11:20	35
18	Mahoney 0:11:21	

Page 0:11:23
Kabel 0:11:29
Bradford 0:11:47
Meachan 0:12:09
Casper 0:12:38
Bell (J) 0:13:51
Goasdoue
Dummett
Neuendorff
Lee
Jones
Bennett
Schmidt
Clarke
Dawson
Kelly
Moyle

POS	SS11	POS
1	Kahler 0:25:30	19
2	Reid (Stew) 0:26:17	20
3	Griffith 0:27:42	21
4	Jones 0:27:58	22
5	Boardman 0:28:02	23
6	Carlton 0:28:11	24
7	Rose 0:28:19	25
8	Reid (Stew) 0:29:00	26
9	Gees 0:29:20	27
10	Batts 0:29:34	28
11	O'Doherty 0:29:50	29
12	Lawless 0:29:51	30
13	Collingwood 0:30:08	31
14	Mahoney 0:30:23	32
15	Bell (R) 0:30:36	33
16	Kabel 0:30:38	34
17	Page 0:30:41	35
18	Meachan 0:32:04	

Bates 0:32:08
Bell (G) 0:34:07
Bradford 0:34:50
Casper 0:35:33
Bell (J) 0:36:53
Jones
Goasdoue
Johnstone
Schmidt
Dummett
Neuendorff
Lee
Bennett
Clarke
Dawson
Kelly
Moyle

POS	SS12
1	Reid (Stew) 0:22:41
2	Kahler 0:23:04
3	Jones 0:24:33
4	Boardman 0:24:40
5	Griffith 0:24:56
6	Carlton 0:25:01
7	Rose 0:25:33
8	Bates 0:25:43
9	Batts 0:25:52
10	Reid (Stew) 0:25:57
11	Lawless 0:26:22
12	Mahoney 0:26:57
13	Collingwood 0:27:13
14	Page 0:27:33
15	Bell (R) 0:28:13
16	Meachan 0:28:15
17	O'Doherty 0:28:36
18	Bradford 0:30:39
19	Casper 0:32:18
20	Bell (J) 0:32:34
21	Gees 0:36:30
22	Kabel
23	Bell (G)
24	Jones
25	Goasdoue
26	Johnstone
27	Schmidt
28	Dummett
29	Neuendorff
30	Lee
31	Bennett
32	Clarke
33	Dawson
34	Kelly
35	Moyle

QRC - 2 TWEED CITY RALLY

PLACING	CAR	DRIVER	NAVIGATOR	OVERALL TIME	CLASS
1	GALANT VR-4	GEORGE KAHLER	LOFTY DREWS	2.16.46	1ST 5
2	STARION	STEWART REID	JASON LEA	2.18.05	1ST 4
3	MAZDA 323	MARK GRIFFITH	NEAL WESCHE	2.25.06	2ND 5
4	CORDIA	DICK BOARDMAN	SIMON WHITE	2.27.20	2ND 4
5	MAZDA DRX 3	DAVID CARLTON	B. PHILP	2.27.39	3RD 4
6	DATSUN 1600	JIM ROSE	JOHN SPENCER	2.27.41	1ST CRC
7	COMMODORE	DAVID JONES	P. CURTAIN	2.28.25	4TH 4
8	TOYOTA COROLLA	STEVE REID	GEOFF REID	2.31.24	1ST 1
9	DATSUN 1600	MAL LAWLESS	MARGLAIN LAWLESS	2.33.48	1ST 3
10	GEMINI ZZ	GARY BATT	TONY GARVEY	2.35.26	2ND 3
11	DATSUN 1600	DAVID BATES	RON PETERS	2.35.38	2ND CRC
12	HONDA CIVIC	TIM COLLINGWOOD	RICHARD COLLINGWOOD	2.37.49	2ND 1
13	FORD ESCORT	ROB BELL	DAVE CUMMINS	2.38.33	3RD CRC
14	FORD LASER S	LIAM MAHONEY	TIM MAHONEY	2.38.49	1ST 2
15	MAZDA RX 2	T O'DOHERTY	S. RICHARDSON	2.40.09	5TH 4
16	MAZDA 323	M PAGE	I. SYME	2.42.35	3RD 1
17	FALCON TUDOR	VIV GEES	NOEL PHILP	2.43.16	6TH 4
18	GEMINI FP60	GEOFF MEACHAN	PHILIP LLOYD	2.44.46	3RD 3
19	STARION	STEVE BRADFORD	JOHN KINGCOTT	2.54.26	7TH 4
20	CELICA	JAN BELL	SHARON BELL	3.07.15	4TH CRC
21	DATSUN 1600	MARK CASPER	JUDY CASPER	3.08.24	4TH 3

1990 CANS AUSTRALIAN OFF ROAD CHAMPIONSHIP

PROGRESSIVE POINTSCORE AT 12-SEP-90

SURNAME	CLASS	IN ALPHABETICAL					TOTAL
		RD 1	RD 2	RD 3	RD 4	RD 5	
DARREN	1	23	24	30	24	101	
PETER	1	30	30			90	
LES	2	15	28			69	
STEVEN	5	20	12	15		62	
MARK	5	10	10	21	20	61	
LES	7	20	20	20	20	60	
LOUIE	6	20	20	20	24	59	
SI	9	15	20	24		58	
BOB	9	20	23	15	17	58	
TREVOR	1	12	10	19	15	57	
FABIO	8	20	20	2	15	57	
ZARFATI	1	15	2	16	11	44	
KEITH	8	15	8	23	12	43	
PETER	8	15	15	12	13	42	
HADLOW	2	10	19	13		42	
ROBERT	2	10	12	15	20	40	
NEVILLE	3	20	15	10		40	
BOB	3	15	15	10		39	
GRAHAME	7	19	20			37	
BAXTER	1	10	12	15		37	
BILL	8	19	26			36	
KEN	8	20	15	15	10	35	
STUART	2	20	15	15		35	
LORD	4	20	15	15		35	
SCHMIDT	5	20	12	12		34	
RON	5	20	2	25	8	33	
JEFF	7	20	20			30	
BARNES	7	20	20			29	
OWEN	3	20	20			26	
LEE	3	20	20			26	
KEVIN	3	20	20			26	
BRENDON	2	29				26	
PAYNE	2	10	4			25	
MARTIN	3	10	5			25	
NICOLL	4	15	10			25	
DAVID	4	15	10			25	
STUCHBERY	3	15	12	12	10	24	
MCDUGALL	4	15	12	12	24	24	
STEVEN	4	15	12	12	24	24	
BRUCE	4	15	12	12	24	24	
CLEM	1	8	12	4		24	
ANDREW	7	8	12	6		23	
ERIC	3	12	15	6	8	22	
MICK	2	12	15	6		22	
PETER	2	12	15	6		22	
GLEN	7	8	12	10		22	
HADLOW	5	12	10	10		22	
HEDLEY	8	12	10	10		22	
JAN	8	12	10	10		22	
FRED	2	12	10	10		22	
PARKER	2	21				21	
RICHARD	2	21				20	
MARK	2	20				20	
BURROWS	4	20				20	
PHIPPS	4	20				20	
NORM	8	20				20	
BRYAN	6	20				20	
MICHAEL	4	20				20	
MORROW	3	3				18	
BECKETT	1	17				17	
GEOFFERY	1	10				16	
JIM	7	10				16	
JOHN	5	15				15	
IVAN	5	15				15	
TERRY	3	4				15	
ROBERTSON	3	15				15	
ROSE	3	15				15	
PETER	3	15				15	
RICHARDS	3	15				15	

SURNAME	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
ADAMS						
TAYLOR						
DAY						
RYAN						
MCDONALD						
ALDERTON						
RIDGE						
LAMB						
SMITH						
WOOD						
DOUGLAS						
JAMIE						
ROBINSON						
BUSH						
MARK						
MICHAEL						
ZACKA						
OBREIN						
DUCK						
HUNT						
OSBORNE						
ALLPORT						
DICK						
BARRY						
WOODWARD						
DAVIS						
BLOEM						
OWEN						
DORNE						
DIXON						
LATTER						
SCHMIDT						
ERIC						
OWEN						
LEES						
KEMP						
CLOHSEY						
PAGE						
HOLLIS						
COTTON						
BRIGGS						
NEWTON						
PHELPS						
EMMINS						
SHARPE						
LEECH						
IRONS						
BAKER						
HORN						
WELLS						
COOPER						
CHEERS						
SCHIPP						
SCOTT						
IRONS						
MITCHIE						
WESTAWAY						
LIA						
VANDENBERG						
BROOKER						
BATES						
HILTON						
PITCHER						

DOUG NEVILLE TAYLOR NEVILLS WAYNE DAVID CLIFFORD WARREN ROBERT GRAHAM DOUGLAS JAMIE MARK MICHAEL LINDSAY NEIL ALLAN PAUL DICK BARRY JOHN GARY JOHN GLENN TERRY ROLY STEWART ERIC CHRIS GRAHAM KEN BERNIE KELVERM ROHAN IAN PETER MICHAEL GEOFFERY GLOFF BILL DAVID RHONDA CRAIG GRAEME ROYCE WAYNE BARRY RODNEY GLEN IAN SCOTT TONY REX MICHAEL STEWART STEPHEN GRAHAM

BREWSTER	GLEN	5		4				4
CRAN	GRAHAM	2						4
MORRISON	NEIL	1	1		4			3
IRONS	WARREN	1			3	2		3
GORDON	BARRY	3						3
HAMMOND	JOHN	5	3	3				3
JOHNSON	BARRY	1					3	3
KIRKMAN	GEORGE	8						3
PEART	CHRIS	7		3				3
CHEERS	ANDREW	3			3			3
GRAHAM	ROBERT	2	3					3
HARDMAN	MICHAEL	1						3
JONES	IAN	5				3		3
WHACKETT	WAYNE	5						3
SOWTER	PETER	3				2		2
SVENSON	LAURENCE	1	2					2
STYLES	PAUL	2	2					2
MORGAN	LES	3		2				2
FLETCHER	PAT	1			2			2
DEACON	ROBERT	3						2
D'ARBROS	FRANK	2		1				1
COTTEE	SHANE	2					1	1
BASHAM	BRYAN	3		1				1
SMITH	MALCOLM	5				1		1
SOLLITT	CHRIS	1		1				1
SELKIRK	BILL	2				1		1
FORD	HOWARD	1		1				1
GRAHAM	LLOYD	5			1			1

POINTSCORE IS SUBJECT TO CONFIRMATION

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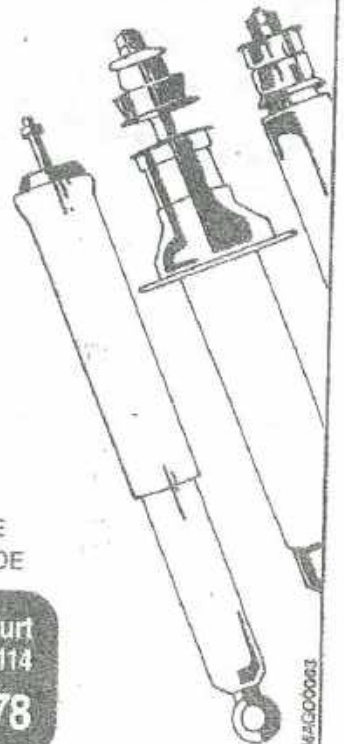
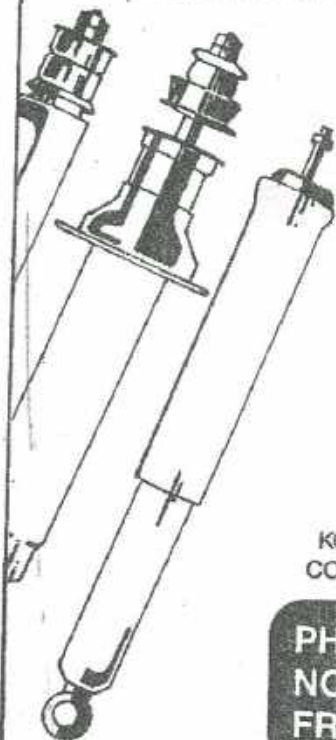
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QUEENSLAND RALLY CHAMPIONSHIP

DRIVERS POINTSCORE

QRC	QRC	QRC	QRC	QRC	QRC	TOTAL	MOD
1	2	3	4	5	6		

George Kahler	29	29	3	29	0	0	90	87
Mal Clarke	14	0	29	21	0	0	64	64
Stewart Reid	24	24	0	15	0	0	63	63
John Beasdoue	21	0	21	9	0	0	51	51
Mark Griffith	6	18	7	16	0	0	47	41
Gary Batts	9	7	17	0	0	0	33	33
David Jones	0	7	24	0	0	0	31	31
Dick Boardman	4	16	3	7.5	0	0	30.5	27.5
Richard Anderson	0	0	11	19	0	0	30	30
Rob Bell	12	4	0	13	0	0	29	29
Stephen Reid	0	12	7	9	0	0	28	28
John Fergusson	8	0	16	3	0	0	27	27
Jim Rose	3	15	0	7	0	0	25	25
Dave Carlton	0	12	10	0	0	0	22	22
Adrian Pearce	19	0	0	0	0	0	19	19
Malcolm Lawless	0	11	6	0	0	0	17	17
Jan Bell	2	3	9	0	0	0	14	14
Tia Collingwood	0	4	3	6	0	0	13	13
Andrew Johnstone	4	0	4	4	0	0	12	12
Bruce Reville	2	0	10	0	0	0	12	12
Greg Summerville	0	0	0	11	0	0	11	11
Mark Casper	4	3	1	3	0	0	11	10
Viv Bees	1	1	1	7.5	0	0	10.5	9.5
Barry Neuendorff	0	0	4	6	0	0	10	10
Glen Bell	9	0	0	0	0	0	9	9
Rod Dawson	7	0	2	0	0	0	9	9
Mike Page	6	3	0	0	0	0	9	9
Lia Mahoney	0	9	0	0	0	0	9	9
Peter Glennie	8	0	0	0	0	0	8	8
Craig Lee	4	0	0	4	0	0	8	8
Keith Fackrell	0	0	3	4	0	0	7	7
Rod Browning	0	0	6	0	0	0	6	6
John Careless	6	0	0	0	0	0	6	6
Alan Cutts	0	0	0	6	0	0	6	6
Geoff Neachan	0	4	2	0	0	0	6	6
David Bates	0	6	0	0	0	0	6	6
Chris DeVere	0	0	2	3	0	0	5	5
Ben Schmidt	0	0	1	4	0	0	5	5
David Johanson	2	0	2	0	0	0	4	4
Alan Jones	0	0	4	0	0	0	4	4
Alan Clunes	0	0	0	3	0	0	3	3
Brian Fackrell	0	0	3	0	0	0	3	3
Mark Taylor	3	0	0	0	0	0	3	3
Steve Bradford	0	0	0	2	0	0	2	2
Peter Lockhart	0	0	2	0	0	0	2	2
Chris Nixon	0	0	0	2	0	0	2	2
Troy O'Doherty	0	2	0	0	0	0	2	2
Brian Crisp	1	0	0	0	0	0	1	1
Tony Kabel	0	0	0	1	0	0	1	1
George Logan	0	0	0	1	0	0	1	1

NAVIGATORS POINTSCORE

QRC	QRC	QRC	QRC	QRC	QRC	TOTAL	MOD
1	2	3	4	5	6		

Steve Ross	14	0	29	21	0	0	64	64
Lofty Drews	0	29	0	29	0	0	58	58
Neal Wesche	6	18	21	9	0	0	54	48
Ian Hamwood	24	0	0	15	0	0	39	39
Tony Garvey	9	7	17	0	0	0	33	33
Tom Saith	21	0	0	11	0	0	32	32
Simon White	4	16	3	7.5	0	0	30.5	27.5
Mike Ryan	0	0	11	19	0	0	30	30
David Cummins	12	4	0	13	0	0	29	29
David Tolcher	29	0	0	0	0	0	29	29
Geoff Reid	0	12	7	9	0	0	28	28
John Carrigan	8	0	16	3	0	0	27	27
John Spencer	3	15	0	7	0	0	25	25
Tia Cayless	0	0	24	0	0	0	24	24
Jason Lea	0	24	0	0	0	0	24	24
Kev Convery	19	0	0	0	0	0	19	19
Marclain Lawless	0	11	6	0	0	0	17	17
Geoff Krause	0	0	0	16	0	0	16	16
Sharon Bell	2	3	9	0	0	0	14	14
Mike Neely	4	0	4	4	0	0	12	12
Alan Staib	2	0	10	0	0	0	12	12
B Philp	0	12	0	0	0	0	12	12
Noel Philp	1	1	1	7.5	0	0	10.5	9.5
Richard Collingwood	0	4	0	6	0	0	10	10
Ross Perry	0	0	4	6	0	0	10	10
Trevor Shelton	0	0	10	0	0	0	10	10
Kate Crandell	9	0	0	0	0	0	9	9
Denis Gibson	7	0	2	0	0	0	9	9
Ian Syae	6	3	0	0	0	0	9	9
Tim Mahoney	0	9	0	0	0	0	9	9
Murray Coote	8	0	0	0	0	0	8	8
Jim Lee	4	0	0	4	0	0	8	8
Judy Casper	0	3	1	3	0	0	7	7
Peter Curtain	0	7	0	0	0	0	7	7
Madsen	0	0	7	0	0	0	7	7
Phillip Lloyd	0	4	2	0	0	0	6	6
John Slattery	6	0	0	0	0	0	6	6
Brian Swinton	0	0	6	0	0	0	6	6
Ron Peters	0	6	0	0	0	0	6	6
Tony Best	0	0	2	3	0	0	5	5
Hutchinson	0	0	1	4	0	0	5	5
S Duncan	4	0	0	0	0	0	4	4
Lance Jones	0	0	4	0	0	0	4	4
Dean Tighe	0	0	0	4	0	0	4	4
Andrew Wright	2	0	2	0	0	0	4	4
J MacDonald	0	0	3	0	0	0	3	3
Harry Hanson	0	0	3	0	0	0	3	3
Neil Salter	0	0	3	0	0	0	3	3
Lynette Taylor	3	0	0	0	0	0	3	3
Shelley Thomas	0	0	0	3	0	0	3	3
Underwood	0	0	3	0	0	0	3	3
Mick Bruce	0	0	2	0	0	0	2	2
John Hall	0	0	0	2	0	0	2	2
John Kingcott	0	0	0	2	0	0	2	2
Steve Richardson	0	2	0	0	0	0	2	2
Mike Champion	0	0	0	1	0	0	1	1
Del Garbett	0	0	0	1	0	0	1	1

QLD CHAMPIONSHIP CLASS POINTS

		ROUND 1 GYMPIE	ROUND 2 TWEED	ROUND 3 BUMPA	ROUND 4 B.P.	TOTAL
<b>CLASS 1 (up to 1300cc)</b>						
S. REID	TOYOTA COROLLA KE70	-	9	6	9	24
G. BATTS	SUZUKI SWIFT GT	9	-	9	-	18
T. COLLINGWOOD	HONDA CIVIC	-	6	3	6	15
A. JOHNSTONE	SUZUKI SWIFT GT	4	-	4	4	12
M. PAGE	MAZDA 323	6	4	-	-	10
C. DEVERE	DATSUN 1200	-	-	2	3	5

**CLASS 2 (1300 - 1600cc)**

J. GOASDOVE	TOYOTA SPRINTER AE86	9	-	9	9	27
L. MAHONEY	FORD LASER S	-	9	-	-	9
R. DAWSON	HOLDEN GEMINI	6	-	2	-	8
B. SCHMIDT	HOLDEN GEMINI	-	-	1	6	7
R. BROWNING	MAZDA 323 GTS	-	-	6	-	6
A. JONES	TOYOTA CELICA GT	-	-	4	-	4
A. CLUNES	FORD LASER S	-	-	-	4	4
B. FACKRELL	LOTUS CORTINA	-	-	3	-	3

**CLASS 3 (1600 - 2000cc)**

R. ANDERSON	ALFETTA 2.0	-	-	9	9	18
M. LAWLESS	DATSUN P510	-	9	6	-	15
M. CASPER	DATSUN P510	4	3	1	3	11
B. NEVENDORFF	PEUGEOT 205GT4	-	-	4	6	10
G. BELL	FORD ESCORT	9	-	-	-	9
K. FACKRELL	ESCORT RS2000	-	-	3	4	7
J. CARELESS	DATSUN P510	6	-	-	-	6
G. BATTS	ISUZU ZZ	-	6	-	-	6
G. MEACHAM	ISUZU PP60	-	4	2	-	6

**CLASS 4 (over 2000cc)**

STEWART - REID	STARION T	9	9	-	9	27
DICK BOARDMAN	CORDIA TURBO	4	6	3	5	18
JOHN FERGUSON	MAZDA RX-7	6	-	6	3	15
DAVID JONES	COMMODORE V8	-	3	9	-	12
DAVID CARLTON	MAZDA RX3	-	4	4	-	8
VIV GEES	FALCON TUDOR	1	1	1	5	8
DAVID JOHANSON	DATSUN 1802	2	-	2	-	4
MARK TAYLOR	MAZDA RX2	3	-	-	-	3
T. O'DOHERTY	MAZDA RX2	-	2	-	-	2
S. BRADFORD	STARION T	-	-	-	2	2
T. KABEL	MAZDA RX-7	-	-	-	1	1

**CLASS 5 (4WD)**

G. KAHLER	MAZDA 323/ GALANT VR4	9	9	3	9	30
M. CLARKE	MAZDA 323	6	-	9	6	21
M. GRIFFITH	MAZDA 323	3	6	4	4	17
R. REVILLE	SUBARU RX-TURBO	2	-	6	-	8
P. GLENNIE	SUBARU RX-TURBO	4	-	-	-	4
G. SUMMERVILLE	SUBARU RX-TURBO	-	-	-	3	3
F. LOCKHART	HOLDEN RODEO	-	-	2	-	2
C. NIXON	TOYOTA CELICA GT4	-	-	-	2	2
G. LOGAN	MITSUBISHI GALANT VR4	-	-	-	1	1
B. CRISP	SUBARU RX-TURBO	1	-	-	-	1

**CRC**

R. BELL	ESCORT 2.1	6	4	-	9	19
J. ROSE	DATSUN 1600	3	9	-	6	18
J. BELL	TOYOTA CELICA	2	3	9	-	14
A. PEARCE	ESCORT	9	-	-	-	9
C. LEE	LANCER	4	-	-	4	8
D. BATES	DATSUN 1600	-	6	-	-	6

RALLY CHAMPIONSHIP		FEB	MAR	AUG	
1	MAL CLARKE	8	10	10	28
2	DICK BOARDMAN	5	11	7	23
3	GEORGE KAHLER	11		11	22
4	RICHARD ANDERSON		11	9	20
= 5	ERROL BAILEY		6	11	17
	VIVIAN GEES		9	8	17
6	NEAL WESCHE	7	3	4	14
7	JOHN GARDDOUE	9		4	13
= 8	BRETT WRIGHT		11		11
	BRIAN SWINTON	11			11
	LOFTY DREWS			11	11
	PAT HETHERMAN			11	11
	ROSS McCULLOCH	11			11
13	IAN HAMWOOD	10			10
=14	ANDREW JOHNSTONE		8	1	9
	JOHN FERGUSSON		6	3	9
	JOHN CARRIGAN		6	3	9
	MIKE NEELY		8	1	9
	NOEL GEES		9		9
	TOM SMITH	9			9
20	NOEL PHILP			8	8
=21	ALAN CLUNES		6	1	7
	GEOFFREY MEACHAM		7		7
=23	CHRIS NIXON			6	6
	JOHN HALL			6	6
=25	BARRY NEUENDORFF			5	5
	DEAN TIGHE		4	1	5
	DERRICK KENNEDY		5		5
	LAURENCE SVENSON		5		5
=29	GARY BATTIS	4			4
	GREG HORTON		4		4
	TONY GARVEY	4			4
	TONY KABEL	3		1	4
33	STEVE KELLY		3		3
=34	ALAN CUTTS			2	2
	BEN SCHMIDT		1	1	2
	CRAIG LEE		1	1	2
	IAN HUTCHINSON		1	1	2
	IAN BREMNER		2		2
	PETER MAPSTONE		2		2
	ROBIN BERARDO		2		2
	TERRY GUSTERSON			2	2
=42	ADAM FEZOS		1		1
	BRIAN EVERITT		1		1
	CHRIS de VERE			1	1
	DARRAN HYLAND		1		1
	DARREN WARD		1		1
	DARRYL McNEIL		1		1
	DAVID ELLSWORTH		1		1
	DEL GARBETT			1	1
	DENTS NOLAN		1		1
	ETHAN BANAR		1		1
	GEORGE LOGAN			1	1
	IAN MILINDOVICH		1		1
	JASON PILGRIN		1		1

JIM	PILGRIN	1			1
JOHN	KINGCOTT			1	1
JOHN	WEINMAYER	1			1
MICHAEL	FUNG	1			1
MIKE	CHAMPION			1	1
PAUL	GRAY	1			1
PAUL	PYYVAARA	1			1
RAY	EVANS	1			1
RENO	WASNADA	1			1
ROD	BROWNING	1			1
RON	PETER	1			1
SHANE	SMITHIES	1			1
STEVE	BRADFORD			1	1
STUART	HOLE	1			1
TONY	KLATT	1			1
TONY	BEST			1	1
TRISH	EVANS	1			1

NIGHT RUN CHAMPNSHTP		FEB	APR	MAY	JUN	AUG	SEP
1	DAVID ROBINSON	11	11	11	9	10	10 62
2	DEAN TIGHE	11	10	10	6	11	11 59
= 3	JOHN CRANE	11	11	11	9	10	52
	GLEN WESTON	11	11	8	11	11	52
= 5	TRISH EVANS		9	9	11	10	8 47
	RAY EVANS		9	9	11	10	8 47
= 7	ROBIN BERARDO	11		7	11	7	5 41
	SHAUN GRAY	11		11	9	10	41
= 9	PAUL GRAY	11			9	10	30
	IAN BREMNER	11		8		11	30
11	TRACEY SMITH				9	10	6 25
12	PAUL PYYVAARA	11		11			22
13	TOM SMITH		8				11 19
14	GLEN EGGINS					7	8 15
15	PHILLIP ARMSTRONG				11		11
16	BRAD COOK				9		9
17	CHRIS LANE		8				8
18	PAUL MULHOLLAND						6 6

LADIES CHAMPIONSHIP		
1	TRISH EVANS	33
2	JANELLE SVENSON	22
3	DEL GARBETT	11
= 4	TRACEY SMITH	10
	ZOE HARRISON	10
	CAROL SHARPE	10
= 7	HELEN KINGCOTT	9
	HAUREEN ROSE	9
9	JUDY HARTNETT	8
=10	TANYA SMITH	7
	JACKIE SONDBERG	7

1	ROBIN	BERARDO	11	10	9	30
2	PAUL	GRAY	8	9	11	28
3	IAN	BRENNER	4	11	10	25
4	PAUL	PYVARRA	11	8		19
5	SHAUN	GRAY	5	4	7	16
= 6	GLEN	EGGINS		7	8	15
	RAY	EVANS	3	6	6	15
8	ALAN	McCONNELL		11		11
9	ROD	PETTY	10			10
10	GLEN	WESTON	9			9
=11	JOHN	KINGCOTT	7			7
	TRICIA	EVANS		3	4	7
13	MATTHEW	KEIGHLEY	6			6
=14	ZOE	HARRISON		5		5
	PETER	GOODMAN			5	5
16	HELEN	KINGCOTT	2			2
17	RON	VAN OPSTAL	1			1

?SEPTEMBER ORGANISER ?

CLUB CHAMPIONSHIP

1	LAURENCE	SVENSON	23
2	ROBIN	BERARDO	17
3	JANELLE	SVENSON	16
= 4	RAY	EVANS	14
	PAUL	GRAY	14
= 6	IAN	BRENNER	13
	DERRICK	KENNEDY	13
7	SHAUN	GRAY	12
= 8	MAL	CLARKE	11
	MOSS	LANE	11
	DAVID	ROBINSON	11
	DEAN	TIGHE	11
	GLEN	WESTON	11
=13	DICK	BOARDMAN	10
	ALAN	NICOLL	10
	GREG	NICOLL	10
	PAUL	PYVARRA	10
=17	RICHARD	ANDERSON	9
	JOHN	CRANE	9
	TRICIA	EVANS	9
	HAROLD	JAMES	9
	GEORGE	KAHLER	9
=22	STEVE	BLACKBURN	8
	TONY	FEHLHABER	8
=24	ERROL	BAILEY	7
	BRAD	COOK	7
	GLEN	EGGINS	7
	VIVIAN	GEES	7
	MARTIN	GIBSON	7
	GRAENE	HILL	7
	BOB	HOWBRAY	7
=31	JOHN	GOASDOUE	5
	DAVID	JOHANSON	5
	ALAN	McCONNELL	5
	ROD	SAMS	5
	NEAL	WESCHE	5
36	BILL	SHARPE	4
=37	CRAIG	BROWN	3
	LOFTY	DREWS	3
	PAT	NETHERMAN	3
	ROSS	McCULLOCH	3
	ROD	PETTY	3
	CAROL	SHARPE	3
	TON	STEVENSON	3
	BRIAN	SWINTON	3
	BRETT	WRIGHT	3
=46	STEPHEN	HILTON	2
	JOHN	KINGCOTT	2
	IAN	MACDONALD	2
	REMO	NASHADA	2
	PAUL	MULHOLLAND	2
	JOHN	NEIMAYER	2
	GRAHAM	SMITH	2
	TON	SMITH	2
	RON	vander HAAR	2

SPEED EVENT CHUMP		5/5	1/7	19/8
= 1	MOSS LANE	11	11	22
	LAURENCE SVENSON	11		11 22
3	HAROLD JAMES	8		9 17
4	STEVE BLACKBURN	7	9	16
5	TONY FEHLHABER	6		9 15
6	BRADLEY COOK		10	3 13
= 7	DAVID JOHANSON		11	11
	DERRICK KENNEDY	11		11
	JANELLE SVENSON			11 11
	ROD SAMS			11 11
=11	BILL SHARPE	10		10
	WAYNE CAMBIE			10 10
13	IAN MACDONALD	5	4	9
14	RICHARD ANDERSON		8	8
=15	RON vander HAAR			7 7
	ALAN McCONNELL		7	7
=17	JOHN GOASDOUE		6	6
	GRAHAM SMITH			6 6
=19	PETER BELL		5	5
	STEPHEN HILTON			5 5
=21	RON LANGE			4 4
	WARWICK MENDHAM	4		4
=23	KEV WHITE		3	3
	ALAN NICOLL	3		3
=25	RON BURNS		2	2
	PAUL MULHOLLAND			2 2
	GREG NICOLL	2		2

OFF ROAD CHAMPIONSHIP

FEB APR

= 1	JANELLE	SVENSON	11	8	19
	LAURENCE	SVENSON	11	8	19
= 3	GREG	NICOLL	8	7	15
	ALAN	NICOLL	8	7	15
= 5	DERRICK	KENNEDY	11	11	
	BOB	HOWBRAY	11	11	
	GRAEME	HILL	11	11	
	MARTIN	GIBSON	11	11	
= 9	BILL	SHARPE	10	10	
	CAROL	SHARPE	10	10	
	CRAIG	BROWN	10	10	
	TON	STEVENSON	10	10	
=13	TERRY	ROSE	9	9	
	NOEL	SINGLETON	9	9	
	MAUREEN	ROSE	9	9	
	MARK	DOLAN	9	9	
17	STEPHEN	HILTON	4	4	8
=18	RON	VANDERHAAR	7	7	
	PETER	RIVERS	7	7	
=20	DONALD	MACARTHUR	6	6	
	BERNIE	HOWEN	6	6	
	CAMERON	YOUNG	6	6	
=23	TON	ORCHER	5	5	
	RICHARD	HOPE	5	5	
	RODNEY	SCHIPP	5	5	
	KEN	SMITH	5	5	
=27	IAN	MACDONALD	3	3	
	RUSSELL	HARTNETT	3	3	
	JUDY	HARTNETT	3	3	
=30	ANDREW	HICKSON	2	2	
	GRAHAM	SMITH	2	2	
	SHANE	OTWAY	2	2	
	GRANT	WHITE	1	1	2
	BARRYL	KELLAM	1	1	2
=35	TANYA	SMITH	1	1	
	REMO	NASHADA	1	1	
	JACKIE	SONDBERG	1	1	
	TONY	FELHABER	1	1	
	JOHN	NEIMAYER	1	1	
	JOHN	HARMOND	1	1	



TELEPHONE NUMBERS  
Home          Work

CLUB OFFICIALS

PATRON.....	THE RT.HON. LORD MAYOR ALDERMAN SALLYANNE ATKINSON			
PRESIDENT.....	DERRICK KENNEDY	892	4682	
VICE PRESIDENT.....	LAURENCE SVENSON	261	3349	266 8133
IMMEDIATE PAST PRESIDENT.....	PETER MARCOVICH	395	1722	208 3944
SECRETARY.....	GLEN WESTON	379	1080	
TREASURER.....	JOHN QUINN	892	5182	
ASSISTANT TREASURER.....	MICHAEL COLLINS	824	1855	824 1855
CLUB CAPTAIN.....	IAN BREMNER	343	8351	846 1031
BOARD MEMBERS:				
(Meet 1st Tuesday each month 7.30 p.m.)				
STEVE BRADFORD	DENNIS BROWN			
MALCOLM DUNNETT	JOHN GOASDOUE			
CHRISTOPHER LANE	MOSS LANE			
KERRY PAYNE	ALAN NICOLL			
BRIAN SWINTON				
ADMINISTRATION OFFICER.....	ESME GIBSON	345	3435	391 8881
CAMS DELEGATE.....	PETER MARCOVICH	395	1722	208 3944
AUDITOR.....	DENIS HANRAHAN			
EDITOR.....	TOM SMITH	353	1116	834 2714
REGISTRAR.....	PETER L SMITH	379	2066	
REFRESHMENTS OFFICERS.....	IAN BREMNER/GLEN WESTON			
PROPERTY OFFICER.....	MOSS LANE	209	6620	209 6620
SPORTING SUB-COMMITTEES:				
OFF-ROAD - Chairman	LAURENCE SVENSON	261	3349	266 8133
	Michael Collins, Moss Lane, Malcolm Dunnett			
RALLY - Chairman	JOHN GOASDOUE	800	4530	800 5533
	Richard Anderson, Brett Wright			
MOTORKHANA OFFICER	IAN BREMNER	343	8351	
NIGHT RUN OFFICER	IAN BREMNER			
SOCIAL SUB-COMMITTEE CHAIRMAN	CHRISTOPHER LANE	398	1991	209 9155
PROMOTIONS AND MARKETING	STEVE BRADFORD	345	3199	

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PROPOSED CALENDAR:

TUESDAY 2ND OCTOBER BOARD MEETING 7.30 PM  
 SATURDAY 6TH OCTOBER BAILEY POWERLINES RALLY - SEE AD.  
 SAT/SUN 13/14 OCTOBER OFF ROAD RACING AUSTRALIA MAGAZINE 200 ROUND 3 QORC  
 WEDNESDAY 17TH OCTOBER NIGHT RUN (Sorry date isn't too clear on ad)  
 SUNDAY 21ST OCTOBER MOTORKHANA  
 TUESDAY 6TH NOVEMBER BOARD MEETING 7.30 P.M.  
 SUNDAY 11TH NOVEMBER MUNDGOLUN SHORT COURSE  
 SUNDAY 18TH NOVEMBER MOTORKHANA  
 WEDNESDAY 21ST NOVEMBER NIGHT RUN  
 FRIDAY 23RD NOVEMBER CHRISTMAS PARTY - GET YOUR TICKET FROM A BOARD MEMBER.  
 SAT/SUN 1/2 DECMEBER - KEEMA CLASSIC RALLY AND KEEMA CLUB RALLY, GALLANGOWAN

\*\*\*\*\*  
 SOCIAL CALENDER 1990  
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When	What's On
26-Sep-90 WEDNESDAY.....	Video: Rally Australia
03-Oct-90 WEDNESDAY.....	Video: Vintage Rallys - Group B Supercars
10-Oct-90 WEDNESDAY.....	Motorsport Quiz Night Cash Prize\$
17-Oct-90 WEDNESDAY.....	Night Run
24-Oct-90 WEDNESDAY.....	Video: Off Road
31-Oct-90 WEDNESDAY.....	HALDWEEN Fancy Dress Night
07-Nov-90 WEDNESDAY.....	Video: Lest We Forget
14-Nov-90 WEDNESDAY.....	Video:
21-Nov-90 WEDNESDAY.....	Night Run
23-Nov-90 FRIDAY .....	B.S.C.C. Annual Christmas Party at Pacific Golf Club. Tickets are on sale NOW for \$30. Limited time only. Available from any Board member.
28-Nov-90 WEDNESDAY.....	Video:
05-Dec-90 WEDNESDAY.....	Video:
12-Dec-90 WEDNESDAY.....	Christmas Breakup Party at Clubrooms
19-Dec-90 WEDNESDAY.....	???
26-Dec-90 WEDNESDAY.....	Boxing Day

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