

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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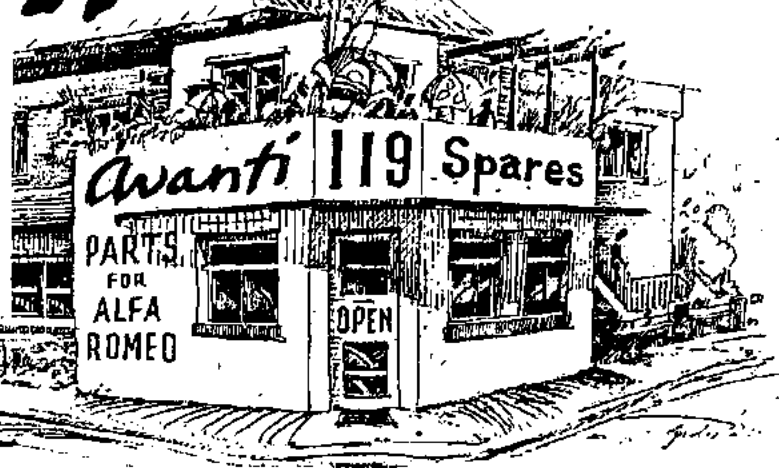
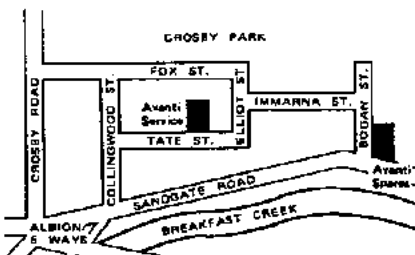
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STARTLINE

Hello and welcome to 1992!!

For those of you out there who didn't realise, we don't have a magazine in January because normally nothing exciting happens to put together enough content for a whole issue. Consequently we are back again in circulation with the huge and wonderful February issue.

I hope everybody had a wonderful Christmas and New Year and you are all ready to pull out the stops for 1992. In my 'Queen's Xmas message' in the December issue I expressed congratulations to those who had won the various Club Championships, even though at that time I wasn't aware of just who or whom those folks were. Well, now I know!

CLUB CHAMPION - RAY EVANS LADIES CHAMPION - TRICH EVANS

M/KANA CHAMP. - GLENN EGGINS RALLY CHAMPION - TOM SMITH

OFF ROAD CHAMPION - DOUG McMILLAN

NIGHT RUN CHAMPIONS - RAY AND TRICH EVANS

SPEED EVENT CHAMPIONS -

BILL SHARPE, LAURIE SVENSON.

You probably can't help but notice the abundance of the Evans family in there, and with good reason. Ray and Trich have been at just about every event the club has had going, as well as co-ordinating the Motorkhana and Night-run Championships and acting as club registrar (providing the Editor with updated points every month).

I personally feel that Ray is a very worthy Champion, having competed competitively in the Motorkhanas, night-runs and club-rallies throughout the year. Well done, son!!!

I would also like to take this opportunity to thank everyone who contributed to the Club magazine throughout 1991, in the form of articles, letters, occasional cartoons and whatever input that was put in the various issues for reader's pleasure.

Don't forget that my time as Editor is short. I have a number of other plans on the go for this year and so I won't be dedicating nearly as much time to the mag. We need someone to take over the reins NOW!

As I've stated before, a representative from either side of the club would be great (i.e. Rally and Off-Road) but any regular contributions will be gratefully accepted.

January saw the running of the Parklands Off-Road Spectacular, but unfortunately I was unable to attend so I don't know much about what actually went on. Nonetheless, further into the mag is a set of scores for the event.

Coming into February, we have our traditional stand at the Brisbane Motor Show organised by Chris Lane and featuring a number of vehicles. Hopefully, everyone who went to the show signed the special 'BSCC Attendance Book' at that stand. This is the only way we know whether or not you should get your discount for the year on membership.

Later on in February, we have the first round of the Queensland Rally Championship in the form of the Cleanaway Cooloola Classic Rally at Gympie. Once again put together by the team of Errol Bailey, Brian Everitt and Brian Swinton, the rally promises some fantastic roads and quick driving with an absolute abundance of 4wd cars.

The great Mazda battle of '91 will continue with a few additions to the race including the Bruce Dummett 'Weapon', and possibly the re-emergence of George Kahler in either the Galant or the Mazda.

If you're not competing, come along to assist on a control or roadblock. If you can't help out there, come along for a watch in what should be a fantastic start to the season.

Young John Goasdoue will be the Director of the club rally following the Motorshow and for this year we have a new event sponsor. It's great to see the name back again - the event will be "The Fred Thompson Superannuation Rally". For some of the young upstarts out there who don't remember Fred, he has been around for a long time (in the same league as Errol Bailey and Jim Reddix) and rallied a GTR-XU1 Torana and a genuine Ford Escort RS2000 some years ago.

GP CARS will be sponsoring the new South East Queensland Clubman Series for '92 and so will still be seen. Any up-and-comings should plan on entering the rally. Remember last year and the 80+ entries we had then.

Don't forget the AGM on Wednesday 18 March!!! Be there!!!!

Tom

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on WEDNESDAY 18 MARCH 1992 at 8.00 p.m.

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

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

MEMBERS WILL BE ASKED TO VOTE ON A MOTION TO AMEND THE CONSTITUTION OF THE BRISBANE SPORTING CAR CLUB LIMITED TO PROVIDE FOR DAY MEMBERSHIP.

- (4) Any other general business.

In accordance with the Articles of Association, the President, Vice-President, Secretary, Assistant Secretary, Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

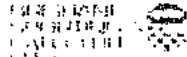
Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. Wednesday 4TH MARCH 1992 at the latest)

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine and are available from the Club Secretary - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are also enclosed with this Magazine - please use one if you cannot attend in person.



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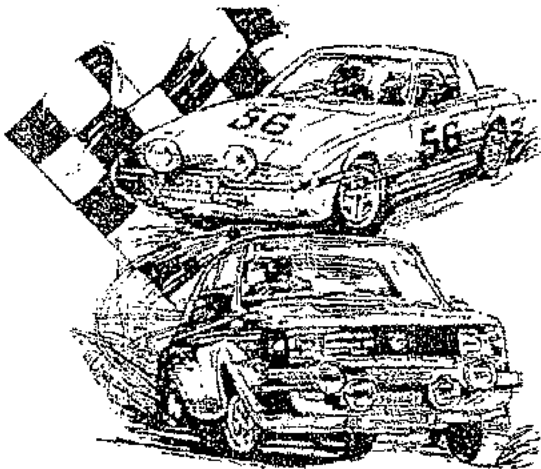
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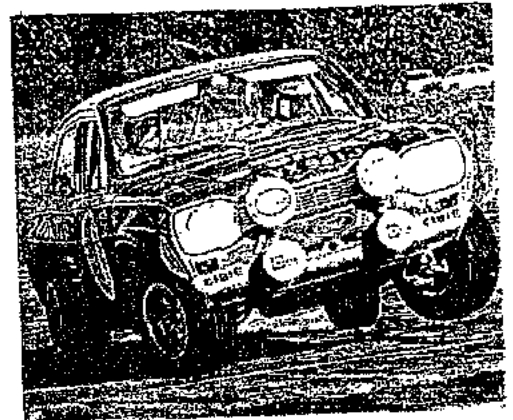


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RALLY**



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14/15 MARCH 1992
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CAR CLUB LIMITED

19 FEBRUARY / 1 MARCH 1992
ROUND 1 1992 QUEENSLAND RALLY CHAMPIONSHIP

BRISBANE
SPORTING
CAR CLUB
LIMITED



POS RALLY CHAMPIONSHIP FEB MAY JULY NOV DEC DEC TOT

1991

POS	RALLY CHAMPIONSHIP	FEB	MAY	JULY	NOV	DEC	DEC	TOT
1	TOM SMITH	9	9	11	9	11	1	50
2	CRAIG LEE	9	10	1	10	9		30
3	ERROL BAILEY			9	9			27
4	DEL GARRETT	1	1	5	4	8	10	24
5	RON PETERS			4	11			24
6	TONY KABEL	1	1	5	8	8		22
7	BARRY NEUMENDORF	1	1	2	2	9		22
8	IAN BRENNER		6		6	7		19
9	GARY MARSHALL			10	9			19
10	JIM REDDIE	1	8			9		18
11	DEAN TIGHE	5		8				17
12	ROD BROWNING		6			4	11	16
13	GLEN WESTON	8		6			6	16
14	JOHN GOASDOU	8		6				14
15	NEAL WESCHE	8		6				14
16	GARY BATES	4		9				13
17	ALAN BATES	1	4			7		12
18	DAVE AMBROSE		11		1	6		11
19	ALAN CLINES		2		9			11
20	LOFTY DRIMS	11						11
21	BRIAN EVERITT		2					11
22	GEORGE KAWLER	11						11
23	D KORTLANG		1	3		7	11	11
24	NOEL PHILP					10		11
25	MAL CLARKE			3		7		10
26	VIV GEES			10				10
27	IAN GOLDSWORTHY	1	1		1		8	10
28	JOHN RINDER	2	9					10
29	IAN REDDIE			7				9
30	IAN BAILEY			9				9
31	DENNIS BROWN			9				9
32	G DUTHIE					9		9
33	PAT HETHERMAN			9				9
34	GREG HORTON		1	8				9
35	ROSS MUNRO	2		7				9
36	R BEKKER							8
37	TIN COLLINGWOOD	1	1	1	5		8	8
38	LYNDALL PARR		3					8
39	RICHARD ANDERSON	1				6		7
40	JOHN PETERS							7
41	GREG TERBLE		1		7			7
42	RON VAN OPSTAL			6				6
43	JOHN ROGERS			4		1		6
44	BRUCE DUMMETT			5		5		5
45	K HADDOCK							5
46	NEIL SALTER			5				5
47	T WARNER					5		5
48	BILL WILSON		1			1		5
49	S COPPING				3			4
50	JOHN HALL	4						4
51	ANDREW OWEN		4					4
52	ROSS PERRY	1						4
53	ROB REDDIE		1	2				4
54	A SCOTT					4		4
55	RICHARD COLLINGWOOD	1	1	1				3
56	RODNEY CROSS	1		1				3
57	BRUCE DAWSON			1				3

1991

POS	SPEED EVENT CHAMPIONSHIP	APR	AUG	NOV	TOT
1	JOHN GOASDOU			11	11
2	BILL SHARPE	11			11
3	LAURENCE SVENSON			10	10
4	BRIAN CRISP		10		10
5	RON VAN DER HAAR				9
6	TERRY ROSE	10			9
7	A HAMILTON				9
8	DERRICK KENNEDY	9			9
9	MOSS LAINE	9			9
10	HARRY NEUMENDORFF				9
11	JIM REDDIE				9
12	R SAMS		9		9
13	DAN WILLETT				9
14	GREG BERNARD				9
15	STEVE BLACKBURN		8		8
16	WAYNE CAMBIE	8			8
17	ALAN NICOLL	2			8
18	GREG NICOLL		8		8
19	DOUG McMILLAN	7			7
20	G MEACHAM				7
21	LINDSAY COOPER	6			6
22	RON VAN OPSTAL				6
23	IAN BRENNER				6
24	NEVILLE TAYLOR		5		5
25	CHRISTOPHER CAVE	4			4
26	WILLIAM HAMMOND				4
27	DEAN TIGHE				4
28	TONY FEHLHARRER				4
29	NOEL GEES	3			3
30	VIV GEES				3
31	ZANE MURRAY		3		3
32	HENK KABEL				2
33	KEN SMITH		2		2

JEFF HAYNES
MARTIN GIBSON
TONY HOWARD
ANDREW JOHNSTONE
M KENDON
= 63 B BARR
TONY BEST
MARK CONNORS
STEVEN DEARHEIM
RAY EVANS
TRICH EVANS
PETER GOODMAN
JEFF HAYNES
TONY McRADE
PETER MAPSTONE
MICHAEL NEELY
COLLEEN SMITH
ALAN STEAN

1992 CLUB CHAMPIONSHIP

POS	NAME	TOT
01	LAURENCE SVENSON	20
02	ALAN NICOLL	14
03	GREG BERNARD	13
04	STEVE WILLETT	12
05	DEAN TIGHE	11
	DOUG MacMILLAN	11
	LINDSAY EVELEIGH	11
	LYNDALL PARR	11
	MICHAEL COLLINS	11
	RAY EVANS	11
	TRICH EVANS	11
12	KAREN VAN DER HAAR	09
	MARTIN GIBSON	09
	MOSS LANE	09
	PAUL GRAY	09
	RON VAN DER HAAR	09
	SHAUN GRAY	09
18	COLLEEN SMITH	08
	KEITH HONOUR	08
20	ANTHONY FEHLHABER	07
	CHRIS CAVE	07
	IAN GORSKY	07
	WENDY KATTERNS	07
24	CHRIS SHIELDS	06
	CLINT COOPER	06
	DANNY WILLETT	06
	LINDSAY COOPER	06
28	GREG NICOLL	05
	KEV SMITH	05
30	BARRY WILLETT	04
	BRETT WELLINGS	04
32	GORDON RAILLIE	03
	GRANT WHITE	03
	MICHAEL TAYLOR	03
35	LES MARSHALL	02
36	ALAN SOLOMON	01
	BARREN SOLOMON	01
	DARYL COLE	01
	JACQUI SANDBERG	01
	JOHN DARE	01
	NEV TAYLOR	01
	ROBERT OXLEY	01
	ROBERT TAYLOR	01
	TONY FEHLHABER	01

1992 NIGHT RUN CHAMPIONSHIP

POS	NAME	FEB	TOT
01	DEAN TIGHE	11	11
	GREG BERNARD	11	11
	LYNDALL PARR	11	11
	RAY EVANS	11	11
	TRICH EVANS	11	11
03	PAUL GRAY	09	09
	SHAUN GRAY	09	09
04	COLLEEN SMITH	08	08
05	IAN GORSKY	07	07
	WENDY KATTERNS	07	07
06	CHRIS SHIELDS	06	06

1992 LADIES CHAMPIONSHIP

POS	NAME	TOT
01	KAREN VAN DER HAAR	11
	LYNDALL PARR	11
	TRICH EVANS	11
04	JACQUI SANDBERG	10
05	COLLEEN SMITH	09
06	WENDY KATTERNS	08

1992 OFF-ROAD CHAMPIONSHIP

POS	NAME	FEB	TOT
01	DOUG MacMILLAN	11	11
	LINDSAY EVELEIGH	11	11
02	LAURENCE SVENSON	10	10
	KAREN VAN DER HAAR	09	09
	MARTIN GIBSON	09	09
	RON VAN DER HAAR	09	09
04	KEITH HONOUR	08	08
05	CHRIS CAVE	07	07
06	CLINT COOPER	06	06
	LINDSAY COOPER	06	06
07	ALAN NICOLL	05	05
	GREG NICOLL	05	05
08	BARRY WILLETT	04	04
	STEVE WILLETT	04	04
09	GORDON RAILLIE	03	03
	GRANT WHITE	03	03
10	GREG BERNARD	02	02
11	ALAN SOLOMON	01	01
	DARREN SOLOMON	01	01
	DARYL COLE	01	01
	JACQUI SANDBERG	01	01
	JOHN DARE	01	01
	NEV TAYLOR	01	01
	ROBERT OXLEY	01	01
	ROBERT TAYLOR	01	01
	TONY FEHLHABER	01	01

1992 SPEED CHAMPIONSHIP

POS	NAME	JAN	TOT
01	MICHAEL COLLINS	11	11
02	LAURENCE SVENSON	10	10
03	ALAN NICOLL	09	09
	MOSS LANE	09	09
05	STEVE WILLETT	08	08
06	ANTHONY FEHLHABER	07	07
07	DANNY WILLETT	06	06
08	KEN SMITH	05	05
09	BRETT WELLINGS	04	04
10	MICHAEL TAYLOR	03	03
11	LES MARSHALL	02	02



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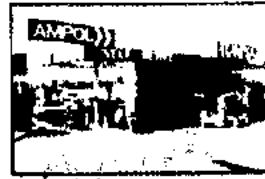
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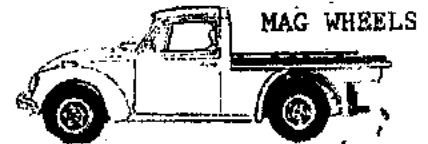
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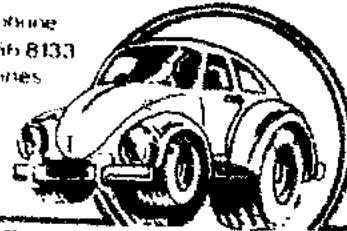
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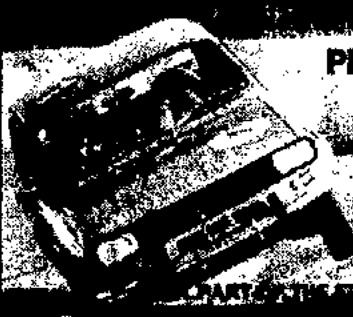


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LIFE IS TRUE IN '92

1992 is to be the year of change for Life Racing/Rallying/Safari-ing/Anything. After the disappointment of achieving absolutely nothing in the previous competition year, it was time to put all their proverbial eggs in the one basket and come up with an unbeatable formula for the coming year's 'circus'.

Team management, Stabilo Boss and Nick O'Penn have instructions from their sponsors to actually compete in some sort of motor sport event this year and faced with the reality of the situation, they decided to stall for as long as possible.

The basic Hillman Imp body had been modified with different engine types by engineers Vas Deferens and Washadiki. The team drivers Doug Senna and Norm Prost, and team co-drivers Randy and Lolita Lustbucket and Lance Boyle had all had their seat fittings and now was the time to try yet another major time-wasting, but impressive-looking modification.

To follow the right avenues, Boss and O'Penn advertised in all the right places - BSCC Magazine, Auto Fiction, Fast Fours and Rotaries, Hansard, The New York Times and "Mad".

Eventually they received the response they sought with a brilliant submission and Curriculum Vitae from the eminent Austrian aerodynamics specialist, Dr. Manfred 'Shorthaus' von Nippel.

Von Nippel had it where it counted, as well as being descended from Bavarian royalty. He had worked on a number of major projects including the Messerschmidt ME262 jet-fighter and the Mercedes Silver Sparrow (the predecessor to the later successful Silver Arrow) and his knowledge of vacant space and air was as vast as his trousers.

His purpose in Life Etc. was to make the Imp into a thing of beauty. Not just to pin wings on the thing and say "This is the best it can be," but to transform the little box-shaped automobile into an effective gossamer-winged speeding bullet.

After introductions, which took longer than expected because of a delay with Randy Lustbucket, von Nippel went to the lab and began his work, undisturbed by anyone or anything. Folding a cut-up Cornflakes packet into the most beautiful shapes.....

SNIPPETS OF INTEREST

For those who are interested, the club has received a letter of introduction and a menu from Darcy's Restaurant at 37 Maple St. Maleny. The prices are very reasonable and the proprietors are willing to cater for groups on a day-run etc. It's BYO and the phone no. is (074) 942326.

Another introduction comes from Roban International who is a supplier of Automotive books. They can supply restoration and repair books and can be contacted on 269 7284.

For the swedes amongst you, Russell Reid's famous Volvo 360 GLT has finally been sold to a southern competitor/Volvo enthusiast. The little red car won it's class in the 1988 ARC and won the Group A (up to 2000cc) class at Rally Australia the following year. Many of us have spent many long hours helping Russell and Chris on their much-travelled exploits around the country and it's a little sad to see the end of the car. Who knows, we might see Russell back behind the wheel again before too long.

Ron van Opstal, who has been terrorising some of us for years and who has been terrorising others on the rally tracks recently has a pretty good Group G car with his Subaru thing but has decided to improve it by turbocharging. Not just a bolt-on job though for Ron has picked up a Jap import Legacy RS motor complete and will soon be fitting it into the Leone. Stand Clear!!!

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Face-noting. Who needs it? It's interesting to note in a number of rally magazines that the WRC may have reccy banned for 1993. It seems strange to push for it to be introduced here in Oz. when it's being phased out elsewhere.

BUILDING YOUR RALLY CAR

When I became interested in rallying about 3 years ago the first piece of advice I was given was, "Don't do it! In 10 years time you will have a cupboard full of trophies and be flat broke." The guy giving me the advice was speaking from personal experience, but after I explained that I was going through with it he said, "Yeah, I'd do it all over again but I just felt obliged to warn you."

Getting hooked on rallying doesn't necessarily mean that you have to spend the rest of your life in monk-like poverty. There are literally hundreds of ways of getting involved, particularly for the beginner who is interested in finding out if he (or she) is going to actually like rallying before spending those hard-earned dollars. The obvious first step is to start by doing 'road-blocks' or control jobs on rallies. You get to see the cars in action and talk to the drivers and co-drivers (navigators).

Sooner or later though you will probably want to drive a rally car and this is when you soon find out that no matter what your budget is, it's not big enough. It is possible to spend every cent you can lay your hands on building a rally car, and still only end up with half a car.

Now I don't mean to scare you off but the cars currently winning Australian Rally Championship events can cost between \$100,000 - \$130,000, and World Rally Championship winners (which usually aren't for sale at any price) would probably cost \$300,000 - \$400,000 to build. Gulp! Yes, that's for each car!!!

But you don't have to be a millionaire to lay your hands on a rally car. It might seem a little strange in an article entitled "Building Your Rally Car", but my advice is don't build your first rally car.

There are plenty of good cars advertised for sale from time to time and it is probably better to consider buying one of these as your first car rather than building one. Why???

- (A) **PRICE:** The chances are that you can't build a car as good as the one being sold for the price being asked. Rally cars usually don't have a good resale value compared to

the cost of construction so you can usually get a bargain buying the car that someone else has spent the big money building.

(B) HISTORY: The car that you are looking at will probably have a competition history. By asking around the other members of the car club you can usually find out such things as; is the car reliable?; has the car been crashed?; have the repairs been carried out properly?

(C) DEVELOPMENT: One of the big hidden costs in rallying is the development cost. That is the cost of making the necessary changes (sometimes by trial and error) to put it's power to the ground, make it handle well and brake (i.e. GO, STEER and STOP). The person who will have built the car will have spent a lot of money on these things and the chances are that he will have the experience in the sport to have made the right choices. By buying a developed car you can learn about these things and if necessary make the changes to suit your style.

A word of warning! At State and National level the only rally cars that are eligible to compete are those falling into the FISA Group A or Group N, or PRC (Production Rally Cars). At Club Rally level, cars falling into Group G are still able to compete however they can not be used for other rallies and CAMS (Confederation of Australian Motor Sport) is determined to phase out it's use in club type events.

Out of the available classes of cars PRC is probably the best choice. Generally there are more PRC cars for sale and they tend to be cheaper to buy.

Finally, if you are buying it's a good idea to take an experienced rally competitor along with you to look at the car. There are plenty of old rally-heads in the club who would jump at the chance to crawl under a rally car of any

description, so there shouldn't be a shortage of volunteers. Their advice and experience should help you get a better idea of the merits of the car and how much you should be paying for it.

Next Month - Choosing the car for the project.

Which Group? A, N, or PRC.

Starting work!

See you next month.

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THE 1992 BRISBANE MOTOR SHOW

As usual, the Brisbane Sporting Car Club manned a stand at the motor show at which the forthcoming Club Rally is advertised and membership is welcomed. This year, as in 1991 our own Chris Lane took on the task of Stand Co-Ordinator and organised good participation from a number of members and their toys.

Naturally we had examples of Rally and Off-Road cars and, to coincide with the Cleanaway Cooloola Classic Rally we had a vehicle from the Roadcraft Driver Training Centre in Gympie.

Rally Cars included John Goasdoue's Mazda 323, George Kahler's similar car, Brett Wright's Gemini (and Greg Summerville's Subaru on the CAMS stand). Then there was the Roadcraft Commodore and Laurie Svenson's Buggy and Moss Lane's Off-Road Ford Courier Ute.

Thanks at this point in time go to all those people who made their vehicles available for the duration of the Show. Thanks also to all of those who gave their time to participate on the stand and encourage new members to join. Already we have had some response with visitors to the club on a Wednesday night. It looks as though the Rally School will be rather crowded as Esme has a long list already. We had a number of people asking about competing in the 'Fred Thompson Insurance Rally' in Beerburra, and I think I'm right in saying that it will be another big one!

Thanks again to all those members who contributed to the success of the stand at the Motor Show and the only thing I'm not happy about is the fact that CAMS had the side of the building that we painted (floor anyway) a couple of years ago.

TOM SMITH

1991			
POS.	CLUB CHAMPIONSHIP	POINTS	
1	RAY EVANS	22	30 TONY KABEL
2	TRICH EVANS	20	MOSS LANE
3	PAUL GRAY	19	ALAN NICOLL
4	GLEN EGGINS	15	GREG NICOLL
	TERRY ROSE	15	COLLEEN SMITH
6	DEAN TIGHE	14	35 BRUCE DAWSON
7	JOHN GOASDOUE	13	CHRIS SHIELDS
	SHAUN GRAY	13	ROD SAM'S
	DERRICK KENNEDY	13	DAN WILLETT
	TOM SMITH	13	39 GREG BERNARD
11	DOUG McMILLAN	12	KIRSTY EVANS
	BILL SHARPE	12	MARTIN GIBSON
	LAURENCE SVENSON	12	GREG HORTON
14	BARRY NEUENDORF	11	GARY MARSHALL
15	CRAIG LEE	10	GLEN WESTON
	MAUREEN ROSE	10	KENNETH SMITH
17	ERROL BAILEY	9	46 TERRY BOARDMAN
	RON VAN DER HAAR	9	ROD BROWNING
19	ALAN BATES	8	RON VAN OPSTAL
	BRIAN CRISP	8	49 TONY BEST
	DEL GARBETT	8	CHRISTOPHER CAVE
	LYNDALL PARR	8	ALAN DUNKLEY
	RON PETERS	8	NOEL GEES
24	BRYAN BASHAM	7	VIV GEES
	MICHELLE BASHAM	7	PETER GOODMAN
	IAN BREMNER	7	GEOFF MEACHAM
	LINDSAY EVERLEIGH	7	SCOTT MONRO
	JIM REDDIE	7	ANDREW OWEN
	ANDREW HAMILTON	7	LAUREEN SMITH
			NEVILLE TAYLOR
			BILL WILSON
			61 ALL OTHERS

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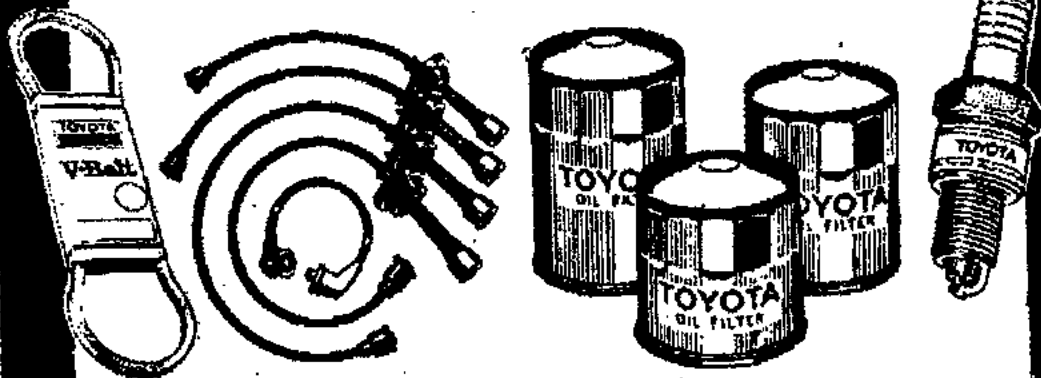
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STADIUM OFF ROAD SUPER CHALLENGE

10 - 11 JANUARY 1992



DR	+ATT ENTRANT*/ENTRANT/DRIVER/#	HEAT 1	HEAT 2	HEAT 3	TOTAL	PLA
1	+YOKOHAMA TYRES*/DAREN WELLS	03:14:01	03:13:08	03:13:05	09:40:14	1
2	*P COLLINS/MICHAEL COLLINS	03:18:00	03:12:09	03:18:08	09:48:17	2
3	*COLIN JOBE	03:20:07	03:23:05	03:17:05	10:00:15	3
4	*DAVID MENDHAM	03:19:04	03:17:08	03:53:05	10:09:17	4
5	*ROBERT STANSFIELD	03:19:09	03:51:08	03:21:00	10:11:17	5
6	*ROLY DIXON	03:51:05	03:24:06	03:25:00	10:18:09	6
7	+YOKOHAMA TYRES*/KEITH OWERS	03:34:01	03:20:07	03:25:08	10:19:16	7
8	*STEVE WILLET	03:29:08	03:36:09	03:32:06	10:37:24	8
9	*M FULLER/DARREN WHALEN	03:51:06	03:33:01	03:37:07	10:41:14	9
10	*MAURIE FULLER	03:36:07	03:51:05	03:34:02	10:41:14	9
11	*ANTHONY FEHLHABER	03:37:05	03:36:05	03:35:08	10:48:17	11
12	*DANNY WILLET	03:40:05	03:30:05	03:39:08	10:49:17	12
13	*JEFF BRYANT/MARGARET O'DOWD	03:32:02	03:32:06	03:37:08	11:01:16	13
14	*GARRY LEACH*/STEPHEN SECKOLD	DNS				
15	*LINDSAY COOPER*/CLINT COOPER	DNS				
16	+GOODYEAR TYRE & RUBBER/	DNF	03:27:02			
17	*BARRY JOHNSON					
18	*ZANE MURRAY	DNS				
19	+GOODYEAR TYRES AUST/	03:31:04	03:38:06			
20	*N JORGENSEN/STUART LORD					
21	*WILLIAM SEARPE	03:26:00	03:33:06			
22	CLINT COOPER*/LINDSAY COOPER	DNS				
23	+GOODYEAR TYRE & RUBBER/	03:14:09	03:31:01	03:12:06	09:57:16	1
24	*LES BROWN					
25	+GOODYEAR TYRES*/BRUCE WATMA	03:17:01	03:29:02	03:23:02	10:09:05	2
26	*BRADLEY COOK/BRETT WELLINGS	03:49:01	03:47:05	03:38:00	11:14:04	3
27	*A & G NICOLL/LAN NICOLL	03:34:01	03:32:04	03:29:06	10:35:11	1
28	*MARK WARNECK	03:38:01				
29	*NEV TAYLOR/MICHAEL TAYLOR	04:02:02	03:38:09	03:59:02	11:39:13	1
30	*KEVEN HURSCHMID	DNS				
31	*JAMES CORBETT	DNF				

CAR	+ATT ENTRANT*/ENTRANT/DRIVER/#	HEAT 1	HEAT 2	HEAT 3	TOTAL	PLA
501	*MARK MANNIS	03:46:04	03:45:04	03:31:02	11:02:10	1
504	*HEDWELD ENG P/L/JAN HEDLEY	03:53:06	03:44:09	03:36:07	11:13:22	2
505	*WILLIAM HAMMOND	04:01:07	03:55:05	03:40:08	11:34:18	3
505	*RODNEY SCHIPP	04:08:07	03:52:09	03:50:08	11:50:24	4
588	*ROBERT CARLE*/MATTHEW CARLE	04:14:06	04:29:07	04:25:00	13:08:13	5
599	*GREG BERNARD	04:10:06	04:59:07	04:28:01	13:37:14	6
536	+GTMCR BELLI/GEN BELLI/A MOYL	DNF	04:16:02	04:15:07		
565A	*W HAMMOND/STUART KAISER	DNS				
567	*M LANE/SANDY DRAKE	04:12:04	04:11:00			
696	*ANDREW HICKSON	DNS				
696A	*A HICKSON/PAUL BUDA	DNS				
742	*DAVID MACDONALD	04:12:12	03:55:02	04:14:01	12:21:15	3
711	*DARRYL SMITH	04:10:49	04:18:02	04:10:03	12:38:55	4
777	*GREG BERNARD	03:00:07	04:40:01	04:31:09	14:11:17	5
804	*HEDWELD ENG P/L/JAN HEDLEY	03:53:04	03:41:01	03:57:01	10:51:06	1
802	+GOODYEAR TYRE & RUBBER/KEN S	03:58:06	03:57:05	03:59:05	10:54:12	2
810	LES MARSHALL	03:51:04	03:41:06	03:56:05	11:28:15	3
808	*IAN WILKINSON*/SIMON HUMBLE	DNS				
910	*W MANNIS/MARK MANNIS	03:13:09	03:25:04	03:12:00	09:50:13	1
939	*LAURENCE SVENSON	03:25:08	03:19:04	03:19:09	10:03:21	2
999	*GRAHAM SMITH	03:30:00				
987	*GEOFF GILLESPIE	DNF		03:58:05		
987A	*G GILLESPIE/GARY MANNING					
904	*MARK BUSH	03:26:03	DNF	03:40:05		
909	*MICE MYERS	03:39:08	03:42:08			



GOOD YEAR



FULLY REUSABLE AIR FILTERS

CAR	+ ATT ENTRANT/ENTRANT/ DRIVER/NAVIGATOR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	TOTAL	OUTRIG CLASS	PROLOGUE
107	*BILL SHARPE/JOHN DEVRIES	00:16:30	00:16:07	DNF				02:00:00		3.42
112	*SCOTT McKEE/TINSA McKEE	01:14:07	DNS					00:00:00		4.54
109	CLINT COOPER/*LINDSAY COOPER	00:17:21	00:15:59	00:15:47	00:17:09	00:16:03	00:29:38	01:51:57	8	3.49
115	*TONY FEHLHABER/JACQUI SANDBERG	00:17:35	00:16:47	00:16:58	00:56:52	00:18:00	00:23:12	02:29:24	13	3.43
141	*PAUL BUDA/GRAHAM COVENTRY	00:18:42	DNF					00:00:00		4.22
155	*DOUG McMILLAN/LINDSAY EVELEIGH	00:17:41	00:16:03	00:15:38	00:16:31	00:15:34	00:15:45	01:57:12	1	3.50
102	*DANNY WILLET/KIM WILLET	DNF						00:00:00		3.59
140	*STEVE WILLET/BARRY WILLET	00:18:46	00:17:53	00:34:15	00:17:05	00:16:19	00:18:28	02:00:44	10	4.08
219	*BRADLEY COOK/BRETT WELLINGS	00:18:20	00:19:35	00:26:14	DNS			00:00:00		4.10
221	*CHRIS CAVE/ROSS WILLIAMS	00:19:16	00:19:10	00:17:31	00:18:35	00:18:07	00:17:44	01:50:23	7	3.48
240	*RON VANDERHAR/KAREN VANDERHAR	00:18:12	00:16:57	00:16:57	00:17:46	00:17:08	00:17:04	01:44:04	3	3.47
241	*STEPHEN HILTON/JODI HILTON	00:18:35	00:17:57	00:17:36	00:17:45	00:16:32	00:16:03	01:40:28	4	
244	*DERRICK KENNEDY/PAUL GLAVAC	00:20:59	00:19:52	02:33:02	DNF			00:00:00		4.14
247	*JAMES GLEESON/BRUCE CROWE	00:19:10	00:18:05	00:17:51	00:18:51	00:18:03	00:17:44	01:49:44	6	4.16
248	*DONALD MACARTHUR/RUSSELL MACARTHUR	00:20:29	DNF					00:00:00		4.13
305	*GREG NICOLL/*ALAN NICOLL	00:18:07	00:17:19	00:17:14	00:16:15	00:17:09	00:24:17	01:52:21	9	3.53
535	*KEITH HONOUR/EDWARD O'BRIEN	00:19:14	00:17:52	00:17:48	00:18:59	00:17:45	00:17:17	01:48:33	5	4.19
570	*RUSSELL HARTNETT/PETER HINE	00:18:32	00:16:57	00:17:18	DNS			00:00:00		3.50
402	*NEV TAYLOR/ROBERT OXLEY	00:19:40	00:18:48	00:18:16	00:53:32	00:21:14	00:20:54	02:32:24	14	4.13
412	*KEVEN HUFSCHMID/DWAYNE HUFSCHMID	00:19:47	01:51:58	00:18:09	00:20:07	00:22:52	DNS	00:00:00		4.19
505	*RODNEY SCHIFF/RICHARD HOPE	00:21:20	DNF					00:00:00		
574	*NORM SINGLETON/JOHN QUINLAND	00:21:47	00:20:03	DNF				00:00:00		4.54
599	+ SEQORRA/*GREG BERNARD/DARRYL SMITH	00:21:45	00:19:56	00:21:45	00:22:55	00:21:50	00:21:17	02:09:26	12	4.19
696	+ SEQORRA/*ANDREW HICKSON/SHANE OTWAY	00:22:29	00:18:45	01:08:48	00:26:08	00:43:49		00:00:00		4.06
715	*GRANT WHITE/GORDON BAILLIE	00:24:38	00:21:45	00:20:17	00:20:59	00:20:13	00:20:14	02:08:06	11	
747	*DARREN SOLOMON/ALAN SOLOMON	00:44:00	00:28:47	00:27:59	00:22:39	00:21:30	00:22:06	02:47:01	16	5.04
771	*JOHN DARE/DARYL COLE	00:27:21	00:25:11	00:25:42	00:27:06	00:25:33	00:25:08	02:36:01	15	5.38
939	+BSCC*LAURENCE SVENSON	00:16:41	00:15:51	00:16:05	00:16:40	00:15:52	00:16:24	01:37:33	2	

DECEMBER 1991

It has been pointed out after all off road oriented clubs were sent a copy of the minutes of the October meeting of the National Off Road Committee, that some people might misunderstand and think that what the Off Road Committee has recommended has now been incorporated into the rules. You should be aware that the role of the National Off Road Committee is to make recommendations to the National Council, these recommendations do not have any effect until the National Council has adopted them.

Some 13 submissions relating to off road matters were put to the National Council at its meeting on 22-24 November, and all but one were accepted. They will not become effective until details are published in CAMS Report, the next issue of which is due in March. In the meantime, the following is a run-down of the submissions put to the National Council.

CREW NOMENCLATURE

Off road crews can now consist of the following.

- a. Driver A crew member who may either drive or navigate in an event.
- b. Co-Driver A crew member who may either drive or navigate in an event, but who is more likely to be the navigator at the start of the event.
- c. Navigator A crew member who may only navigate in events.

The reason for introducing this nomenclature will become obvious when reading the next item.

CREW INTERCHANGE - AORC EVENTS

For Australian Off Road Championship events the following restrictions apply to crew substitutions and interchange.

- a. A driver who starts the event may be replaced only by the co-driver who starts the event in the same vehicle.
- b. This co-driver may in turn be replaced by either the driver or a navigator, who may only navigate.
- c. To be classified as finishing, a vehicle must be driven by its number one nominated driver for at least 75% of the course as specified in event regulations.
- d. No driver may be nominated as a number one driver in more than one vehicle in an event.
- e. Only one such interchange or substitution per vehicle may occur in an event.

National Championship events are enduros, and as such are designed to be demanding on both crews and vehicles. As most people who have participated in long course events would appreciate most are very demanding on crews, and it is not considered to be in the spirit of the event to substitute crew members, replacing a tired crew with a fresh one. The rationale is that the crew that starts the event should do the whole event.

However, there will be cases where for unforeseen reasons a crew member is unable to continue, through illness or whatever. It was felt that such cases, although rare, should be provided for, and that a replacement driver, or other crew member, should be allowed.

To prevent a crew from exploiting this by changing drivers halfway through an event a driver can only be replaced by his co-driver (navigator), and unless the vehicle is driven by its number one nominated driver for 75% of the course it is not regarded as a finisher.

To stop a driver from having a mid-event "rest" and jumping back into the vehicle to drive the last lap relatively refreshed, only one such interchange or substitution per event will be allowed.

These restrictions apply only to National Championship events. At club level events there is still no restriction on crew interchange; if anything, it is encouraged at this level. The policy on substitution and interchange in State Championship events is a matter for State Councils to decide, and has been left to them.

AORC POINTSCORE

The pointscore system for 1991 has been carried over to 1992. Although not everyone liked it, the 1991 system was reasonably well accepted. While there are some who regard the fact that it produced an overall champion who was not his class champion as an unacceptable anomaly, virtually any workable system will produce anomalies. It is interesting that the two competitors most affected by this "anomaly" did not have any problem with the system that produced it.

For 1992 we will once again have an overall champion, with the nine individual class winners being recognised as champions also.

AUSTRALIAN OFF ROAD CHAMPIONSHIP AWARDS

At a number of National Championship events one or two of the classes provided for have been very poorly subscribed. In some cases, the amount of prizemoney which organisers have had to pay to these classes has been greater than the total of the entry fees received from them. This clearly is causing hardship for the organisers in these cases.

From 1992 the number of places to which prizemonies will be paid and awards made will be based on a sliding scale. If ten or more entries in a class are received awards will be paid down to fifth place; which is the current system. If eight or nine entries are received awards will be paid to the first four places; for six or seven entries, to the first three places; for four or five entries, to the first two places; and for one to three entries, first place only will be paid.

The amounts actually paid to the various placegetters will not be reduced, for example winners in all classes will receive exactly the same prizemonies. What this does mean however, is that in the poorly supported classes fewer finishers will be eligible for awards.

The classes currently most likely to be affected by this are Class 6 and Class 9. Most regular competitors in these classes are aware of the problems confronting them, and are currently trying to boost numbers. If you are a Class 6 or a Class 9 competitor and participate regularly in National Championship events and are not happy about the effect of this rule change, the answer is to build up the numbers in your class so that it becomes more viable.

CLASSES SIX AND NINE

As mentioned above the viability of Classes 6 and 9, particularly in National Championship events, is not good. In Class 9 for example, only one competitor entered all five AORC rounds, and only two competitors contested more than two rounds. Clearly the viability of this class at National Championship level has to be regarded as suspect.

Consequently, on the recommendation of the National Off Road Committee, the National Council has agreed to allow Classes 6 and 9 to continue as classes in the Australian Off Road Championship for 1992, but if at the end of the year the average entry for either class is less than six per event the class will not be recognised in its own right for the 1993 Australian Off Road Championship.

If you are an affected competitor, and unhappy with this, once again there is one answer. Get the numbers up at this level so that the class becomes fully viable.

WHEEL BASES - CLASS 4 VEHICLES

Class 4 competitors will be aware that the wheel base of Bajas has been an ongoing topic throughout 1991.

The major items of contention were what the manufacturer's specification was, and the suspension configuration at which this should be measured. In addition, a submission was received seeking to permit the lengthening of the wheel bases to enhance durability, and, to a lesser extent, performance.

After fairly detailed consideration by the National Off Road Committee and the National Council it has been decided that, regardless of this suspension configuration, the wheel base of Class 4 vehicles must not measure less than 2400mm, nor more than 2500mm. In other words, if it is outside those limits at any time, the car is ineligible.

CLASS 4 DOORS

Because of the strength of door frames (part of the bodyshell) and the doors of Volkswagens, there have been cases where Bajas have rolled and deformed slightly, causing doors to jam shut. With most cars, when this happens the door can normally be forced open, as the top of the door will flex sufficiently to come away from the frame.

With Class 4 vehicles however, the strength of both the door and the frame have prevented this flexing, making it impossible to open a door without mechanical assistance, which can cause problems in cases where rapid exit from the vehicle is imperative. This exit is further slowed down if, as is quite possible, the door is deformed and the size of the window opening reduced.

To overcome this problem, approval has been given for the removal of that portion of the doors which extends above the level of the bottom of the window on Class 4 vehicles. This is not compulsory for Class 4 vehicles, just an option for those people who wish to do it.

ROOFS

A fairly comprehensive submission was received from a competitor requesting that competitors be allowed to fit hinged roofs to buggies. This would allow a more easy exit from a buggy which had rolled and come to rest on its side.

The National Council has approved this in principle, but it is still subject to specifications for the hinging mechanism being approved by CAMS Technical Committee. Work on this is proceeding, but don't go fronting up to your next competition in a vehicle with a hinged roof. Until you have been advised that the specifications have been approved hinged roofs are still not permitted.

TORSION HOUSING - CLASS 6 VEHICLES

Class 6 competitors will be aware that for the past six months or so there has been a moratorium on the torsion housing used on the rear suspension of Class 6 off road cars. This has meant that either Type 1 or Type 3 VW torsion housings could be used, at least until the end of this year (1991).

The matter has now been given more consideration, with the result that the prohibition on Type 3 VW torsion housings has been removed, and either Type 1 or Type 3 can now be used.

AMBULANCES

The requirements for ambulances to be in attendance at all forms of competition (well nearly all forms) are included on Page 125 of the 1991 Manual of Motor Sport.

While short course off road events, which are classified as speed events, are covered, there is no mention of long course off road events. Although these are covered in Article 13 of Off Road Standing Regulations, their omission from Page 125 has caused some confusion on occasions.

It has now been decided that the requirements for long course events will be the same as for short course events, which really is no change, it will just tie up a loose end in the CAMS Manual.

STADIUM RACING - LICENCES

The issue of licence requirements for stadium racing has been one of some controversy over recent years. Stadium races are regarded as a form of racing as defined in NCR 23, and as such the requirement has been for a General Competition Licence. However, dispensation has been given for several stadium race meetings, with the result that for most of these meetings a restricted licence has been adequate.

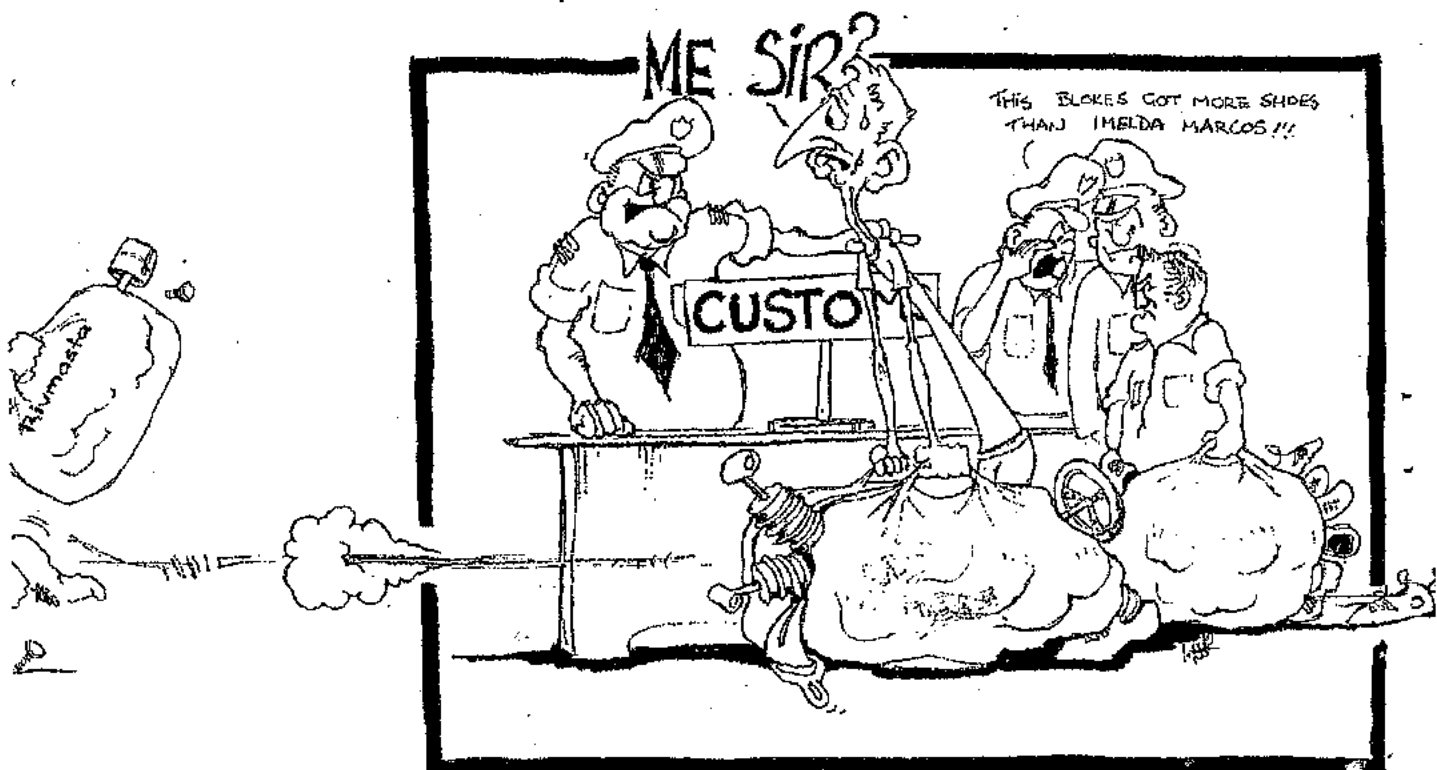
The National Off Road Committee put a submission to the National Council suggesting that a Restricted Licence be formally acknowledged as being adequate for stadium racing; but this was the submission which was not successful.

Although the matter has been given lengthy consideration it is still felt that stadium racing is a form of racing, and that the licence requirements for all forms of racing as defined in NCR 23 should be the same.

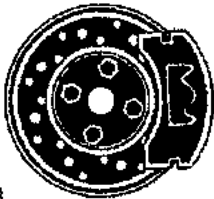
Arguments have been put to the effect that the speeds attained in stadium races are not as great as those attained in long course off road events, where overtaking in heavy dust can be a very risky manoeuvre. While this is acknowledged, it is also a fact that in long course, and short course, off road events competitors are required to allow vehicles wishing to overtake them to do so, and can be penalised for failing to comply. This is not so of stadium racing where the results are determined by the order in which cars cross the finishing line, so there is an incentive not to allow any overtaking. Also, in stadium racing you can have a large number of vehicles all jockeying for front position in a very confined area, and an error on the part of one driver can result in an accident involving several others. And you do not have to be travelling at 160 kph plus for an accident to be fatal.

It also seems, based on recent experience, that stadium racing is a much more high profile activity than other forms of off road event. The event run at the Gold Coast each year has been very highly promoted, had a high profile sponsor, and even had television coverage. This is a package which would make the organisers and competitors of a large number of bitumen circuit races envious!

Although it is a complex issue, and there are arguments for and against both views, the prevailing philosophy is that stadium racing is racing, and that all competitors who want to participate in racing must meet the same pre-requisites, regardless of whether the surface on which they race is bitumen or dirt.



VOLKS CONVERSIONS



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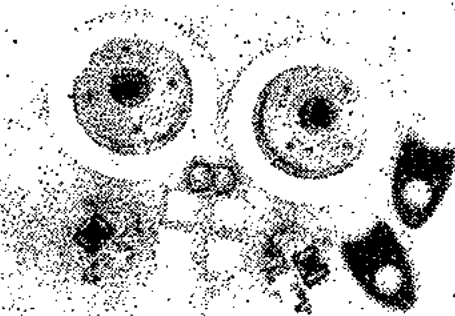
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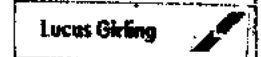
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NIGHT RUN

WEDNESDAY 4 MARCH 1992

OFF ROAD GOSSIP BY DERRICK KENNEDY

I just got one question, WHAT'S A STITCHY, and how does someone get a name like that. All I do know is that there are lots of them and they have one hell of a Hairdresser.

I was looking through the members list and that mob are a Dynisty all on their own, and the best thing about them is they are all big readers of my writing. (and they know it's all the truth) As a matter of fact I was watching Close Encounters Of The Third Kind and that I saw Steve's Car come out of that Space Ship??

I won't say anymore about that, see if you can work it out. But seriously if off roading were all like the Willett's I am sure we would be better off as they just love to race and leave all the Bullshit to everyone else. (see you at Inglewood)

Now what else has happened since I last spoke to you, December saw the annual Christmas Party at the Filling Station, thanks to the off-roaders who showed up to fly the flag, namely the Smith's, Lane's and Svensons. It was a great night with heaps to eat, Thanks to Alan for organising a great night.

Onto January and the Goodyear Stadium Off Road Challenge. The only complaint I have is, why do they keep letting some of those mobil roadblocks, Class 7 and 5's on the Track?? they look so stupid going around the Track. Also they are the one's who do all the complaining about the track, saying it's too rough.

Other than that it was great to watch, especially Mick Collins knocking off Daren Wells, that Car was built back in 1978 which goes to show newer is not always better. A little bird tells me the Car has been re-designed and will make a comeback at Inglewood. Also a top drive from our own Ken Smith who pulled out a big one in the tin-top final and won the sucker, I think it took him a week to wipe the smile off his face. (good one)

I tell you what, Laurie had his usual nightmare run, I don't know if it's intentional but everytime he gets on the track something happens, as someone said "their where 2 Mark Mann's, one Mark Manns and one Marked Man!!"

I am sure there is a future for this type of event, it's just that there is still a long way to go.

Gatton was our next turn-out. 28 cars showed up for top race. Doug McMillan absolutely powered his way through from 7th place at the Start to win the event by 21 seconds. It just goes to show that if your competition doesn't know where you are it makes it very hard to know how fast you have to go.

Laurence ran the single seater as he still has a lot of soughting out to do on his new car, he hopes it will be ready for Inglewood. Bill Sharpe ran another Hand-Grenade for a motor. I think he blew it while trying to catch me, I will say this he did pass me, but I was going faster past him.

Speaking of passing cars, I was able to get my new car on the Track for the first time. For those who don't know I am the proud owner of the Ex-Svenson Buggy (144), I figured if I was going to spend the money buying a car why not buy a good one. I had a distinct power loss as the motor I was running is a old VW I bought for \$100. But I have a very long way to go, to get the car competitive, but in the mean time I will have as much fun as I can!

Someone who had a big day was Steve Hilton, He turned up with a new motor which broke down on the Saturday Afternoon but after a trip back to Brisbane for a new Fuel pump they stuck it in and snatched Forth Outright. Another new car to show was the immaculately prepared vehicle of Don Macarthur, Unfortunately an

OFF ROAD GOSSIP (cont)

electrical problem ended their day early, but I am sure they will be back bigger and better.

The talking point of the day was the performance put in by Doug McMillan. Wow! it's not often we see Laurie on the Boil Getting beaten. I feel it is great for the Sport in Queensland to see such close battles going on. I feel we haven't seen the last of these two going for it. (By the way if you have a spare 21 grand give Doug a call as he is looking to sell the car to prepare his new one)

You might have noticed Terry Rose was missing for the lineup, this is because he was on holidays on the Gold Coast and was too scared to come because I was Racing (that's my story)

The next Event we will be involved with is of course the National. You should have your Sub-Regs by now and you will notice we have new Sponsors, they are ISUZU GM and CASTROL AUSTRALIA. I would now like to thank Ken Smith who lined up the deal for us. I am sure if it wasn't for him we wouldn't have a sponsor. It was so much easier to have someone coming in and helping out, also coming back is former Director Steve Abrahamson, who is looking after the Promotion of the Event.

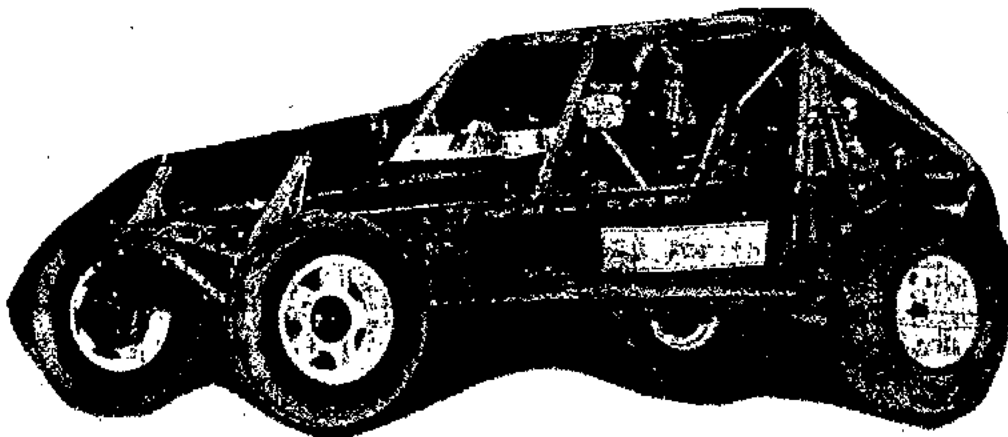
As this is our forth time back to Inglewood things are well in hand. We are still looking for people to help out on the weekend, so, if you know someone who is coming up and is not doing anything, call Esme and put thier name on the list. The track will be not as long as last years, but Keith has found a new section to run on which should be very interesting.

It has just been confirmed that there will a Round of the QORC --to be held outside Home-Hill, 1 hour south of Townsville. The track is very open and not a car breaker. Details are very up in the air at the moment but the date will be the 13th of June.

I would like to thank Dave Moor for another Cartoon, I don't how we got hold of this effort, lets just say we acquired it. I think the setting is the Sydney Customs Desk at the International Airport as 3 New South Wales BSCC members tried to get through. One manged to get through but the other two were not so lucky. Have you worked it out yet? Yes if you gest it was Terry Rose in the middle Doug McMillan behind an Bob Mowbray out of the picture then you would be close.

That's all from me (thank God) see you next Month

DERRICK





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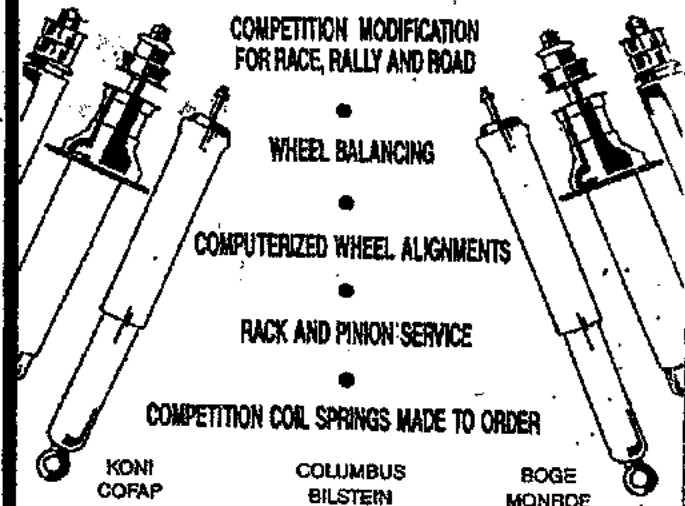
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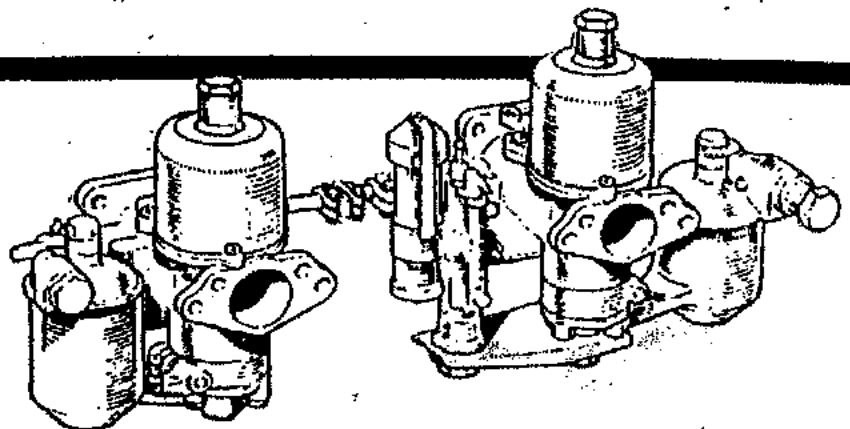
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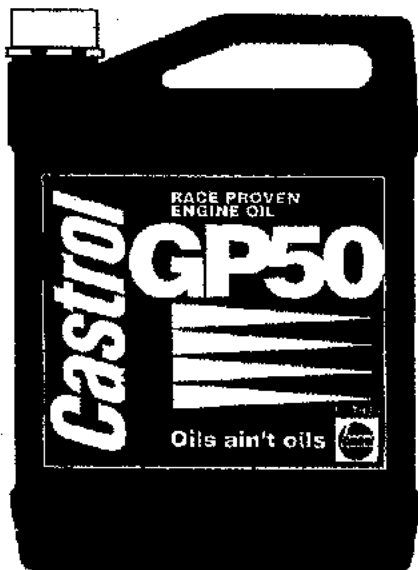
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INGLEWOOD, THE WAY I SAW IT!!!

BY DERRICK KENNEDY.

ROUND 3 OF THE QORC 1991

I'm not sure where my story should begin when I talk about Inglewood, I suppose it should go way back to August, when after about a thousand hints Doug finally ask me to Navigate for him. (yes).

I must say before I go on that I felt sorry for Lindsay who missed out to let me have a go. (thanks grumpy)

Anyway where was I, oh yes the Race. As you may know the first race was postponed because of lack of entries, then the Organizing team quit, the whole area was Drought stricken, and everything that could go wrong, did. But I was Navigating in the car that was second outright at the National the same year and that Race was going to go ahead with only two cars if it had to.

When we finally rolled up to the pits on Saturday morning I was ready to hit someone who started to complain about some trivial piece of shit (sorry Barry). But all is OK thanks to John Devries and his team who had everything under control. It stands to reason, that John would do a great job, because he was trained by the best.

Just before we set out to have a look at the Track, Doug breaks the bad news. "I have wound the turbo back and de-tuned the Motor because I just want to finish in the top 5 to get the Championship" "NO!!! I screamed, Billy and Don are he and I want to FLOG them, Pretty Please" But I could understand, the Championship was more important than beating those would-be's. (I told you Billy)

So we had a good look at the track, and it was it's usual high standard, we even checked out where the prologue was suppose to be. But I won't say anything about that. After Lunch which was kindly provided by the Inglewood Scouts (thanks Flipper), we lined up to do our Prologue.

As we waited for Col Nicoll to give us the fingers, I suddenly had weird thoughts, like what I had done to deserve this Bounty, does God exist and who invented liquid soap and why??? 3,2 I wonder if my life insurance will cover this, 1, go.

Man we had only moved 10 ft when Doug pulled second, then it was through the creek around a couple of corners, and then we came across this triangle which means a Caution, I pointed this fact out, but now I realise that they are not to important for the Buggies. We hit this hump at full noise in third and I still swear that the car was above the tree line and I could see the pud in Town. Eventually the car came down in the creek bed and that hamburger I had for lunch hit the back of my teeth.

But, as we came down this straight I could see the official on the corner where we thought was the right way and when we got back to the pits we found out that was not the case. So we had to do it again as it was nobody's fault just a mix up with the signs. So we had to line up again and do it over, this time the car started to miss down the first Straight and we had to pass a car on the other straight. But we still managed to be second away the next day.

Our evening was spent at the Comerical Hotel chewing the fat and telling stories. Everyone had a good time thanks to Hamish & Dooreen who always look after us Off-Roaders.

Next morning dawned clear and I ate a very light Breakfast with all the Gang, then it was off to the Track. John told us the night before that there would be a 2 min gap between cars, so this meant we would have no dust, which is good because going fast and not being able to see is no fun.

I could see I was in for an easy day as Doug didn't want to win just finish in the points, I don't know how I would go if Doug got serious and tried to win.

We lined up at the start with Billy and Don in front and some White Buggy behind us. I was feeling a little anxious. I don't think that is a bad thing, you would have to be brain dead if you didn't. When our turn came to set off I was very relaxed as I knew that Doug wasn't going to a desprite to win the Race.

As we started I certainly got to see the track in a different way, usually I see it from the front seat of my Ute while stopping every couple of hundred yards to bang in a sign. I was most suprised to find a piece of track that took us 4 hours to clear one year, must of taken us all of a minute to do.

I tell you what about Laurie's Leap, we hit it flat and as we went up the hill on the other side, the front of the car wheel-standed over the Humps as it kept accelerating, oh Sarah Baby!!!

We had a trouble free run on Lap one and to our suprise we where only 20 sec down. Lap 2 was much the same as one with the exception of having to pass Jonh Dare, which I might add is very easy as he always moves over as soon as you hit the horn. Also towards the end of the lap my body was getting used to the speed and that last straight was the most mind blowing experience I think I have ever had. We went through this Gate-way and for the next 4 k's Doug just held the right foot in. We came across this roadway and we would have to be doing 200kph. Not that I was worried it's just that everything comes up so much quicker.

Pat Collins once told me that you know when you have crossed the 100mph mark, evêrything goes quite and you hear the wind rushing and your helmet is forced onto your face. When we finished the Lap, Doug turns to me a said "It's the most fun you can have with your pants on" gee I wonder what he means by that?

After 2 laps the Car was still like new and we had manged to pull out a couple of minutes in front of that White Car. All was going to plan, I still wanted to overhaul Bill, but it wasn't worth it.

Our third lap was event free with the exception of an excursion into the trees, which just goes to show you that you only have to take your eye's off the road for a split second and it could spell disaster. Lucky for us there was a side track to go up and not an Iron-bark.

Just before we started the forth Lap the Boss (Annette) came over and gave him a lecture on what the consequences would be if he didn't finish. I am not one to ears drop or tell stories. I think you know what I mean.

Last lap and we where cruising, where before we were in 3rd at top Revs, Doug just pulled her into top. 5k's from home and bad thoughts start coming into your mind like what can fall off, I don't know what Annette said but it sure had an effect on Doug.

As we crossed the line I could see that Bill had only just finished and as it turned out we only lost by 5 seconds but it didn't matter, Billy has had some bad luck lately and disserved the Win.

So second outright was a great result for us, but more importunately Doug would be the 1991 Queensland Off Road Champion and he deserved to be the Champion. I think to be second outright at the National in March was a great achievement and one that he is very proud of. I wonder if he can go one better next year??

Well there you go, that was my version of what happened on the Weekend, Thanks Doug for the Great Ride, it was nice to be able to just sit there and enjoy the ride. Thanks Lindsay for steping out and Thanks Annette for being such a wonderfull person and letting Doug have the Buggy. Until Gatton this is the Big D signing off!!

Note:- as there was no Mag in December this was held over till now

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P.O. BOX 347
WOOLLOONGABBA Q. 4102

Telephone Number: (07) 391 8881 Facsimile Number: (07) 891 1401

BRISBANE SPORTING CAR CLUB LIMITED
PROPOSED CALENDAR

- FEBRUARY 26 CLUB NIGHT from 8.00 pm
- FEBRUARY 29 CLEANAWAY COOLOOLA CLASSIC - Start 1.00pm GYMPIE
- MARCH 1 Spectator Instructions available Wed 26 Feb Clubrooms
- MARCH 3 BOARD MEETING 7.30 pm BSCC Clubrooms
- 4 NIGHT RUN 8 pm from BSCC Clubrooms Basic Licence and
Third Party Extension required.
- 11 Hopefully will have video working and Chris Lane will be able
to start showing his World Rally Series....
- 14 FRED THOMPSON SUPERANNUATION RALLY - Beerburum
Beginners/Novices rally - road car class
SUPP REGS out now - phone 391 8881 if you want a set.
- 15 Motorkhana - pse contact Ray Evans re venue 209 1432
- 18 ANNUAL GENERAL MEETING. 8.00 pm BSCC Clubrooms.
- 25 Club Night
- 28/29 I.G.M. CASTROL 300 - ROUND 1 AUSTRALIAN OFF ROAD CHAMPIONSHIP
INGLEWOOD.

GOOD YEAR

STADIUM OFF ROAD

SUPER CHALLENGE



FINALS: BUGGIES

PL	CAR	ATT ENTRANT/ENTRANT DRIVER	TIME
1	101	+ YOKOHAMA TYRES AUSTRALIA PT. *DAREN WELLS	07:59:05
2	909	*W MANN/ MARK MANN	07:59:05
3	302	+ GOODYEAR TYRE & RUBBER P/L *LES BROWN	07:59:05
4	170	*DAVID MENDHAM	07:59:07
5	157	*P COLLINS/MICHAEL COLLINS	07:57:05
6	208	+ GOODYEAR TYRE & RUBBER P/L *BRUCE WATMAN	08:00:05
7	129	*COLIN JOBE	08:11:01
8	110	*ROBERT STANSFIELD	08:13:07
9	939	*LAURENCE SVENSON	08:13:07

FINALS - IIN TOPS

1	502	+ GOODYEAR TYRE & RUBBER P/L *KEN SMITH	08:14:05
2	501	*MARK MANN	08:29:01
3	804	*HEDWELD ENG P/L JAN HEDLEY	08:37:06
4	504	*HEDWELD ENG P/L JAN HEDLEY	08:48:08
5	563	*WILLIAM HAMMOND	08:52:08
6	810	*LES MARSHALL	09:09:05
7	399	*GREG BERNARD	08:19:01
8	505	*RODNEY SCHIPP	09:24:01
9	569	*ROBERT CARLE/MATTHEW CARLE	09:55:08

FRENCH NIGHT WINNERS OF "DASH FOR CASH" 101 DAREN WELLS, 804 IAN HEDLEY

ALLJAP Auto Parts

Importers of Automotive Parts

***BODY PANELS, LIGHTS, BUMPERS ETC**

***ENGINES 6 Month Warranty**

***TYRES Huge Stocks from \$20**

**Buy from us direct and Save \$\$\$ at
any of our 3 branches!**

Body Parts

19 Robinson Rd

VIRGINIA

PH 865 2221

John Pinder

Engines & Tyres

37 Toombul Rd

NORTHGATE

PH 266 5255

Rob Bekker

Southside

2 Moss St

SLACKS CREEK

PH 808 7988

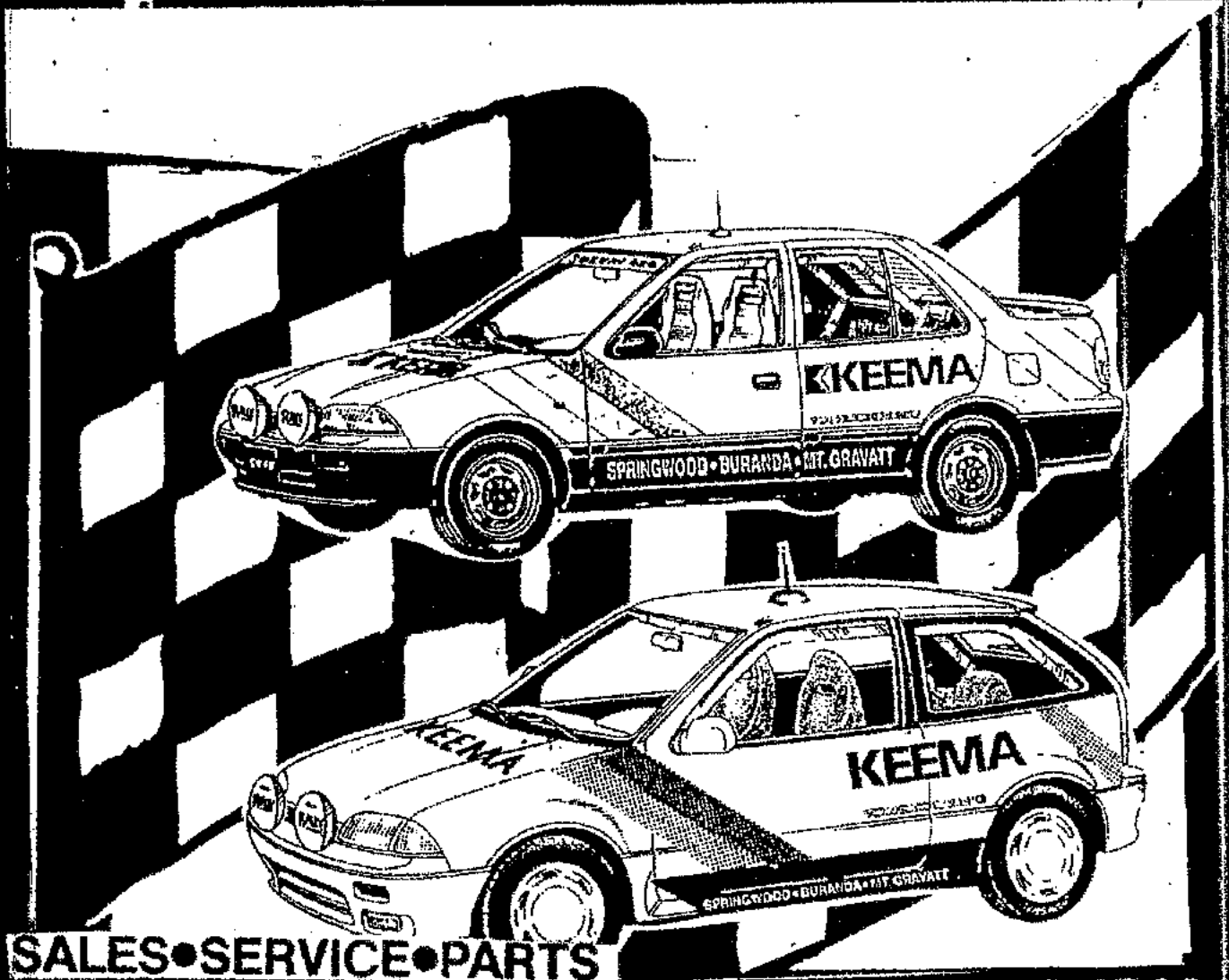
Brian Atkinson

Mobile Phone (018) 789 702

Discount to Car Club Members Available.

KEEMA AUTOMOTIVE GROUP

The company that supports motor sport in Queensland



SALES • SERVICE • PARTS

- **MITSUBISHI** 222 LOGAN ROAD, BURANDA
- **MAZDA** Pacific Hwy, Springwood
- **HYUNDAI-SUBARU-VW** 1532 Logan Rd. Mt. Gravatt
- **JAGUAR ROVER** 1532 Logan Rd, Mt Gravatt
- **SUZUKI** 222 LOGAN ROAD, BURANDA Pacific Hwy, Springwood

PH 393 1200
PH 208 4333
PH 343 5888
PH 343 5888
PH 393 1200
PH 208 4333

A/hrs. Henk Kabel Ph. 300 2617

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED

I,.....of.....

being a member of the Brisbane Sporting Car Club Limited

hereby appoint.....of.....

as my proxy to vote for me and on my behalf at the General Meeting

of the Company to be held on the 18th day of MARCH 1992 and at

any adjournment thereof. My proxy is hereby authorised to vote

in favour of/against*the following resolutions:

Signed this.....day of.....19

In the presence of.....Witness

Note: In the event of the member desiring to vote for or against any resolution he shall instruct his proxy accordingly. Unless otherwise instructed, the proxy may vote as he thinks fit.

*Strike out whichever is not desired.

