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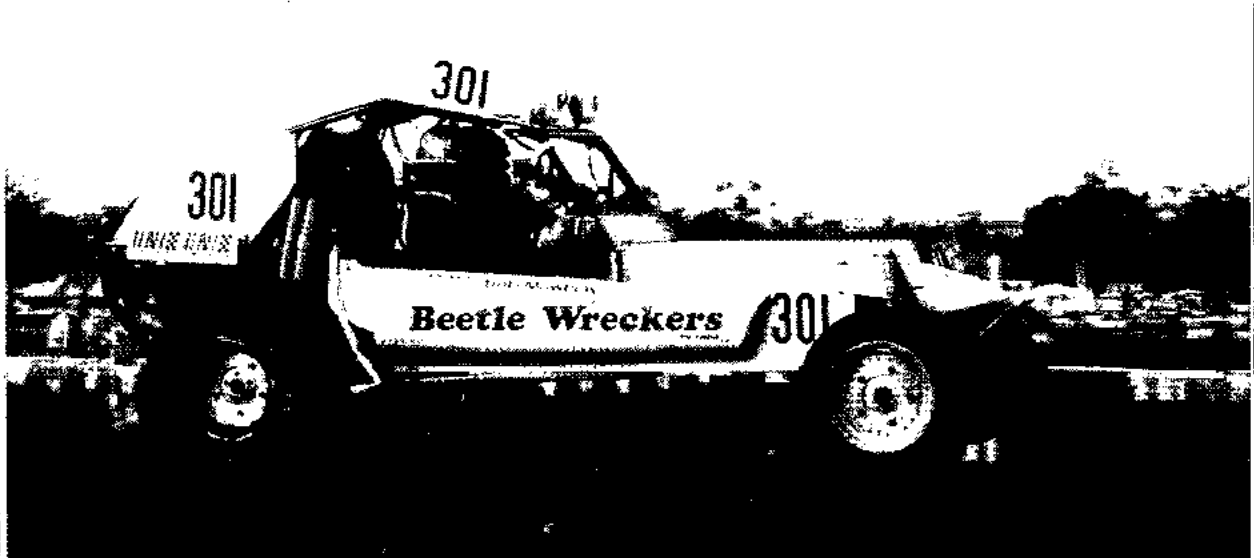
BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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OFF ROAD



OFF ROAD

MOTORHANA



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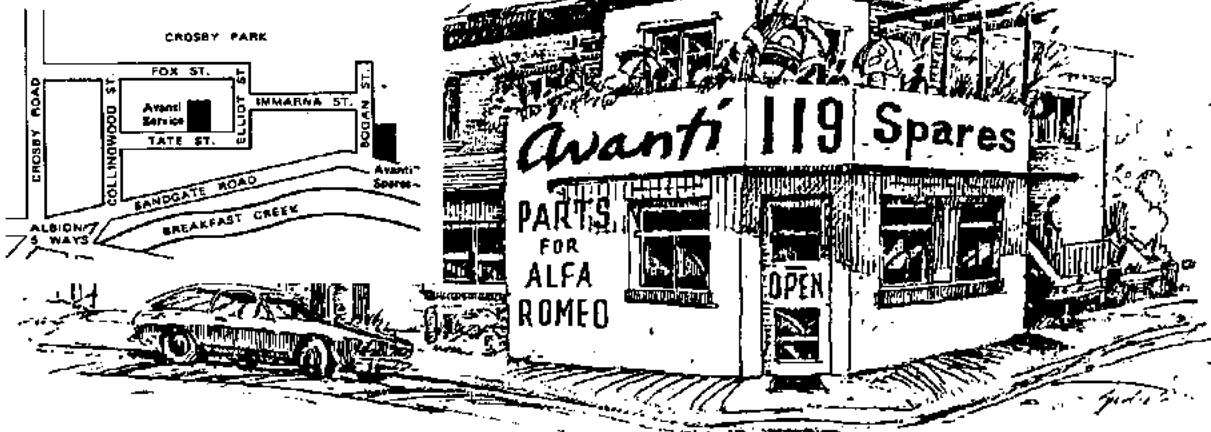
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STARTLINE

Brrrr! Ah the sounds of winter - chattering teeth and knocking knees. And what happens in the winter months? Yes, lots of rallies, that's what happens. I personally think that rally directors who set rallies in the middle of winter are cruel buggers and should be severely castigated!!

With this rallying thought in mind I would remind you all that BP RALLY QLD is almost upon us. Please keep the weekend of 27/28 July free and become involved in what should be a classic rally. Remember that this is the final round of the series and there is a distinct possibility that it could be a decider, depending on the outcome of BP Rally Coffs Harbour only 3 weeks before.

If you aren't competing or doing a control already I would ask that you consider contacting one of the organisers with a view to doing a road block on Friday or Saturday. A heap of people are required and if you can help, please get in touch as soon as possible.

Onto other items of interest. Did I happen to mention that I've taken the first steps towards becoming an apprentice off-roader. Yes, Kym and I unloaded the Nissan Pulsar and we have purchased a fine and dandy Toyota Tercel 4WD wagon. It's a 1987 SR5 model with factory mags and everything and as soon as we shoe-horn in the 302 Boss Cleveland V8 with Muncie Saginaw Rock Crusher gearbox, together with the obligatory Ford 9" diff we'll bung an entry in Class 7 or 8 or whatever it qualifies for. Not really folks, it's just an ideal little multi-purpose rig with 4WD capabilities that's great for rally surveys and set up work. I hope it gets a fair bit of use for those purposes, but it's also a lovely town car. The only real modification I can see within the realms of possibility is the installation of a 4AGE 16 valve motor to power it up a bit. We shall see!

I now have to get something off my chest. (No Trish not hairs). On Friday night the 14th June I was invited to attend the CAMS 'Evening of Champions' where all of the 1990 State Award winners received their trophies. Because I had navigated twice for John Goasdoue last year as a fill-in, I was listed along with Neal as a trophy-winning navvy.

There we were, up there on stage in our suits with plaques in hand. I got nominated to deliver the acceptance speech and halfway through - yes you guessed it - I turned to jelly and had an attack of nerves. The voice went quavery and I barely managed to spit it out. Oh well, normally I can get through that stuff okay but I had been sick so I'll put it down to that reason (ie not enough adrenalin surging through my puny veins). So here's the public apology - Sorry John and Neil I fluffed it! There that's (a bit) better.

Well, I've just about finished my 2 pages of handwritten gumpf so I think I'll leave you here and let you read on, hopefully to enjoy the June issue of Brisport.

I might point out that I haven't had anyone come forward yet to volunteer to take over the magazine Editorship so here's your 6 month warning. December 91 is my last one.

That's all from moi.



PS: Kimberley and I were drifting along the other day when I noticed this fearsome V8 Commodore with bodywork obviously designed by a Scotsman. Kimberley saw it too and remarked, "Hey look at the Wilkinson Sword Commodore!" Classic Comment!!

YOUR CLUB - EDITORIAL

Now that I am a member of the Board of BSCC I am privy to a lot of the comments and whinges that come from members through various sets of ears.

One of the problems people seem to have is that they feel the Club is 'money-hungry'. I am here to tell you that you could not be further from the truth.

Let's look at the facts - the Club owns the premises which form the Clubroom and it is encumbrance free - that's the result of a lot of year's efforts and the careful use of funds. It certainly isn't big and fancy and it hasn't changed an awful lot over the years.

I think if we had a heap of dough, there would be a lot of improvements or even new bigger premises for the club members to enjoy.

We have one part-time employee (Esme Gibson - Administration Officer) who really works full-time and overtime, and without whom we would be in serious trouble. Esme's wages are certainly not huge and represent good value for money.

The Club has also recently purchased a number of new clocks and radios. Think what your events would be like without the equipment we have. The maintenance and upkeep of equipment over the years has also cost a heap of cash.

People may see an event that has 50 or 60 people each paying, say, \$50.00 and wow the Club gets \$2,500!! Now take out insurance, permit and set up fees and the Club might 'clear' \$300-\$400 which just barely helps pay the bills.

If anything I think we should seriously look at having some fun-orientated pure fund-raising functions to swell the coffers in order to pay off some of our newest acquisitions.

At the moment the Club even has an overdraft on our account to cover the costs which must be outlayed before the return comes in.

Please remember, the Club has the best equipment to provide you the members with the best events possible. The treasurer certainly hasn't got enough money to abscond to Brazil with and we need support from everybody to make our lot a little better.

Let's all chip in and help.

TOM SMITH



BP AUSTRALIAN RALLY CHAMPIONSHIP



(some who may admit it) (it might be your only chance)



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26TH/27TH/28TH JULY 1991

ROUND 6 BP AUSTRALIAN RALLY CHAMPIONSHIP

ROUND 4 QLD RALLY CHAMPIONSHIP

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AUSTRALIAN HILL CLIMB CHAMPIONSHIPS

On Sunday June 2nd this magazine editor went and had a quick look at the best \$5.00 worth of motorsport this side of the rockies.

At the famed and acclaimed Mount Cotton Hillclimb circuit the MG Car Club played host to the 1991 Australian Hillclimb Championships.

I actually went to the last AHC about 3-4 years ago when our good mate 'BFT' - Tony Kellock had a run in his quick Datsun 1600 Rally/Race car.

This year there were a few faces I recognised including Peter Herlihen in his Escort and Dean Tighe in his Escort along with crew members Lyndall, Greg and Colleen.

It's a non stop action day out there and after wandering through the pits looking at all the interesting vehicles, I went to the back of the spectator area to cop a watch.

Luckily I was there when Dean's dad Ivan took his little 2 litre Kaditcha out and knocked 0.01 of a second off Kym Rohrlach's standing record from the last AHC. Just watching it, one could tell that it was clean and quick and when the announcer called the time, it was a happy face that emerged from the open-wheeler. Dean had a few problems with a suspect ignition pack and the Escort coughed and farted up the hill on his first run but still recorded a respectable time.

On the second run it got from the startline to the first right hand curve before it died in the bum. The team sent Lyndall off home in the Suzuki Swift GTi to get a spare ignition and played with the car while she was away. Eventually they got it going again.

I left at about 2.00 pm after a very enjoyable few hours and I am now also keen to put hill climbing into my list of things to do. Talking to John and Neal they agreed the Mazda 323 could be a concept.

OK let's do next year's James Hardie 12 hour in the car and come straight back to Mt Cotton for a Hillclimb.

T.S.

WANTED

1 Motorkhana ground, reasonably smooth and dry preferably within a short distance of Brisbane central (ie not Tara or Mackay).

We need about 1 acre to have ample room to run a motorkhana successfully.

Alternatively, if there is a large industrial car park nearby (bitumen surface) the motorkhana competitors will have a go at that instead.

All Club members please keep your eyes and ears open for any suitable grounds, temporary or permanent.

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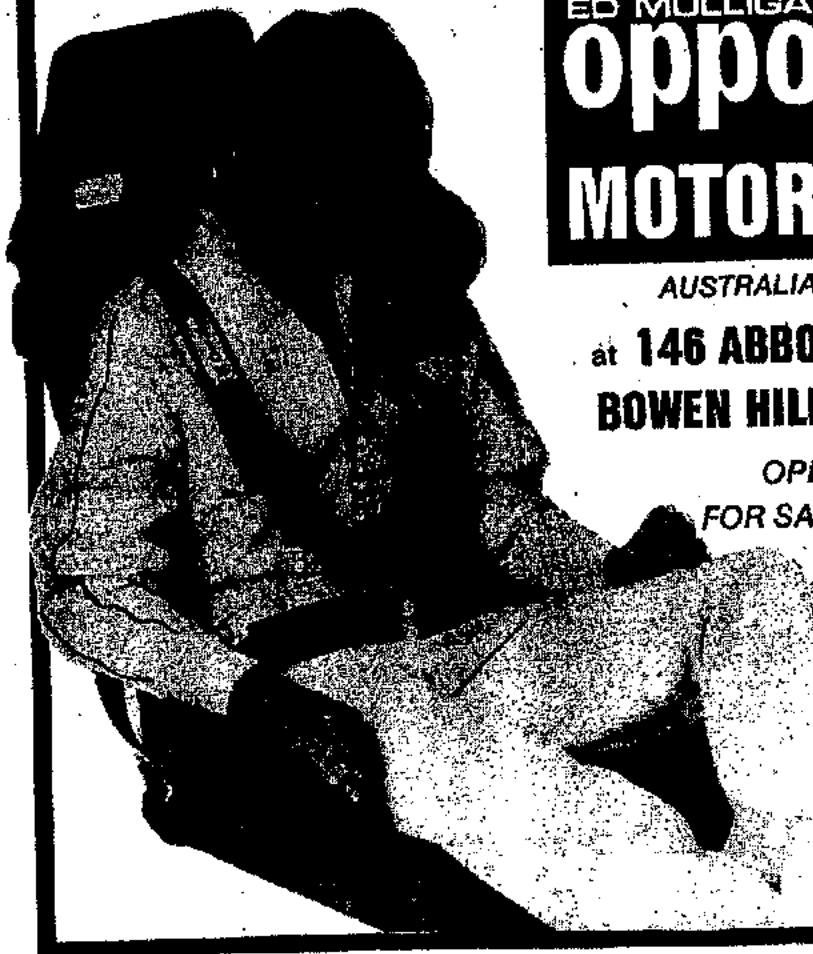
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THE 1991 GP CARS-CIBIE FOREST RALLY

As mentioned in last month's magazine, I said that I would try to include a story on this rally in the June issue.

I have decided to start from scratch and tell you how I became Director of the biggest rally since Errol J Bailey was a boy ...

As most will know, the BSCC has held a rally to coincide with our stand at the Motor Show every year for the past 3 or 4 years. Originally it was called the Motor Show Rally and a team comprising Richard Anderson, Ron Burns, Brett Wright and John Goasdoué did the hard work to set an event in nearby Beerburum.

Over the years nearly everyone has had a turn at directing and in 1991, as deadline approached I was talking to Richard about it and said "OK I'll direct, as long as everyone else does the road work!" That theory doesn't always work as we know, but using roads that have been used a fair bit before made the task easier.

After all, the team and the event was too good to let the whole thing just fade away.

We decided to use some of the roads in reverse directions to give more competitive distance but feel that in the future we'll find 5 or 6 separate sections to avoid lengthy meal breaks etc.

The first we knew of the enormous response to the event was on the Friday one week before when Glen Weston and I were heading up to Beerburum to stake out the obligatory signs 1 week prior to the event weekend. We dropped in at BSCC on the way and Esme told us she had 66 confirmed entries with possibly more on the way.

'Awestruck' was our first response and we realised that the show was going to be big.

By Monday lunchtime we closed entries and confirmed a total of 80. Over the next couple of days more trickled in but we could only accept them as reserves.

On the Saturday of the rally I was scared about the weather more than anything - it had rained (sort of) for a few days and was still drizzling that morning. The first thing I did was to go and see the Chief Forester Murray Keys for his decision. He told me that if the rain held off for a few hours during the day we should be okay to run. After all, the start was still 7 hours away.

We decided that we should go out and set up the arrow and control boards anyway and John, Glen and I hopped in the Vitanza Rent-a-Ute and set off on our task. We were pleased by what we saw - the roads were wet but not boggy and the drizzle was just that - drizzle.

By about 3.30 the drizzle had even eased off and I took my first big decision to run the event. The briefing was like a Mahatma Gandhi worship gathering. I stood in the back of the ute and was surrounded by hordes of people.

Car 1 was my own regular driver Mark Griffith with Kerrie Reid alongside. He started there by virtue of his State seeding. The first 20 or so were seeded drivers and were fairly easy to work out. The remaining 60 (!) were harder and some of these were pure guesswork. I think it worked out okay in the end.

Mark had a target in this rally because at 'car Zero was the similar Mazda of John and Neal. They were going to have a go and had their times recorded on their road card. A few of the guys in the top 10 were capable of big things including Barry Cook, Norm Singleton, Ian Reddix and Craig Lee. Ian Bremner and Alan Bates were having a verbal battle before the rally and they were to have a great tussle among themselves.

Straight out of the bucket, Mark and Kerrie set the quickest time with 'Cookie' the quickest of the rest. Considering the 'Z-Car' is only 2wd, he did very well in somewhat slimy conditions. That first section was 'Tibrogargan Reverse' and earlier in the day I was scared that the field wouldn't make it up the first rise to the Start Control (run by Sheridan and Karen).

I did get a chance to spectate earlier in the evening when 'Deputy Dawg' (John) took me out to the Tibrogargan Speccy point. What surprised me was everyone's disregard for the "CAUTION DIP" just before the TR @ TJ (speccys). The cars (or most of them at least) just hit the hazard flat out and the dipping of lights was accompanied by a large crash each time.

I began to wonder whether anyone would reach the finish!

Section 2 was 'Woodford Reverse' and Iain Stewart and Sharon Browning were some of the clowns at the start control. I saw evidence of their 'spaghetti' in a spray can hanging off someone's door back at the HQ.

SS3 was 'Twins' - run in the reverse direction to that normally used but it was a pretty good section either way. Once again the Griffith/Reid Mazda was quickest, but one of the casualties was the Greg Mammen/Steve Ross entry who fell off the road and got bogged.

The last stage before the break was 'Burrum' in the sandy-base roads of the forest closest to Beerburrum Township. The start controllies Rod Reddix and Greg 'Dick nose' Tubble say that 'crazy' Ron Van Opstal's Subaru Hybrid prototype was quickest off the line - but Mark and Kerrie set the pace.

Back to HQ then for a meal break and an Apex Club Steakburger (yum-yum!) and unfortunately a 2½ hour rest. By the time Mark got through the first 4 stages, some of the rest of the field hadn't even started the event, such were the vast numbers.

Once we were sure everyone had gotten through the long stage 'Woodford', we sent them out again to do that section in reverse. Yes you guessed it, Car 1 was hooting along. Cookie was still in there and despite the traction disadvantages he wasn't letting the Mazda get too far away. The second last stage was a little squirt called 'Black Rock' and had some quick fast roads in it.

From there the mob transported up to the start of Tibrogargan the right way through to where the Sheridan/Karen end of rally party control was situated.

I saw the majority of the first 30 cars through there and they appeared to be enthused about things. Mark had sewn it up however and took a well deserved win. Barry was second with Dave Ambrose alongside, and the schmick new 'Rallee' Team of Jim and Craig were a top third.

There was some confusion over a road penalty to Mark and Kerrie but this proved to be an impossibility and subsequently dismissed.

REFLECTIONS of a RALLY from CAR 19
(Ford Laser)

Driven by Alan Clunes and navigated by Brian Everitt.

It's about 2.30 p.m. Saturday afternoon and raining, the crews from 77 cars, yes 77 competing cars, 154 people, were starting to assemble for a rally run by the B.S.C.C.

It was not an A.R.C. or a G.R.C. it was a CLUB RALLY sponsored by 6 P CARS. It was, to say the least, almost unbelievable, some people I spoke to did not think that there were that many cars around any more.

As the afternoon wore on there was some talk of a cancellation if the rain got any heavier, but thankfully, it eased and then completely stopped around 5.00 p.m. - might have had something to do with the prayers of Tom Smith's better half, she was heard wishing "that life would get back to normal".

At the briefing Tom said the roads were holding up well but were slippery in places and we should not have any trouble with boggy conditions - so with that we started to line up behind Car 1 - that of Mark Griffith - a Turbo 4 W.D. Mazda

SS.1 We managed to complete it in one piece! Sitting in the finish control I thought of Tom's words "Slippery in places". Bloody Hell!!! - slippery in all places would be more like it, but as it turned out we were only 20 seconds behind Mark who set fastest time.

SS.2 The roads were much the same as SS.1 but this section being longer some crews were starting to push a little too hard in the conditions and were finding themselves in the scenery instead of on the road. AT the end we were lying in 8th place - 1 second behind the Escort of Ian Bremner and Glen Weston.

SS.3 This is where we blew any chances of staying in the top 10 - after missing a turn hard right, - yes arrows and all - we travelled down the wrong road. After realising our mistake we then had to make about a 5 point turn to about-face to get back on the right track again. Then to compound our error a couple of calls later we arrived at a Turn Left at a "T" way too fast and went straight on up to the bank on the other side, how we did not hit I still don't know. At least we were not the only car to make a mess of it judging by the number of marks going into the bank.

SS.4 The roads were drying out and becoming easier to read which meant we would be able to try and make up some lost time. This section saw us come in with an equal 9th fastest time with Dave Ferron and Brian Smith about 30 seconds off the pace of Mark Griffith in the leading car.

Service Break was very casual, there was plenty of time - about two hours. The car was running perfectly and we didn't have to do anything except change a flat tyre which went flat after we pulled in.

SS.5 This being a section from earlier in the rally, but run backwards, Brian and I were a little apprehensive as to what condition the road would be in. We were delighted to find it better than the

first run, the slush had gone and the surface was quite hard - which meant more cars were going to be attacking the section, we had to try a bit harder.

SS.6 was typical sandy forest road - plenty of grass and two wheel tracks to follow, some good long straights with little kinks here and there to keep you honest - very fast if you were brave enough. It was a good section for us, picking up some places and being equal 8th fastest with Russell Wilson in a Celica and Dean Tighe in the Suzuki Swift.

SS.7 The last run - Russell Wilson is 8 seconds behind us and Malcolm Lawless is 8 seconds in front of us - if we can put together a good run we might catch him. This is another second run section so the road is very good, just some slippery corners, one of which caught us out resulting in a bit of a spin. At the end we only made up one second on Malcolm and Russell made up three seconds on us, so that was that. All we had now was to transport back to Headquarters.

The end result - Brian and I were in a six-way tie with Russell Wilson, Tony Kabel, Peter Mapstone, Craig Mole and Mark Taylor for 13th Outright - such is quarter minute timing!

It was a great Club event, we had a ball. Thanks to Tom Smith and all those people who helped to make it so.

Alan Clunes

CRAIG DRIVES FOR TITLE

NORTH ARM driver Craig Lee's push to become Queensland's youngest rally champion hit top gear with a sensational class win in the GP Cars CIBIE race through Beerhugum forest this month.

Lee, whose father Jim navigates the stylish Toyota Sprinter, won the novice division and finished third overall in the rally on May 18

and May 19. It was a dynamic return to form for the hard-driving 21-year-old who has been sidelined from the Queensland circuit this season after a spectacular crash last year and a work accident.

The apprentice motor mechanic, who spends most of his time and money keeping his car competitive, wants to become Queensland rally champion within five years.

Page 114, SUNSHINE COAST DAILY, Saturday, June 1, 1991

This extract was sent in to show that our own young Craig Lee and his dad Jim are doing their darndest to become Qld Rallee Champions. After a bit of a dissapointing run at Tuan, the pair finished a brilliant third outright at the GP CARS CIBIE Forest Rally. The Sprinter is going like a real weapon at the moment and word has it that the guys are getting some real front suspension for the thing. Another rumour I heard is that there may be a heange to four wheel drive next year. For those who weren't aware, Craig was supposed to drive in QRC 1 at Gympie but had an accident at work that badly burned his foot. Luckily, all that is behind him and he and Jim will be looking for a Class win this year along with some good outright finishes. Good Luck, "TEAM RALLEE".

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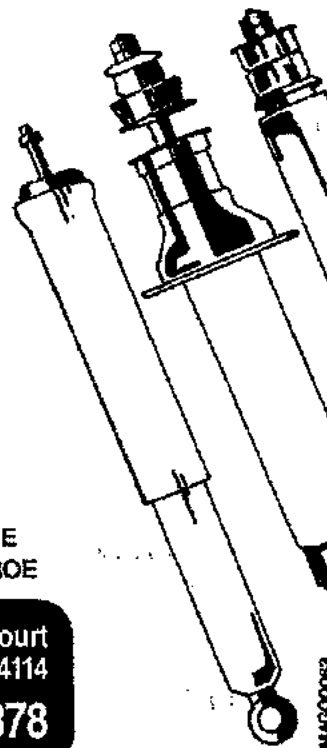
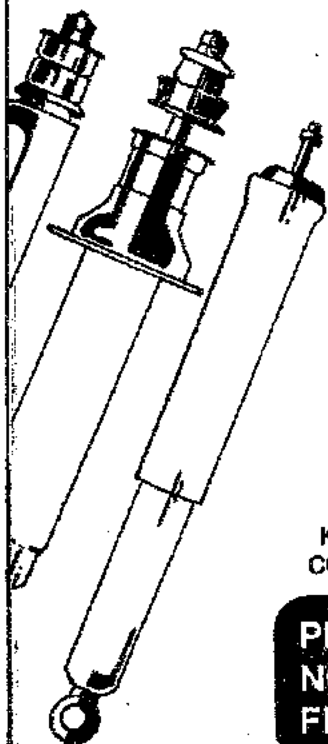
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EXTRACT OF FASCINATING INFORMATION FROM QSC NEWS - MAY 1991

1. R.A.P. recommended to State Council that Mr Peter Whalley be appointed to fill the vacant position of Rally Co-Ordinator.
 2. Brian Swinton has agreed to modify the ARC Event Evaluation Form for use on QRC Events.
 3. R.A.P. recommended to State Council that Mr Brett Alan Schafer be approved as a Grade 3 Director.
 4. Discussion was held regarding the cancelled Castrol/Tweed City Rally. RAP was unanimous in their desire to give organisers any assistance they can to help overcome potential problems.
 5. R.A.P. noted with pleasure the large fields for the Tuan Forest Classic and GP CARS/CIBIE Forest Rally with entries of 52 and 80 respectively.
 6. O.R.A.P. held discussions regarding hinged roof panels on Class 9 cars. Advisory Panel awaiting more technical information on fringing and fastening.
 7. O.R.A.P. feels that Class 7 and 8 should remain separate as the main sponsors of events are tyre companies and vehicle manufacturers. Panel also feels Class 6 cars are not suitable for National Long Course Championship events. Reasons being the restrictions on suspension, lack of travel and refinements, which restrict performance in traversing terrain.
 8. The panel feels that the economic climate could be having an adverse effect on the entry numbers for some classes.
 9. The Motorkhana Panel requested interstate Motorkhana Panels to forward any new test diagrams.
 10. M.A.P. recommended that the tolerance used for event layouts should be $\pm 50\text{mm}$ and not $\pm 200\text{mm}$.
 11. Expressions of interest is sought by M.A.P. from clubs concerning the running of the 1992 A.M.C. in Queensland.
 12. M.A.P. requested QMC round originally set down for 15/9/91 be altered to 8/9/91.
-

BAD NEWS STORY

The Club's respected colour television set has spat the dummy and blown up. Although it is fixable, it may be 'overcapitalising' on an old set.

If anyone out there has a colour TV small, medium or large that they would like to 'long-term' loan (or donate) the Club, please let us know. The only alternative is to spend more money on another set.

OFF ROAD GOSSIP

I was horrified!!! when I went to the local Newsagent to read Auto Fiction to see if I was going to fork out my hard earned cash to buy it. When suddenly I came across to what I think is the biggest pile of shit I have ever read.

I am referring to the Northern Dirt column, where the said so called Reporter, had a slash at Pat Collins, calling him names that can not go unchanged. I will now throw my ten cents in, the way I see it.

As for the events leading up to the report, lets just say that Pat didn't agree with his bias style of reporting. And at Inglewood where Pat was helping me out, being the Commentator, made mention that at the recent Goodyear Stadium Event the report in Auto Action had approximately 2 lines dedicated to the winner of the event, and 7 lines to his own efforts.

Words were exchanged after the Event and as it is the case with this reporter he spat the Dummy and left, because he couldn't win an argument to save his life. He then went on to abuse his privilege as a writer for a National Magazine and take a very Cheap shot at Pat, calling him and I quote 'out-of-touch, totally disrespectful and a Weasel'. He also went on to say that Pats only claim to fame in the real world of off-roading is to have a water truck named after him.

I will not attempt to start and list the achievements the Pat has accrued over the many years he has been involved; I think that the fact he is the first Off-Roader to receive a life membership to the BSCC says it all. As for the Reporter I seem to have lost my memory, I can't think of anything.

AS for the old Water Truck, that they drag out when you least expect it, they still can't understand that there are two ways to settle an injustice. 1. If you feel something is wrong you put up your \$50 and protest to the Stewards and if you are still not satisfied you take it to a CAMS judicial, which Pat did and won. or 2. You run around screaming and stabbing people who are unpaid and overworked in the Back, as I always say 'if you don't like the way an Event is run, get of you Bums and organise one yourself' and then you might think about complaining again.

To sum up I think writing garbage like that serves no purpose, it only rubs people the wrong way, and these people are needed if we are to continue to run good Events. Take a tip, if you want to be recognise as a good Reporter, start writing accurate reports and save the rest for toilet paper. You may feel that I have taken the article too personally, but I make no secret of my admiration of Pat and I feel he is a great asset to Off-Roading in Queensland.

Now onto other things. The Ettamogah Pub Series is a goer, thanks to Don Williamson who has kindly offered to co-ordinate the Events. I feel that the series is great for Off-Roading and it would be a shame to lose it. I am not sure how many Rounds their are going to be, all I know is that the BSCC will have the First Round at the Big Cart.

Warialda is at fever pitch, the prospect of hosting an off-road race has the Town jumping. The support is coming from everywhere, it certainly makes a change where an off-road race is welcome into a community.

I attended a meeting a few weeks ago in Warialda where all the major positions on the committee have been filled. Also Bryan showed me the track which is similar to Gatton, I think the track will suit all classes.

Although there was one little interesting section where the car will traverse over a giant Granite rock. Camping for competitors has been organised at the local Show Grounds, with hot showers and catering close by. Sponsors for the event are coming from the local community, plus Bob Mowbray from Hunter Rivmasta Frames and Shell Australia look like being the major Sponsors.

The event is shaping up to be a classic, everyone is working towards a well run and Organise Event. It is their hope that they can encourage Competitors to travel to Warialda and have a very enjoyable time. Sub Regs will be out in the next couple of weeks and the entry will be open to the BSCC, SEQORRA, KORC, HVORC, SORC, TORC. Don't forget the dates 24th & 25th of August. For Information contact Esme, or Terry Rose on (067) 291514.

On the June long-weekend I went to Sealake, my plan was to go down and take some Photo's and help Terry and Doug out. But about a week before the Event the phone rang, and it was Nudge (Chris Nussey) and he was all excited and told me to ring Eric Whitbread, which I did. Eric Offered me a navigate which I was very excited. But when I rang Doug McMillan to tell him he couldn't stop laughing and told me I was in for the ride of my life, as I was soon to find out.

I went through the same routine as Griffith to get to Sealake with the exception there was no KFC in Sealake, but Maureen made sure I had something just as nice. Saturday morning came and it was Freezing as usual, after a walk around the prologue track I knew the time was close for us to Prologue. With the exception of being muddy we had a trouble free run. Terry who had just fitted a new Mazda motor to his car the weekend before Prologue well, as well as Bob Mowbray with the exception of a spin on the first corner. Now as for Doug (What are we drinking) McMillan and his trusty sidekick Lindsey (my arms asleep) Eveleigh would like to forget Prologue. They started well but about 20 sec into it the fire went out, for some unknown reason, so they had to go for a seeding. (you see you thought I would tell them you didn't have enough fuel in the car, didn't you)

Sunday Morning and I watched the front runner set off, until it was our turn. As we lined up Eric turned to me and said 'I am a little nervous before a race', Ha, he was nervous, I was nearly pissed my paints, but we got going and at about the 399km mark I had settled down.

The first lap was the most interesting, 10 ks out and we tried to pass a buggy, who kindly moved over at this mud hole and covered the windscreen with mud, so we couldn't see a thing and suddenly the car went skywards and came down on it's nose and a car which was following us ran up the back of us. But I was still in one piece to go on. 30km mark and we slid into a bank, 60km a plug lead came off, 65km the plug lead came off again (get the silicon), 75km and we came over this crest and got off line and ran up this bank, and came so close to liding a car I have ever been. by the time we got to the end of the first lap and we could see the finish line, this Buggy filled us in again and we went sideways and another buggy hit us in the side and flattered our tyre.

At this point I wanted to stop and spend the rest of the day drinking Dougs Beer, but we changed the tyre and got going again and made it to the break, where Elaine was waiting with a chicken Burger. An hour later we headed off and had a trouble free run to the finish and ended up forth in class. Thanks must go to Eric for taking me for a run, I really did enjoy it, and to Elaine for looking after us (by the way Eric and Elaine have just become Grandparents to a little Girl, for photo's just corner Elaine I am sure she wouldn't mind showing them to you). Also a big thank-you to Terry and Maureen for allowing me to travel with them and putting up with my snoring (I had a cold). They unfortunately had a fuel pump fail on the forth lap, as for Doug he blew an Axle on the third lap (I think his right foot had something to do with it). The Nicolls had a horror with motor problems, but Bob Mowbray made up for it by snatching a class win, as well as Nev Taylor. Anyway I have run out of room and I will sign off, don't forget to write in the 24th & 25th of August in your Calendar for your trip to Warialda.

Bye for now DERRICK

1991 BP AUSTRALIAN RALLY CHAMPIONSHIP - POINTSCORES AFTER ROUND 4

SCORE FOR DRIVERS ON

18-Jun-91

ME	FIRSTNAME	ST	VEHICLE	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	TOTAL
				TAS	VIC	WA	SA	NSW	QLD	
DGE	ROBERT	W	SUBARU LIBERTY		12	15	20			47
	MURRAY	Q	MAZDA 323 4WD	20	20					40
	NEAL	N	TOYOTA CELICA GT4	15		12	12			39
R	GEORGE	Q	MITSUBISHI GALANT VR4	12	15		8			35
RTON	ROSS	W	MITSUBISHI GALANT VR4			20				20
	WAYNE	N	DATSUN 240Z	10	10					20
NDER	GRAHAM	V	MITSUBISHI GALANT VR4		4		15			19
ER	NORM	N	TOYOTA CELICA GT4	4	8	4	3			19
	DAVID	N	SUBARU LIBERTY	6		10				16
	GEOFF	Q	MITSUBISHI GALANT VR4				10			10
A	JOHN	W	SUBARU RX TURBO			8				8
	BARRIE	N	DATSUN 240Z	8						8
	JOHN	N	HOLDEN COMMODORE		6		2			8
ER	MARK	S	SUBARU RX TURBO				6			6
ATY	GERRY	W	TOYOTA COROLLA AE86				6			6
L	ANDREW	S	DATSUN 240Z				4			4
I	BOB	W	DAIHATSU CHARADE GT TI	2	1					3
	DOUG	T	HOLDEN COMMODORE TURBO	3						3
	WAYNE	N	HYUNDAI ELANTRA		3					3
N	JIM	W	SUBARU RX TURBO				3			3
ICK	GARY	V	HOLDEN COMMODORE VH		2					2
	PETER	W	SUBARU RX TURBO				2			2
	PETER	V	NISSAN PULSAR GTi				1			1
	PHILLIP	W	MAZDA 323 FWD				1			1
	JASON	T	MAZDA 323 4WD	1						1

RESULTS - BP FESTIVAL STATE RALLY - 15/16 JUNE 1991

ROUND 4 - 1991 BP AUSTRALIAN RALLY CHAMPIONSHIP

. Robert Herridge	Steve Vanderbyl	WA	Subaru Liberty	2:13.48
. Graham Alexander	David Stewart	Vic	Mitsubishi Galant VR4	2:21.04
. Neal Bates	Mike Taylor	ACT	Toyota Celica GT4	2:22.25
. Geoff Keys	Ross Runnalls	Qld	Mitsubishi Galant VR4	2:22.32
. George Kahler	Lofty Drews	Qld	Mitsubishi Galant VR4	2:23.22
. Mark Tolcher	David Tolcher	SA	Subaru RX Turbo	2:26.49
. Andrew Lovell	Geoff Ninnes	SA	Datsun 240Z	2:27.11
. Norman Fritter	Steven Hollowood	NSW	Toyota Celica GT4	2:27.50
. John Long	Damien Long	NSW	Holden Commodore VK	2:28.18
0. Peter Fyfe	Gerry Bashford	Vic	Nissan Pulsar GTi-R	2:30.55

Four Rounds Down and Oh So Close

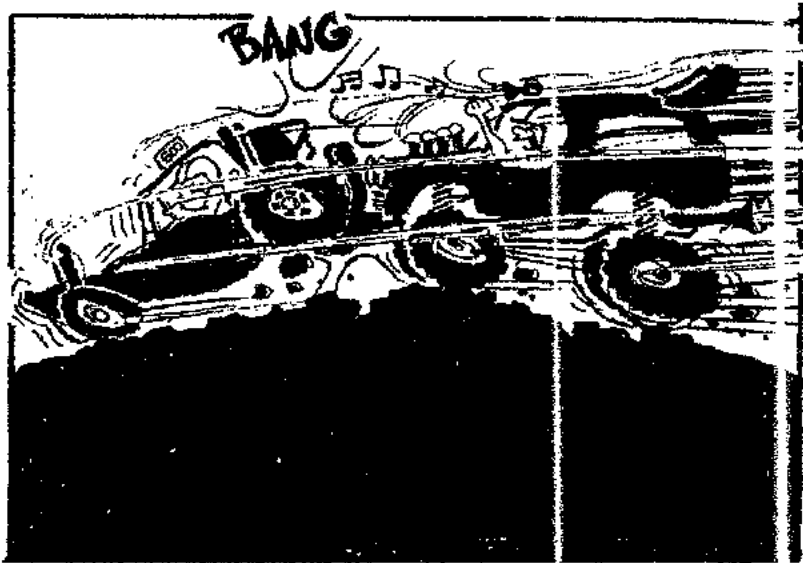
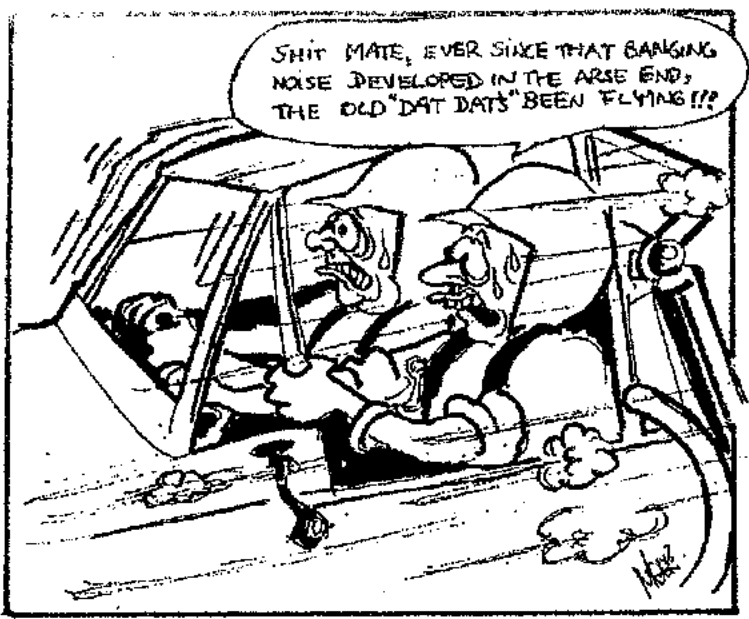
With two rounds to go, there is a mathematical possibility of any one of 13 crews taking out the 1991 BP Australian Rally Championship!

Although it is an outside possibility that John Long, Barrie Smith or John Macara will win the next two events and everybody else fails to finish, it is a possibility worth considering. It has been a long time since a Championship has been so close.

In reality it looks as if the title chase will become a four way tussle between Rob Herridge, Murray Coote, Neal Bates and George Kahler. Each driver is capable of winning Championship and thoroughly deserve any success which comes their way. In the Group N Drivers' Championship, Bob Nicoli looks like he might have things his own way on 74 points, from Western Australian Ross MacKenzie on 50, and Wayne Bell and Peter Fyfe on 29.

The 1991 Australian Rally Manufacturers' Championship is already decided, and a decisive and much deserved victory has gone to Daihatsu, but we will have to wait until BP Rally Queensland to see who grabs second place.

* BP RALLY QUEENSLAND. *
* * * * *
* ROAD BLOCKS...ROAD BLOCKS...ROAD BLOCKS AND MORE ROAD BLOCKS *
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AUSTRIAN ELECTRONICS MOTORHANA

****provisional results****

QUEENSLAND MOTORHANA CHAMPIONSHIP
ROUND 2 1991

DRIVER	CLASS	QMC	TST 1 P1	TST 2 P2	TST 3 P3	TST 4 P4	TST 5 P5	TST 6 P6	TST 7 P7	TST 8 P8	TOTAL				
LINDSAY JENKINSON	A	*	24.33	32.15	23.01	26.74	21.11	30.02	28.57	29.57	215.5				
IAN SYME	A	*	26.04	34.51	25.48	27.18	22.95	32.94	35.64	WD	238.97				
MILL WENDT	A	*	31.04	WD	34.89	34.49	38.1	26.52	34.75	30.64	43.84	264.27			
GEOFF CRANDELL	B	*	26.41	39.51	+ 24.5	29.17	24.65	31.42	33.08	32.37	241.11				
TREVOR KING	B	*	28.97	37.59	26.2	28.46	24.7	34.1	31.91	32.8	244.73				
JON SIDDEYS	B	*	27.16	37.62	27.02	35.9	+ 30.01	+ 33.76	29.79	34.35	+ 260.61				
WAYNE JENNERET	B	*	29.96	37.25	29.75	31.45	28.89	39.82	32.44	30.18	266.74				
PAUL STRANGE	B	*	26.89	44.15	WD	37.63	30.86	26.32	35.3	30.02	40.62	271.79			
PETER STRINGFELLOW	B	*	38.98	37.74	29.34	30.46	22.96	36.61	31.95	51.58	WD	278.64			
ANDREA O'SULLIVAN	B	*	31.1	39.15	29.86	32.49	32.52	37.69	37.64	46.58	287.23				
BEN HAYDEN	B	*	28.97	35.66	30.01	30.9	40.71	38.04	34.22	48.74	GKR	287.25			
KERRY STRANGE	B	*	29	36.43	30.8	33.63	30.83	37.55	39.22	52.87	291.33				
KEN GRAHAM	C	*	23.99	31.29	23.26	27.74	22.87	30.59	26.94	32.05	219.73				
PAULINE GRAHAM	C	*	25.29	32.66	25.04	30.22	27.54	39.35	WD	29.94	35.19	249.22			
MAL WHITE	C	*	26.05	35.11	24.86	30.31	26.45	32.75	32.75	41.18	249.46				
PAUL GRAY	C	*	26.81	38.33	27.21	30.19	26.18	+ 40.85	+ 29.98	37.64	257.19				
JEFF CAMERON	C	*	27.89	40.12	27.74	30.66	28.34	34.08	32.79	36.88	258.5				
BRAD STRATON	C	*	28.82	39.7	29.39	28.93	27.18	34.35	32.11	38.38	258.96				
SHAUN GRAY	C	*	33.9	48.32	28.26	30.63	23.33	40.3	28.67	39.01	GAR	269.42			
DON DONNELLY	C	*	26.46	42.01	38.46	WD	27.98	29.5	37.34	32.43	35.6	269.78			
GARY PRINCE	C	*	25.5	53.32	WD	38.46	WD	28.59	26.12	36.46	33.59	35.64	GAR	281.68	
ANTHONY BENNETT	C	*	30.87	40.24	38.46	WD	35.66	WD	35.07	38.54	35.66	34.99	289.49		
JAMES NICHOLLS	C	*	28.1	53.32	WD	31.46	RETIRE	FROM	THE	EVENT					
PETER MITCHELL	C	*	38.9	WD	53.32	WD	38.46	WD	RETIRE	FROM	THE	EVENT			
ALAN MCCONNELL	F	*	20.6	27.58	20.01	21.62	17.79	25.62	22.29	26.88	182.39				
ANDY BURGESS	F	*	24.4	32.55	22.41	24.62	22.44	28.22	27.13	28.58	211.38				
ALAN BALL	F	*	30.58	WD	30.89	21.17	26.49	22.24	29.02	25.95	26.72	213.06			
BOB HARRISON	F	*	30.58	WD	37.55	WD	26.94	26.38	27.44	WD	32.26	39.15	34.58	WD	254.88
ROSS PERRY	F	*	25.58	30.59	24.82	23.3	27.44	WD	37.26	WD	NO	SPARKS			
ALEX O'SULLIVAN	G	*	22.87	30.2	21.7	23.34	25.15	32.82	+ 27.49	37	210.57				
MICHAELA O'SULLIVAN	G	*	27.87	WD	41.85	31.49	35.82	38.19	43.17	48.25	53.3	324.94			
KERRY O'SULLIVAN	G	*	22.36	34.78	24.38	24.2	30.15	WD	BROKEN	GEARS	34.15				

TEST 1 :- STAR, TEST 2:- ATOM, TEST 3:- REVERSE LAZY EIGHT, TEST 4:- DOUBLE KIDNEY
TEST 5:- FORWARD AND REVERSE SLALOM, TEST 6:- DOUBLE KIDNEY, TEST 7:- OPPOSITE GARAGES
TEST 8:- REVERSE GARAGE.

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COMMONWEALTH BANK

RALLY AUSTRALIA
PERTH
20-24 SEPTEMBER 1991



Organisers of the Australian round of the FIA World Rally Championship are expecting another top class list of entries for this year's rally.

Although entries to the 1991 event do not open until Wednesday June 12, early indications from the major teams suggest that the world's best rally drivers will again be in Perth in September.

Among the leading drivers expected at the start of the event on Friday September 20 are:

- * Juha Kankkunen (Martini Lancia) - 1986 and 1987 World Champion. Dual Commonwealth Bank Rally Australia winner - 1989 and 1990.
- * Carlos Sainz (Toyota Team Europe) 1990 World Champion. Second in 1990 Commonwealth Bank Rally Australia.
- * Ingvar Carlsson (Mazda Rally Team Europe) who with Alex Fiorio has competed in every Commonwealth Bank Rally Australia.
- * Ross Dunkerton (Mitsubishi Ralliart Australia) - Five times Australian Rally Champion.
- * Possum Bourne (Subaru) - New Zealand Rally Champion.
- * Ed Ordynski (Mitsubishi P80) - current Australian Rally Champion.

POS CLUB CHAMPIONSHIP.. POINTS POS

1	TRICH EVANS	22
2	RAY EVANS	20
3	GLEN EGGINS	19
4	PAUL GRAY	17
5	DOUG McMILLAN	16
6	SHAUN GRAY	15
= 7	MAURKEEN ROSE	13
	TERRY ROSE	13
9	ALAN BATES	12
= 10	DEAN TIGHE	11
	LINDSAY EVERLEIGH	11
	ALAN NICOLL	11
	BILL SHARPE	11
	TOM SMITH	11
= 15	DAVE AMBROSE	10
	LOFTY DREWS	10
	GEORGE KAHLER	10
	GREG NICOLL	10
= 19	DERRICK KENNEDY	9
	MOSS LANE	9
= 21	LYNDALL PARR	8
	KENNETH SMITH	8
= 23	SCOTT MONRO	7
	IAN REDDIE	7
= 25	WAYNE CAMBIE	6
	DEANNA HUDSON	6
	HAROLD JAMES	6
= 29	EKROL BAILEY	5
	MARTIN GIBSON	5
	COLLEER SMITH	5
	GLEN WESTON	5
= 32	IAN BREMNER	4
	CLINTON COOPER	4
	LINDSAY COOPER	4
	PETER GOODMAN	4
	GREG HORTON	4
	RON MILTON	4
= 38	CHRISTOPHER DAVE	3
	JOHN GOSDODUE	3
	GRAHAM HILL	3
	NEAL MESCHE	3
= 42	TONY BEST	2
	LAUREEN SMITH	2
= 44	RICHARD ANDERSON	1
	IAN BAILEY	1
	GORDON BAILLIE	1
	BRYAN BASHAM	1
	MICHELLE BASHAM	1
	GARY BATTS	1
	ROBERT BECKER	1
	GREG BERNARD	1
	ROD BROWNING	1
	PETER CARRUTHERS	1
	DARRYL COLE	1
	RICHARD COLLINGSWOOD	1
	TIM COLLINGSWOOD	1
	MARK CONNORS	1

ROSEY CROSS	1
TREVOR DUNNING	1
JOHN DARE	1
BRUCE SAWSON	1
DJH DONALD	1
TONY DONALD	1
ALLAN DUNKLEY	1
BRIAN EVERITT	1
TONY FEHLHARBER	1
DEL GARRETT	1
RON VAN DER HAAR	1
JOHN HALL	1
RUSSELL MARTNETT	1
JEFF HAYNES	1
BARRY HEDLEY	1
TONY HOWARD	1
KEVEN HUFSCHMID	1
DARREN WYLAND	1
ANDREW JOHNSTONE	1
TONY KABEL	1
CHRISTOPHER MADSEN	1
PETER MAPSTONE	1
TONY McDADE	1
GEOFF MEACHAM	1
BOB MOWBRAY	1
ROSS MUNRO	1
MICHAEL NEELY	1
BARRY NEUENDORF	1
JOHN NIEMEYER	1
RON VAN OESTAL	1
TOM ORCHER	1
ANDREW OWEN	1
ROBERT OXLEY	1
ROSS PERRY	1
NOEL PHILE	1
JOHN PINDER	1
TRACEY SMITH	1
WAYNE SMITH	1
LAURENCE SVENSON	1
NEVILLE TAYLOR	1
CHRISTOPHER DE VERE	1
ERIC WHITBREAD	1
GRANT WHITE	1
LEE WILLIAMS	1
BILL WILSON	1

POS	OFF ROAD CHAMPIONSHIP.....	FEB	MAR	TOT
= 1	DOUG McMILLAN	10	11	21
	LINDSAY EVERLEIGH	10	11	21
= 3	ALAN NICOLL	7	9	16
	GREG NICOLL	7	9	16
5	KENNETH SMITH	5	8	13
= 6	DEANNA HUDSON	11		11
	HAROLD JAMES	11		11
8	RON MILTON		10	10
= 9	GRAHAM HILL	9		9
	DERPIEK KENNEDY		9	9
	MOSS LANE		9	9
	MAURKEEN ROSE	9		9
	TERRY ROSE	9		9
= 14	NEVILLE TAYLOR	8		8
	TOM ORCHER		8	8
	ROBERT OXLEY	8		8
= 17	TREVOR DUNNING	1	6	7
	JOHN NIEMEYER	1	6	7
	TRACEY SMITH	4	3	7
	ERIC WHITBREAD		7	7
21	RON VAN DER HAAR	6		6
= 22	BRYAN BASHAM		5	5
	MICHELLE BASHAM		5	5
	LAUREEN SMITH	5		5
= 25	GORDON BAILLIE	2	2	4
	CHRISTOPHER CAVE	4		4
	KEVEN HUFSCHMID		4	4
28	PETER CARRUTHERS	3		3
29	GRANT WHITE	2	2	4
= 30	GREG BERNARD	1		1
	DARRYL COLE	1		1
	JOHN DARE	1		1
	BOB MOWBRAY	1		1
	LAURENCE SVENSON		1	1
	JOHN PINDER		1	1
	KEN SMITH		1	1
	COLLEEN SMITH		1	1
	LAUREEN SMITH		1	1
	WAYNE SMITH		1	1
	CHRISTOPHER DE VERE	1		1
	LEE WILLIAMS		1	1
	BILL WILSON		1	1

POS	CHAMPIONSHIP	FEB	MAR	APR	MAY	JUN	TOT
= 1	RAY EVANS	11	11	11	11	10	54
	TRICH EVANS	11	11	11	11	10	54
3	PAUL GRAY	10	11	11	10	9	51
4	SHAUN GRAY	10	11		10	9	40
5	GLEN EGGINS	8			7	11	35
6	DEAN TIGHE		10	9	11		30
7	LYNDALL PARR					11	22
8	COLLEEN SMITH					10	21
9	GREG HORTON		9			10	19
= 10	ALAN BATES				11		11
	TONY BEST				11		11
	IAN BRENNER					11	11
	GLEN WESTON	11					11
14	SCOTT MONRO	10					10
= 15	ALAN NICOLL				8		8
	GREG NICOLL				8		8

POS	MOTORHANA CHAMPIONSHIP	APR	MAY	TOT	POS	SPEED EVENT CHAMPIONSHIP	APR
1	GLEN EGGINS	10	11	21	1	BILL SHARPE	11
2	TRICH EVANS	8	11	19	= 2	MAUREEN ROSE	10
3	ALAN BATES	11	7	18		TERRY ROSE	10
4	RAY EVANS	11	6	17	= 4	DERRICK KENNEDY	9
5	PAUL GRAY		10	10		MOSS LANE	9
= 6	SHAUN GRAY		9	9	6	WAYNE CAMBIE	8
	SCOTT MONRO	9		9	7	DOUG McMILLAN	7
8	MARTIN GIBSON		8	8	= 8	CLINTON COOPER	6
9	PETER GOODMAN	7		7		LINDSAY COOPER	6
10	GLEN WESTON		5	5	10	CHRISTOPHER CAVE	4
					11	TONY FENLHARREW	3
					12	ALAN NICOLL	2

LADIES CHAMPIONSHIP POINTS

1	TRICH EVANS	31
= 2	MAUREEN ROSE	21
	LYNDALL PARR	21
4	COLLEEN SMITH	18
5	LAUREEN SMITH	17
6	DEANNA HUDSON	11
7	DEL GARBETT	10
8	TRACEY SMITH	9
9	MICHELLE BASHAN	8

POS	RALLY CHAMPIONSHIP	FEB	MAY
1	TOM SMITH	9	
= 2	DAVE AMBROSE		11
	GEORGE KANLEY	11	
	LOFTY DREWS	11	
= 3	CRAIG LEE		11
	IAN REDDIE	1	9
= 7	ERROL BAILEY	9	
	DEAN TIGHE	1	6
= 9	JOHN BOASBOUE	8	
	NEAL WESCHE	8	
	LYNDALL PARR		8
= 12	IAN BRENNER		6
	GLEN WESTON		6
= 14	ROD BROWNING	5	
	ALAN BATES	1	4
= 16	GARY BATTIS	4	
	JOHN HALL	4	
	ANDREW OWEN		4
= 19	IAN BAILEY	2	
	ALAN CLUNES		2
	TIM COLLINGWOOD	1	1
	RODNEY CROSS	1	1
	BRIAN EVERITT		2
	DEL GARBETT	1	1
	MARTIN GIBSON	1	1
	ROSS MUNRO	2	
	BARRY NEUDORFF	1	1
	ROSS PARRY	4	1
= 29	RICHARD ANDERSON	1	
	ROBERT BECKER		1
	TONY BEST	1	
	RICHARD COLTWOOD		1
	MARY CONNORS		1
	BRUCE DAWSON		1
	JIM DONALD		1
	TONY DONALD		1
	ALLAN DUNKLEY		1
	RAY EVANS		1
	TRICH EVANS		1
	PAUL GRAY		1
	SHAUN GRAY		1
	PETER GOODMAN		1
	RUSSEL HARTNETT		1
	JEFF HAYNES		1
	BARRY HEDLEY		1
	GREG HORTON		1
	TONY HOWARD		1
	DARREN WYLAND		1
	ANDREW JOHNSTONE		1
	TONY KABEL		1
	CHRISTOPHER MADDEN		1
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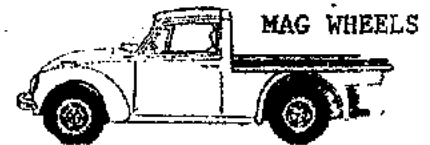
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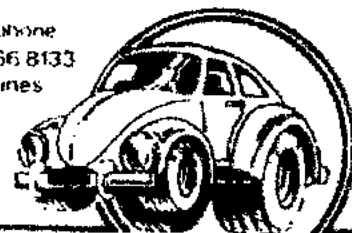
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MOTORKHANA

May's motorkhana was again held at the Raubers Road grounds (old Northgate tip).

The site chosen was much smoother than last month with the exception of one hole that tried its best to eat Alan Bates' road going Corolla Seca during the last test which ran right through the middle of it.

The dust problem was much better with the area being well grassed after the rain, that's until "Mr Dust" Glen Eggins took his Datsun 1600 for a few runs.

There was intense rivalry throughout the day between Paul & Shaun Gray who even considered the possibilities of bribing the director (who was of course above reproach) to trade their respective positions. Martin Gibson put in a very creditable performance with a 4th place in his circuit racer Gemini at his first motorkhana.

Glen Weston had fun coming to terms with his first competition run in the ex Rod Browning Mazda 323 especially when the handbrake didn't work. There does seem to have been a problem with gauging the length of the vehicle in the start garage!!! Well the Mazda is a bit longer than the Civic isn't it?

The director wishes to thank the Stewards for their help and the competitors for their assistance setting up the tests.

1st	Glen Eggins	Datsun 1600
2nd	Paul Gray	Datsun 1600
3rd	Shaun Gray	Datsun 1000
4th	Martin Gibson	Gemini
5th	Alan Bates	Corolla Seca
6th	Ray Evans	Ford Cortina
7th	Glen Weston	Mazda 323

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July's motorkhana will be held on SATURDAY 20th July at 12 Noon
at the same location, so please note the change of day on your calendar.

To finalise I must thank everyone who assisted either in setting up or on the night and the sponsor GP CARS without whose assistance the award winners would not have fared so well.

Despite being busy all day I did manage to get one of the aforementioned Apex Steakburgers which was great and that club want to come back to help out next time.

All in all the rally was a great success. Unfortunately one of the later crews had an off between the speccy point and the finish on the last stage and we decided to get the ambulance to help as there was a bit of a neck injury. Apparently it was just sore muscles and strain but we'll try to have an ambulance on site for the next event. For the small fee it's worth the security.

I hope everyone had a great time and thanks for comin!

Roll on, Bailey Powerlines Rally in September.

TOM SMITH

JUNE MAYHEM.

With another massive turnout (4, very disappointing), the June Night Run got off to a good start (in pouring rain) with the all girl team of Lyndall Parr and Colleen Smith, "the boys" were working on the race car again, being the first away.

The usual crews of Shaun & Paul Gray, Glen Eggins & Karen and Ray & Trich Evans and the kids in the back for moral support left not long after. I had a pleasant surprise (well shelly really in-store for the teams at the end where they should have finished at Luggage Point.

Meanwhile back at the club I settled down to having a drink and a chat with the boys. By 10pm I was starting to wonder where they were when I received a phone call from the girls "they were lost!"

But as it turned out it was not exactly their fault so I told them to come back as it was too late to continue. Just as I got off the phone the Grays turned up, they walked in with a look like "Let's kill the director" on their faces. I tried to run but there was nowhere to hide, so I faced them. It seems they had had a little bit of trouble with the directions just before the 2nd question (which they could not find). Having spent some time looking, ended up helping Glen & Karen who had electrical trouble.

When the girls got back with Ray & Trich (who had brake trouble all night) close behind we discovered that I had had a "slight" problem with my transcribing from my rough directions onto the copies. It seems I left out two directions half way through.

Everyone was frustrated at not having finished but relieved that it turned out to be an error in the instructions and not that they were hopelessly lost.

1st Lyndall Parr & Colleen Smith
2nd Ray & Trich Evans
= 3rd Glen Eggins & Karen
Paul & Shaun Gray

ITEMS OF INTEREST

The JAGUAR DRIVERS' CLUB OF QUEENSLAND has invited club members to a night with former Jaguar driver and now HDT Driver/Manager - Win Percy. It will be a very interesting evening with a few words from Win and a big screen video of his runs at Le Mans.

Some time during August, 7.30 pm at Easts Leagues Club, Main Avenue, Coorparoo with a small cover fee of \$2.50 per head.

The EH HOLDEN CLUB OF QUEENSLAND has advised of the 'Lawnton 91' 'Show and Shine' to be held on August 31 and September 1. The show will include a Static display on Saturday with grass events of motorkhana and go-to-mow (?)

The 4th annual Capricana Classic Motorshow is to be held on 24 and 25 August 1991 under the Rockhampton Shopping Fair. If you want to take your vehicle up there for the weekend to be displayed you may win a possible award for a number of classes including Best Engine Bay or Best Australian Muscle Car.

"Special Stages" for Brisbane

COLIN Bond, Peter Brock, George Fury and John French are all likely starters in a highly competitive open rally to be run near Brisbane next month. Directed by Rod Browning and Keith Tapsall, the "Ampol Albany Creek Special Stages" Rally will be run on December 5, and organisers have arranged for cars to be provided for the invited stars. Bond will run Dennis Brown's Escort, French will have the use of Murray Coote's Mazda 626 and Fury will drive Alan Cutts' Stanza, while negotiations are under way to secure a Gemini for Brock. Sydney ace Ed Mulligan will also be a starter, running his Escort RS1800 — and is under threat of losing his Queensland Visitors Permit if he doesn't win! The event, over 120km, starts from the Ampol Albany Creek service station at 2pm on the Saturday and should be over by midnight, leaving everyone nice and fresh for the party Tapsall has planned for Sunday — which itself will make the trip worthwhile! Entries close November 26, and details are available from Rod or Keith on 07-356-9544 (bus. hrs.)

During the course of preparations for the recent GP Cars Cibie Forest Rally I had been speaking to Keith Tapsall and Rod Browning about the huge number of entries. K.T. and Rod both mentioned the Ampol Albany Creek rally which they had organised some years ago.

I was recently looking through some old magazines and came across this extract from the November 81 issue of Racing Car News. Please note the impressive names who were brought up here to compete. It was a rather successful event and I was actually in the thing. Navigating for Rex Faldt in his Escort I was mistaken for Barbara Dear (the name on the door) by the fellow doing the startline commentary who I think was none other than Max Stahl. (Forgive me if I'm wrong). TS

'LIFE' IS A MANY SPLENDORED THING

In last month's shell-encrusted episode you fantabulastic readers out there were treated to a real hum-dinger of a story.

If you remember, Stabilo Boss and Nick O'Penn had spent a hectic and frantic couple of weeks with the new team engineer - blond Dutchman Vas Deferens.

Their aim and the intended end result of the project was to come up with something that looked as spectacular as a Group B Evolution Audi Quattro and went nearly as fast.

Doing this with a Hillman Imp isn't exactly easy but the brave threesome put their brains, imagination and mechanical talents together and somehow managed to put the basic design down on paper.

Vas suggested a change in powerplant which the other two weren't too happy with but he talked them around to his way of thinking. Why use a big heavy V8 power source when a locally produced 6 cylinder donk all alloy, mind you - would perform the task admirably.

And so a contract was signed with a branch of the Rootes Office Original Testing and Engine Design Centre to come up with a derivative of the TASMAN KIMBERLEY OHC six with triple turbochargers, 2½ wastegates and an alloy tappet cover. Requirements called for 475 horsepower and the head of R.O.O.T.E.D. took an extraordinary interest in the project. So much so, in fact that he became another integral member of the team.

Yes, Kaarbi Retta was an English born Finn whose parents had represented their home country at swimming in the 1955 Olympics.

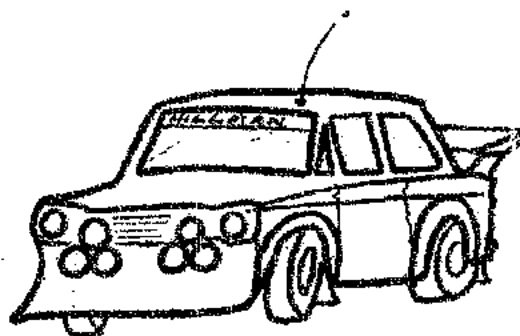
Young Kaarbi had no such wet dreams and went on to major in Mechanical Engineering at Oxford University. Following that mind-numbing experience he went on to supervise the filling out of ring grooves in a special hand-made piston factory, before taking over as manager of a fledgling works assisted rally team for SKODA. Realising of course that a small rear engined car would never succeed as a successful rally creation, he then moved on to R.O.O.T.E.D. and the Hillman Imp project.

With the engine program well under way, it was time to go to electronics and O'Penn (who had completed 8 weeks of an Electrician's apprenticeship) had taken on the task of getting a desk-top calculator to work as a top-notch engine management system.

Whilst work on the car continued, the drivers and co-drivers concentrated on getting themselves fit and Lance Boyle was spending a lot of time in the company of the Lustbucket sisters Randy and Lolita.

This was of no concern to Doug Senna as he only had one thing on his mind - becoming a Champion!

Next Month - The Big Event!



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(Meeting 1st Tuesday each month 7.30 p.m.)			
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ALAN CLUNES	PATRICIA EVANS		
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PROPOSED CALENDAR

- 30 JUNE 91 MOTORKHANA - Raubers Road, Northgate 9.30 a.m.
- 03 JULY 91 NIGHT RUN
- 20 JULY 91 SATURDAY MOTORKHANA - RAUBERS ROAD, NORTHGATE 12 noon.
- 26/27/28 JULY BF RALLY QUEENSLAND Final Round Australian Rally Championship
Round 4 Queensland Rally Championship
- 07 AUG 91 NIGHT RUN
- 18 AUG 91 BIG KART SHORT COURSE - ROUND 1 ETTAMOGAH PUB SERIES.
- 24 AUG 91 WARIALDA LONG COURSE
- 7/8 SEPT 91 BAILEY POWERLINES RALLY - CLUB RALLY for EVERYBODY.

BOARD MEETINGS: Tuesday 2 JULY Tuesday 6 AUGUST

SOCIAL CALENDER

- 03 JULY 91 WEDNESDAY Video 1991 World Rally Championship Rd 2 - Sweden
- 10 JULY 91 WEDNESDAY Video 1991 W.R.C. Rd 3 - PORTUGAL
- 17 JULY 91 WEDNESDAY Video 1991 W.R.C. Rd 4 - SAFARI
- 24 JULY 91 WEDNESDAY Club night -
- 31 JULY 91 WEDNESDAY Video 1991 W.R.C. Rd 5 - Tour de Corse
- 07 AUG 91 WEDNESDAY Video British Open Championship 1990.

NOTICE OF GENERAL MEETING

In accordance with the power vested in it by Article 23 of the Company's Articles of Association, the Board of the Brisbane Sporting Car Club Limited hereby give notice of a GENERAL MEETING to be held at the company's Registered Office, 43 Hawthorne Street, Woolloongabba, Qld. at 7.30 p.m. on Tuesday 6th August 1991 to consider the following resolution as special resolution.

That the word "November" be deleted from Article 19 of the Company's Articles of Association and replaced with the word "March", so that the amended Article will read:

"Article 19. An Annual General Meeting of Members shall be held during the month of March in each year and on such day and at such time and at such place in Brisbane as the Board may determine."

Commentary:

It has been brought to the Board's attention that the current practice of holding the Annual General Meeting in March of each year is not in accordance with the Company's Articles of Association. Rather than change the timing of the A.G.M. it is considered preferable to amend the Articles as noted in the special resolution.

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