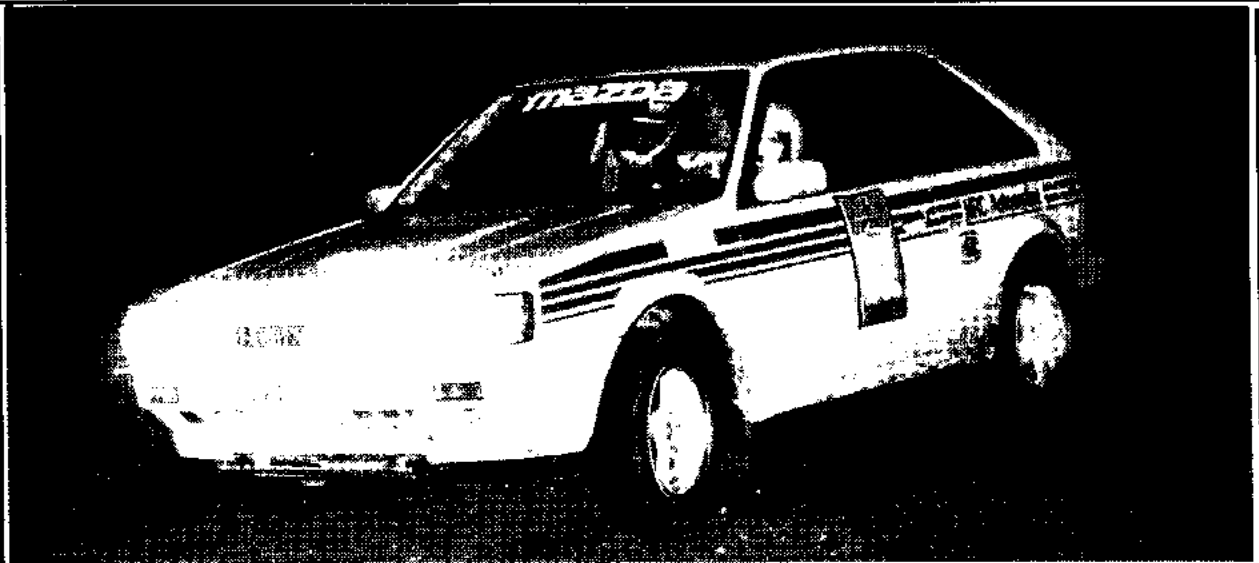


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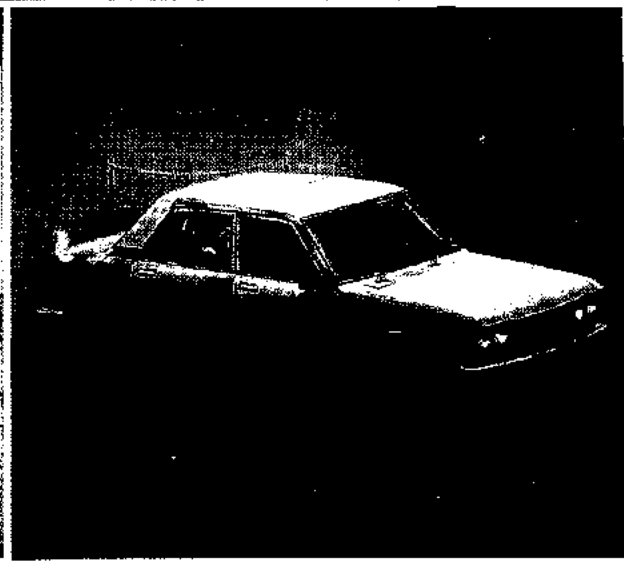
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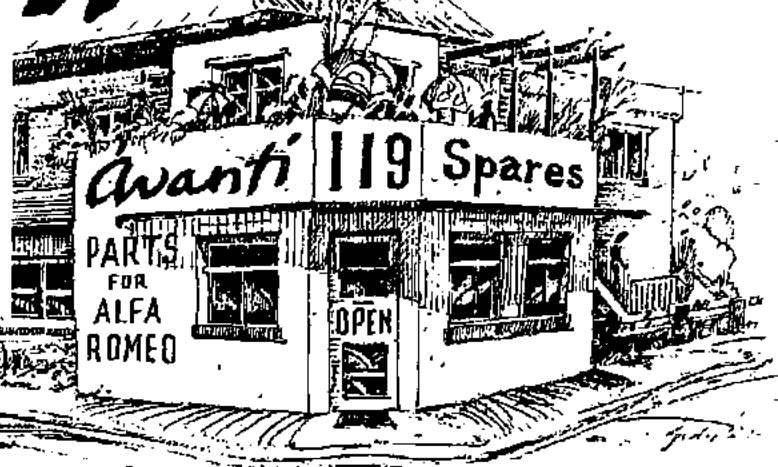
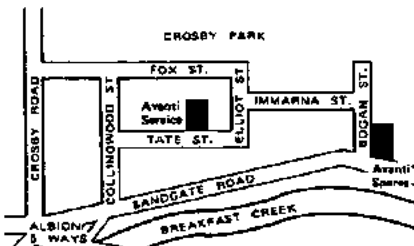
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STARTLINE

Hello and Goodbye!

This is finally it, my last magazine as Editor-in-chief of Brisport. At the A.G.M. on Wednesday 18 March, the position of Editor was inadvertantly passed over but as far as I know there was no-one willing to take it on anyway. I just hope that the club doesn't let Esme bear the brunt of the workload and gets in to help with monthly contributions.

I've been 'it' for about five years now and because of some other priorities like part-time study, a different job and an impending addition to the family I honestly don't have the time to do it any more.

Back to the A.G.M., you should all be rather ashamed of yourselves. I'm not positive as to the actual number of members who were present but I doubt if it was any more than 45! Pretty slack!!! Our illustrious Pres. Laurie Svenson stood down after his stint for 1991 and was replaced by another young member Alan Bates. Welcome A.B. to the top job. I hope all club members support him.

Other new faces in new possies include:- Ray Evans - Vice President, Rod Sams - Secretary, Treasurer - Gary McLane, Club Captain - Laurie Svenson, Registrar - Trish Evans, and the following Board members, Tom Smith, John Goasdoue, Richard Anderson, Craig Lee, Errol Bailey, Alan Clunes, Peter Marcovich, Alan Nicoll, John Quinn and Brian Swinton. Congratulations and Thank You to those who have seen fit to give a little of their time to the club..

You are all probably aware that the Cleanaway Cooloola Classic Rally didn't happen due to the floods that hit Gympie. Fortunately, there is a new date - 9 May and it is hoped that all of the bumper field of 47 crews will be able to make it. To the people that went to Gympie on Saturday 29 February and assisted in the cleanup, thanks for your time and efforts. The small amount of assistance was appreciated by the people of Gympie and this goes a long towards keeping our connections in Gympie happy in the future.

Well I think that's it from me. Thank you to those who have supported my efforts over the years and I look forward to seeing some new contributors in the coming issues.

Let's keep this club moving in the nineties!!!!

Tom Smith

THE CO-EFFICIENT ARC - 1993

On Thursday 5th March, a group of people including the Queensland Rally Panel were addressed by Gary Connelly and Iain Stewart on the outcome of the National Rally Committee meeting that was held on the weekend of 22/23 February.

The purpose of that meeting was to discuss the outcome of a number of replies received as the result of competitors responding to a discussion paper sent to 222 different groups or individuals. Now the names of those selected were chosen is unknown, but for those interested neither of the two leading crews in the 1991 ARC were amongst them.

Only 50 replies were received from the whole country and only four manufacturers bothered to respond.

The current ARC format has been in force for some 24 years and the ARC decided that changes were required for a number of reasons:-

To increase the numbers of regular competitors in the ARC.

To broaden public awareness and media coverage of rallying.

To improve the standards of the ARC events, and rallying.

With these factors in mind, a number of indicators were to be addressed.

To achieve a total of 20 competitors in 1993 who competed in more than 3 rounds of the Championship, and then in 1994 increase that number to 25.

An increase in the number of first-time competitors in 'C10' events and above, in other than their home state.

In 1993, to obtain a 30% increase in print media exposure, and then in 1994 to obtain a further 15%.

For each ARC event to achieve a marked improvement in their event over that of the previous year.

To increase the number of interstate competitors in all 'C10' and international events.

An important factor is the PRC class cars will still be around for some time and eligible for ARC rounds until at least 1997, except of course for Rally Australia. A decision regarding PRC will be announced by 31 December 1995.

Basically the co-efficient system for the Australian Rally Championship is seen as being a practical and successful answer to the question of the ARC.

In 1993, there will be one 'C10' event in each state (currently, that state's ARC round), and most states will host one 'C5' event apart from Victoria and New South Wales who will each host two 'C5's. This decision was made because of the number of competitors populating those states and the quality of events.

Despite comments to the contrary, Rally Australia will still be a part of the ARC but PRC cars will not be eligible. Statistically, the number of competitors who seriously are challenging the ARC (i.e. more than three events in a year) will be driving suitable vehicles (Op N or A) by 1993.

Competitors may compete in any or all rounds of the National series but only the best six results will count towards the Championship. The Manufacturer's Championship will also continue to be for Group N.

The context that the ARC might be fought out by two drivers who never compete against each other has been found to be totally unlikely and almost impossible. The spacing of events country wide allows for each state's competitors to travel reasonably to attempt their push on the title.

The Esanda Rally in Canberra will be a 'C15' event and Rally Australia will be 'C20'. No 'C2' events are now planned.

Interestingly, Gary spoke of a proposed 'special' homologation for a 2.0 litre, front wheel drive car for Aussies to consider and implied the Nissan Pulsar SSS as a possibility. For Rally Australia, I personally feel that the Co-efficient system will work well and the ARC will be better for it's introduction. A lot of thought has gone into the idea with the best interests of the competitors in mind.

TOM SMITH.



PRESIDENT'S REPORT 1991

Fellow Brisbane Sporting Car Club members. The past 12 months have been trying economic times for all businesses and your car club has not been exempt with reduced entry numbers at most events this has meant that all Event Directors have had to more carefully manage their budgets and that the Board has had to keep capital expenditure to a minimum in order to service the Club's overdraft incurred for the purchase of the new radios and Tag-Heuer clocks.

I am pleased to say that our debt level has been extremely well managed by your Board and, in fact, reduced substantially.

Despite reductions in entry numbers for most events, our Club rallies, which cater for road cars and absolute beginners at minimal costs, have soared to incredibly entry levels of around 80 entries. These events are certain to remain popular as not everyone can afford a Group N or P.R.C. car and the necessary preparation and maintenance involved in Q.R.C. competition.

During the past 12 months I have had many competitors, who have taken the effort to let me know that B.S.C.C. events are the most enjoyable because of the efficient and professional manner in which the organising committees run the events.

I will take this opportunity to once again thank all the Directors of our events and they are: Tom Smith, Rod Sams, Brian Everitt, John De Vries, Derrick Kennedy, Barry Neuendorff, Moss Lane, Graeme Hill and Dennis Brown who ran our Australian Rally Championship which was a high-profile and publicity orientated event. Errol Bailey has his event ready to go in the Gympie district as soon as weather permits.

Ray Evans for co-ordinating all the Night Runs and Motorhomas as his enthusiasm has generated a great deal more interest in these events and thanks to all the directors of these events also.

Chris Lane deserves recognition for his very successful Motor Show display and Rally School that was well attended and received.

At our last Annual General Meeting we called for a show of support to carry out preliminary negotiations with Ipswich West Moreton Auto Club after their request for assistance in setting up a management plan and team for the Willowbank Motor Sport Complex.

This support was given and several meetings have since taken place with all parties, the summary of which is a comprehensive, in depth report that has been delivered to the Board by Patrick Hetherman.

This report was compiled after an enormous amount of investigation and research and for this effort I convey my sincere gratitude to Patrick Hetherman and Errol Bailey. There will be another motion put to this A.G.M. with regard to Willowbank.

Our controversial "Brisport" magazine was successfully compiled and distributed thanks to Tom Smith and Esme Gibson and those who made contributions.

The Christmas Party was a success in a relaxed car orientated atmosphere - thanks to Alan Bates.

I must thank each of the Board members for their contribution to our Club and for making my job so much easier. Some of these people are standing for re-election, but to all of the following people "Thanks once again". Moss Lane as Vice-President, Glen Weston, Derrick Kennedy, Gary McLane who was thrown into the Treasurer's position at very short notice, Alan Bates, Ray Evans, Errol Bailey, Alan Clunes, Peter Marcovich, Alan Nicoll, Tom Smith, Dennis Brown, Patricia Evans, John Quinn and Brian Swinton.

As is the case every year Esme Gibson's devotion to her duties has far exceeded the hours for which she is employed, we are indeed lucky that Esme enjoys motor sport and her job and that her family is so understanding about this devotion and the intrusion of my phone calls into their private lines. Thanks yet again on behalf of myself, the Board and the members we have represented.

I am declaring vacant the position of President of the Brisbane Sporting Car Club because in the coming months my conditions of employment will change and this may cause my attentions to be directed away from motor sport for some time.

Thank you for your support during my time as President.

Laurence J Svenson

MOTORKHANA OFFICER'S ANNUAL REPORT

The year started off with negotiations with North Brisbane Motorcycle Club for the use of their Raubers Road Northgate facility to run dirt motorkhanas. We used this venue for several months, but due to the roughness of the grounds and the dust problems we were starting to create for the arterial road with the lack of rain it was decided that we would pursue another venue.

The club has been using the car park of the Doondall Entertainment Centre for the past few months and even though this move has seen some of our runners drop out because of a dirt preference over bitumen, the numbers are improving each month.

There have been a number of new members come along to motorkhana who are keen to keep competing each month even from as far afield as Gympie and Maryborough.

Ray Evans

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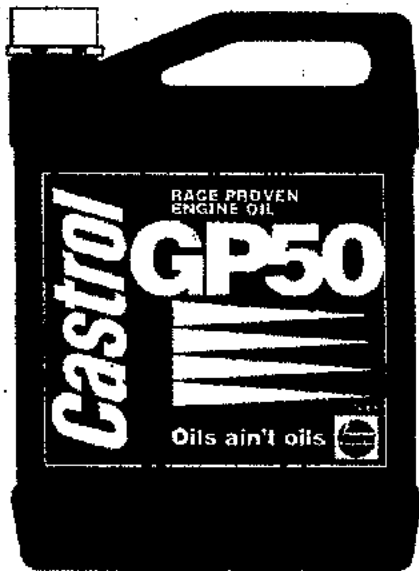
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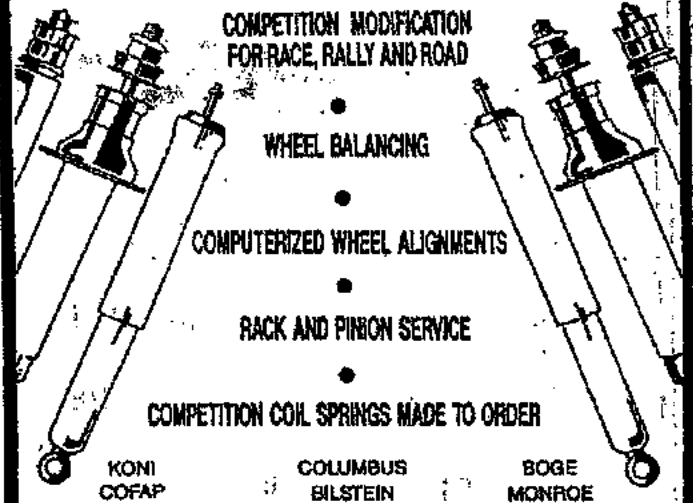
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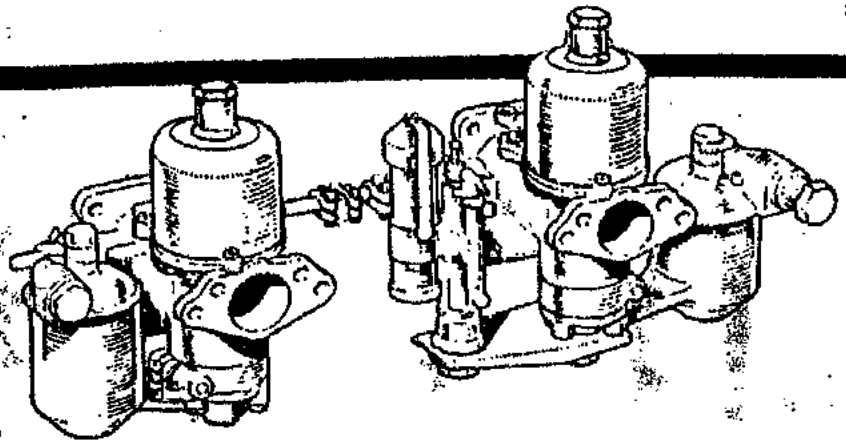
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It's quite surprising the places B.S.S.C. gets to isn't it. Now if you've never heard of Erldunda it's a roadhouse at the corner where you turn off to go to Ayers Rock, 198kms south of Alice Springs. As to what we are doing here, well not much. Rod Bailey and myself bought a load of gear over here for the French Aerospace programme. They are in Charleville to fly their high altitude balloons again. Two of them were supposed to come over here and we were supposed to collect the gondolas and take them back. However the high winds have changed and now we are about to pack to return to Charleville and will do the recoveries in western Q'l'd.

I was amazed at the roads on the way over. All except a few small patches where they are working on them are double bitumen. The majority of it is the new wider stuff, which is good as you don't have to go off the side when you pass a roadtrain. You'd be surprised just how much the back dog of a roadtrain sways around. Especially when it has two dogs on the back. There had been rain in western Q.l.d. before we came through and in most places there was grass or at least some green starting to show through. The country from the Three Ways to the Alice is much more covered than the bare country in western Q.l.d. and is quite pretty. It gets barer south of the Alice, and around here is desert type country. But well worth a look at as it has a beauty all its own.

NIGHT RUN OFFICER'S ANNUAL REPORT

It has been a good year for night runs, although we have not had more than seven runners each month. There has been quite a few different faces emerging as a lot of our regular people have been without cars for a few months and have had to sit in the Directors' chair.

There is a need for a detailed overview of a night run and the rules of running in one to be published as it has become increasingly obvious that even long standing members of the club have no idea what they are all about. Hopefully this information may encourage more people to have a go.

Ray Evans

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FROM THE DRIVERS SEAT.

I can still remember it as clear as day. The sweat running down my forehead. The aching in my arms. The throbbing in my head. The nervous grip on the steering wheel and the excitement in my body reaching fever pitch in my right foot.

The flag drops! Ok - time to go. Flat in first, into second, we've got the peddle to the floor. But look out, a car in front, one on the left, and two behind me. The one in front slows, here comes the first set of jumps, not enough speed to clear it. Have to go slow, check the mirror, is he going to run into the back of me, no it's OK. Two more jumps to go (slow) over. The guy beside me didn't get his speed right; a quick glance left, just in time to see him go past on his front bumper bar, only to have me go past him on the last two, and we haven't even got to the first corner yet!

As I converge on the corner, cars all around, jockeying for position, and I quickly think back two weeks ago - did I put those front brakes back on properly?

Thursday night Andrew and I have the whole front suspension out of the little Datsun 1600. We replace a strut that I blew in a previous race. The strut tops are cracked so we replaced them, checked the wheel bearings and brake pads, then re-fit the front end. The list of things to do gets longer as we decide to lighten the car. Removing all side windows and door trims. The motor needs some attention - set the tappets and fit a new timing chain again with Andrew's help. Besides polishing the car and re-grooving all the tyres it's just about ready to go racing!

This is great - one and a half weeks till race day and no last minute rush. Wrong - I must have had a nightmare and decided to run the Suzuki (in Class 7, Stock 4X4). HELP! Thanks to Les for a roll bar and Andrew for picking it up, but I'm running out of time! Geoff Ponton to the rescue. He supplied and fitted a fire extinguisher and a racing harness from Darryl Smith. Geoff P spent another two days doing heaps of running around, fitting dust lights and the UHF radio, taking in entry forms, picking up more AVGAS etc. Thanks Geoff.

It's Friday lunchtime. Andrew and Geoff have turned up and I'm still putting the Sponsor's stickers on the Suzuki. Right, time to go home and pack up. Have to be down the Gold coast at 2.00 pm for scrutineering. The Cruiser Ute is hooked up with the trailer while I drive the Suzuki. Ton's of spares for the Dato, diffs, tailshafts, full set of tyres and wheels, shocks, springs etc, fill up Andrew's ute. A straight forward trip to Parklands Stadium and line up for scrutineering. Both cars pass. Time for practice. I only get four laps in the Dato then organisers call an end to practice without me even starting up the Suzuki.

Time for the driver's briefing. A few rule changes and we go to check the starting order. The Dato's in the first group and the Suzuki is in the 4th group (5 groups in all, 11 cars in each).

I lined up at the start on the second row of the grid. In front of me is a huge black XD Falcon ute on an F100 chassis. I turn to the guy on my left - Rod in his Turbo, Fuel Injected, immaculate white 240K Datsun. I call out, "Hey, Rod! Can you see the starter?". "No," he replies, "can you?" "No," I call, "what can you see?" "Just the bumper bar of this dirty big Holden Rodeo!" This is no ordinary Rodeo folks - besides having tyres taller than my bonnet it comes with a 'Fire Breathing' Larry Perkins V8. Rod calls back, "Greg, what can you see?" "Just the bumper of this Falcon! When it goes, I'll go!"

Everyone starts to rev up so I nervously ease into 1st gear. We're off! Over the triples into the first corner. Only four laps of this 800m track, and all the V8's leave me for dead off the start. The car is running well and I finish 4th. Back to the pits and jump into the Suzuki.

I'm looking forward to this. There is no pressure on me in this race. Just go out and have a bit of a bang (if that is possible in a Suzuki Ute). And that is just what I did. I got lapped by the faster guys but finished the night with no damage. Two more heats and that was the end of Friday night. We then had our starting order for Saturday night. The Datsun lost power half way through the last lap of the night. Andrew takes us home in the Cruiser but we'll have to return early Saturday morning to find out what's wrong with the Dato!

Saturday morning we pick up some parts and head down the Coast. It took a while to find the problem with the Dato but finally got it fixed.

Again I'm in the first heat of the night. I can see the starter this time (he's standing on top of a truck). I get a fairly good start over the triples and around the first 90 degree corner and the next one, when I can see someone on the track. It's an official waving a red flag. There's been a tangle behind us so we have to re-start the race. I'm not so nervous this time and I get just as good a start. The little Dato is flying until half way through the last lap when I break a left rear axle. I finish the race and hobble back to the pits where Geoff and Sean see what can be done. I have a quick look. We'll have to take the broken bits out, plug off one side of the diff and run on one wheel drive for the rest of the night. Oops! They are calling my heat for the Suzuki. Luckily I'm on the back of the grid. I don't have to worry about getting run over, at least not until the last lap.

Darryl ran his Suzuki which resulted in some very, very close racing with a Feroza. At the end of the night Darryl was just beaten, getting a well deserved second place.

Les Marshall ran his Turbo Suzuki (in Class 8 - modified 4X4). After breaking two front axle's on Friday night, Les ran strongly on Saturday night to finish with a 3rd in class.



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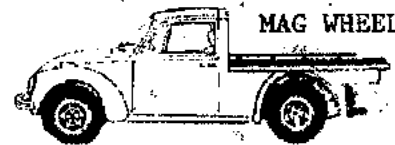
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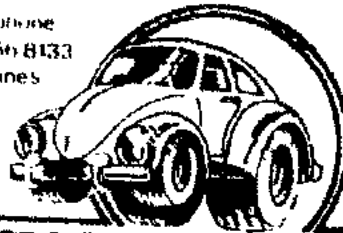
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The little Dato ran all night to get a place in the finals - 10 laps. Now, where was I? Oh, that's right, sweat running down my face and the first corner followed by two 90 degree corners joined together. I got around them OK. The field have now sorted themselves out. The next jump is coming up - a short ramp with about a 1 ft drop, then a 4 ft high speed bump off that and straight into a 90 degree left hander which goes straight up a 10ft high speed bump. Another 90 degree left hand turn, flat in second to a 5ft high table top jump, throwing me about 4ft into the air. After this is a short strait to a hairpin bend, another short strait to another 5ft high table top jump, same result. A short strait then a 90 degree right turn across two low speed bumps another 90 degree right turn and back into the triples - one lap down. I finished up in 7th place behind Les in 6th.

Thanks to Andrew and Geoff and my apprentice Sean and all the Club members and friends that came down and supported us. It makes it all worth-while.

Better not forget my sponsors - Jeff Kesby from Old Man Roo Bull Bars - thanks Jeff. Denis from Balwin Filters. Keith Kelly from PM Lubricants. Don Clover from Narva. Rob from MacQuarie for the Murphy switch gauges. Thanks everyone.

Greg Bernard.

B.S.C.C. Achievement Award 1991

DRIVERS	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total
1 CLEE		4		3		7		14
2 A HAMILTON				6	6			12
3 I BREMNER		3		3	2		3	11
4 G MARSHALL			6	2				8
5 R CROSS	3	3						6
6 G BERNARD					5			5
7 B CRISP					5			5
8 J GOASDOUE	2				3			5
9 A JOHNSTONE	3		2					5
10 T KABEL		1		1		3		5
11 D TIGHE		3	1		1			5
12 G WESTON						5		5
13 A BATES	3	1						4
14 R BROWNING	1						3	4
15 B NEUENDORFF	3		1					4
16 M CLARKE						3		3
17 S COPPING							3	3
18 G KAHLER	3							3
19 G LOGAN			3					3
20 R ANDERSON							2	2
21 G BATTIS			2					2
22 R BEKKER		2						2
23 T COLLINGWOOD	2							2
24 I REDDIEX		2						2
25 G STANAWAY							2	2
26 P SUDIRO							2	2
27 R VAN OPSTAL				1	1			2
28 B WRIGHT				2				2
29 I BAILEY			1					1
30 A CLUNES						1		1
31 G MEACHAM					1			1

BUILDING YOUR RALLY CAR - PART 2

by Alan Bates

Last month we talked about getting into the sport, the pros and cons of buying your first rally car and car groupings (i.e. A, N, or PRC). Now let's look at choosing a car and the basis for building your rally car.

The first step is to look at the type of cars that have been rallied before, both here and overseas. While it isn't mandatory to choose a car that has commonly been used before it does have certain advantages.

Firstly, some cars by their design are more naturally suited to rallying. It is not a coincidence that large numbers of people rallied Ford Escorts and Datsun 1600's instead of Honda Zots and Goggomobiles, for instance.

Secondly, by using a 'common' rally car there should not be a shortage of information about the car. Someone else has done the hard expensive job of developing the car and you can learn from their mistakes.

Thirdly, bits and pieces for the car will be readily available and should be able to be bought second-hand as well as new.

So, by now you have probably decided on the type of car you want. It will probably be an Escort or Datto 1600 because there are plenty of cheap rally bits; or maybe a Gemini because bodysheils are cheap and you can buy a rollcage cheaply from a Lakeside Gemini Series racer; or maybe a Corolla because they are bulletproof little cars and you always liked Toyotas anyway. Now it's time to find the car.

Well, you'll want to spend all of your money on preparing the car so you won't want to spend much on the initial purchase. So how do you find a bargain car? There are a couple of possibilities. Bargain - first there is the good old fashioned bargain. Sometimes a car just falls into your lap at an incredible price. (Mum and Dad got a grimey old Mitsubishi VR4 they were thinking of throwing out anyway?) Good Luck!!

Blown something? - When building your car you may want to rebuild or replace the motor/gearbox/diff anyway so why not look for a car

for sale with a blown motor, etc. Good places to look for these are in Saturday's paper or the "Trading Post".

Damaged Cars - Any well-used rally car is going to be damaged anyway so why not start with a damaged car. (Ari Vatenen once said, "If I don't roll at least one car a year then I am not trying hard enough!") Unfortunately Ari has a reputation for trying very hard! These cars can be bought fairly cheaply and give you good panel beating experience which will come in handy. It's only a matter of time.

Semi-prepared - Look for cars that are partially set up already. For example, a road car with a rollcage and safety harnesses; a half-finished rally project; or an ex-circuit racing car. The last of these is probably the most attractive. The car will already have a good driver's seat, roll cage, harnesses and strong motor so you only need a sump guard, spotlights and some suspension mods to be ready to rally. For instance, the club's own Ian Gorski has recently purchased a racing Gemini (in pieces) at a very reasonable price.

So now that you have your car we have to decide what rules or "grouping" the car is to be built to. We talked about this a bit last month. Remember A, N or PRC? Well basically the choice is a bit limited. For several reasons the only real choice is N or PRC and PRC is by far the most common (and affordable-ED.). If you are in doubt about which set of rules to build the car to it is probably a good idea to talk it over with an experienced competitor. In any event the rules for Group N and PRC cars are in the CAMS manual which is revised every year.

Basically though Group N cars have to be left absolutely standard including nearly all mechanical components and the interior trim of the car must be maintained although certain safety modifications and suspension work is permitted.

PRC rules are more liberal. Interior trim can be stripped from the car (to save weight) and while the original motor type must be maintained, it can be modified within the rules. Other components such as gearboxes, differentials, braking systems, etc. though are largely free.

LIFE AT THE WORLD CUP

Realising that the off-season was approaching and that there would be little vehicular competition for some time, "Life" team management Stabilo Boss and Nick O'Pann decided that the appropriate thing to do would be to enter a fully fledged team in the Benson and Hedges One-Day International Cricket World Cup.

Comparing the strength of his players with those from Zimbabwe, Sri Lanka and the Poms, Boss was confident of a good showing. Despite the fact that the "Life" squad only numbered 10 including the top boys there was a good chance of coming out of the competition with some good exposure for their sponsor and some extra confusion in the world as to what exactly "Life" is all about.

In practice the first problems were encountered when Doug Senna arrived in his road-going version of the Millman Imp competition vehicle. This specially designed one-off was built to his personal instructions and included a lift-off cabriolet roof, 'Zakspeed' style flares, an AM radio, sextuple headlights and one of those little dogs whose head bounces around a lot on the back shelf. "Life" seriously considered putting the vehicle up for a limited production run, but the compulsory crash-testing of the Senna vehicle would have made Doug very upset - plus the fact they wouldn't have a straight car to take measurements off to keep building the things.

Anyway, Senna arrived in one of his dark and mysterious woods and proceeded to spin donuts on the pitch, much to the chagrin of the groundsman Clem Jones. The opposing team were also furious as it was their intention to do exactly the same thing first in order to avoid the follow-on, actually to avoid the start! In any case, the traditional digging of the car key into the patch took place and the usual flapping of the coin, followed closely by a drinks break to liven up proceedings. The match was continuing very well until a seagull decided to peck Lance Boyle right on the delicate spot. This provoked a riot amongst the crowd and the 'LIFE' team left the grounds, vowing to stick with motorsport and leave this silly bat and ball game to the experts.

NEXT MONTH, THE BIG EVENT!!!

The club keeps a library of Homologation Papers (the specifications relating to particular cars to be used in motorsport) for some of the more common cars such as Escorts, Geminis, Corollas and Volvo 360s. Hang on!...Who put the Volvo in there???

Next month:- Pulling the new car apart (the fun bit) and roll cages.

SENNA WINS BSCC MOTORKHANA

by Alan Bates

Those Formula 1 guys are real wimps - stopping the Adelaide Grand Prix last year because of a little bit of rain.

No such problems at the BSCC motorkhana at Boondall on 15 March.

Sunday morning saw the sky grey, me with blood shot eyes and the Entertainment Centre Car Park Q wet, very wet.

Despite the fact that 99% of rally enthusiasts were in Beerburum for the Fred Thompson Superannuation Rally the night before and the other 1% were at Brett-ski Wright's wedding, 8 brave drivers fronted for a spin (literally!).

Results were taken over the last 6 runs of 7 patterns:-

Posn.	Name	Car	Time
1.	Kevin Balch	Suzuki Swift GTi	180.54
2.	Chris Shiels	Datsun 1600	183.69
3.	Mick Shiels	Datsun 1600	184.12
4.	Troy Lindley	Suzuki Swift GTi	189.48
5.	Gary McLane	Escort 2.0	198.79
6.	Ron van Opstal	Toyota T-18	204.44
7.	Tim Anderson	Mazda 626(auto)	221.70
8.	Tony Graham	Lancer	(4 tests)

"DIRECTOR'S GRUNT AWARD" - Tony Graham's ex-Southern Cross Rally, ex-Shinozuka Mitsubishi Lancer.

"DIRECTOR'S HANDBRAKE AWARD" - Ron van Opstal's Toyota T-18

Secret - bald rears with 85 psi.



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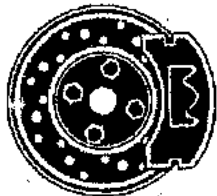
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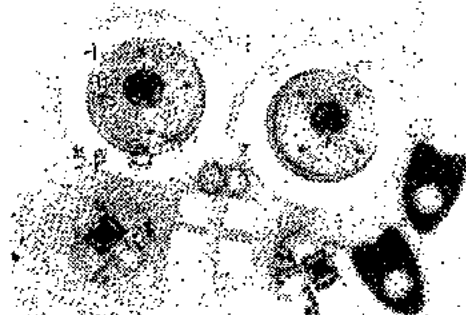
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 DAIHATSU — Charade 1000, 3 cylinders D.O.H.C. — Turbo
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 FIAT — 1300-16-2L. LAZER — V/6 Capri — V/8
 GALANT — 1600-1800
 GEMINI — 1600-1800 & Diesel
 GOLF — 1500-1600-1800 & Diesel
 HOLDEN — 1900 Starfire — All 6 cylinders & V/8
 HONDA — 1200-1500-1800 Accord
 LEYLAND — P76-V/8
 MAZDA — 1200-1600-1800-2L. 323 & all rotaries
 MITSUBISHI — Magna 2.6
 NISSAN — E13-E15 Pulsar
 RENAULT — 1600-2000 & V/6
 SIGMA — 1600-2L.2.6
 SUBARU — 1400-1600-1800-Leone O.H.C. & Liberty 2.2 Quad Cam
 TOYOTA — Celica 1600-2L. Corolla 1200-1600. Camry 2L & all D.O.H.C.
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MG CAR CLUB EVENTS

The MG Car Club have invited the BSCC members to two events being held in the immediate future. These are:-

(1) Hillclimb, Mt. Cotton 26 April

(2) Ironman Weekend 16 August

If any club members would like to compete in these events, and it would be great to show our gratitude for the invitation then you should contact the MG Club on 848 0221 (a/h).

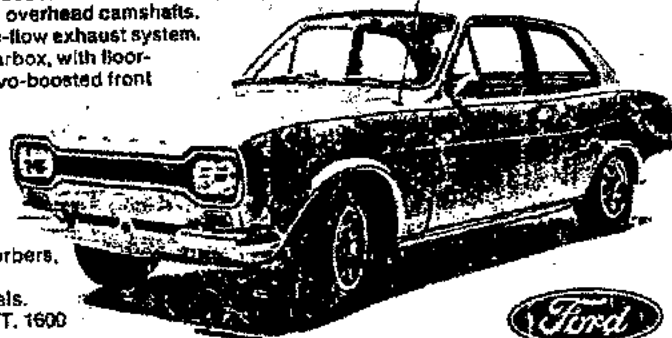
DID YOU KNOW???

In Finland, in the first round of the National Rally Championship which is now open to Group N cars only there were 170 entries competing!! The country is moving in the environmentally friendly direction and have changed to Group N to support the needs of the future. Just think, for those of you who were at Beerburum, that would be twice as many cars, crews and service personnel - and many more spectators!!

Check out this 70's Ad for the NEW Twincam Lotus Escort!

Now you know what the fat wheels are for...

Specifications: Lotus-designed 'hemi' engine with opposed layout. 1,500 cc. (95.2 cu. ins.), 115 BHP at 6,000 RPM. 116 lb/ft. torque at 4,500 RPM. 9.5:1 comp. ratio. Twin overhead camshafts. Twin 2-barrel Webers. 4-branch, free-flow exhaust system. All-synchro, 4-speed, close-ratio gearbox, with floor-mounted shift in centre console. Servo-boosted front discs, 9.8" diam. Servo-boosted rear drums, 9" diam. Rack-and-pinion steering — quick ratio: 16.63:1. Collapsible steering column. Competition-handling suspension. Front: independent coils, stabilizer bar. Rear: special-rate springs, hydraulic double-action shock-absorbers, 2 trailing links, 13" x 5 1/2" JJ safety-rim wheels, 165 x 13" radials. 29' turning circle. FORD ESCORT GT, 1600



ESCORT WINS AFRICA SAFARI — 1st, 3rd, 4th and 8th.

The family just rambles on

A car for all ages

FAMILIES who play together stay together, or so the saying goes.

If that is the case then the Massey family of Sunnybank could be together for a long, long time.

The Masseys collect cars.

There are no old Bugattis or rare MGs in the garage, nor are there any Aston Martins, Mercedes-Benz or Porsche? Forget it.

No, this family has a big interest in the American Motors Rambler marque.

Parents Barry and

Lynne Massey, daughter Lisa, son John and John's girlfriend Emma Leggatt all proudly fly the Rambler flag and have sworn undying allegiance to it.

Barry and Lynne have a curvaceous, two door fastback Javelin, AM's answer to the Ford Mustang and Chevrolet Camaro. The youngsters are content to lavish their attentions on a collection of four door Hornet sedans.

The senior Masseys chose their Rambler after one of Barry's customers arrived in one and Lynne fell in love with it's shape.

Their 1972 model, complete with 401 cubic inch (6.6 litre) V8 and automatic transmission, came into their possession as a 25th wedding anniversary present to each other.

The deal to buy the car was concluded in the Massey lounge during the running of the Tooheys 1000 car race in October 1989.

Although it is only driven sparingly, the Javelin is a great source of enjoyment and even has some therapeutic value.



● The Massey family with the 1972 Javelin which was a silver wedding anniversary present for Barry and Lynne (left). John and Lisa (right) have a Rambler Hornet each.

"It's an exhilarating thing to drive," Barry said. "It takes 10 years off my life whenever I give it a run."

While Barry and Lynne can say exactly why they bought their car, son John is the first to admit that he still does not know why, at the tender age of 15 years. He bought his 1972 Hornet simply because he saw it in a car yard and fell in love with it.

A 16-year-old, one owner car with 52,000 miles (83,700 km) on the clock, John has doubled the reading in the last two years.

In what can only be described as unusual for a 19-year-old car owner, John has done little to change his car from standard with only alloy wheels and an extractor exhaust fitted.

"I really have no desire to change it by cutting holes in the bonnet or fitting wings or anything like that. I might go for a V8 at some stage but that would be all," he said.

His sister Lisa does not have to think about that option. Her Hornet already has a 5.9 litre (360 cubic inch) V8 engine.

A 1970 model, it came to life in the same year she did so the car holds a lot of sentimental value for her.

Finished in gleaming red, the car has come a long way since the day she bought in "a sad and sorry state".

Its condition now bears testimony to the year of hard work Barry put in rebuilding it.

John's girlfriend Emma has a six cylinder, 1971 Hornet which is ready for a rebuild. It should show the results of Barry's magic wand later this year.

Emma plans to color-match the car to John's and the pair have a set of "his and hers" number plates in the future.

The family will show off their Ramblers on Sunday, March 15 when they take part in the Telecom Mobilenet Symphony for the Motor Car cruise.

The cruise, from Garden City to the Dalkyo Indy Car Grand Prix, is the official opener to Indy Week.

Over 300 cars will assemble from 9am, hitting the highway for the coast at 11am.

— By Brent Davison

Reprinted in full from "THE SOUTHERN STAR" Wednesday March 4 1992.

PEOPLE!

For those of you who didn't know, last year's Secretary Glen Weston is no longer in town. Young Glen finally finished his Dentistry course and was appointed to the top job in beautiful downtown Biloela! If you're driving through town drop in at the hospital and say Hi!

Our own Brett Wright has finally taken the plunge and made an honest woman of Kylie. The wedding was on the same day as the big Beerburum rally and we had to make a very important decision, but it was very pleasing to see the happy couple drive off into the sunset in the Little Alfasud.

Another up-and-coming star? Ian 'Crash' Bremner won the 1991 'Lyn Melton Memorial Trophy' for his competitive efforts during the year. He now intends to hit the QRC trail and see if he can keep up with the best in the State in the mighty Escort. Well done!!

OFF ROAD COMMANDMENTS.

1. Always be available in pit area. If they come in and you're not there, "HELL HATH NO FURY LIKE AN UPSET OFF ROADER".
2. Always have a plentiful supply of cold drinks (NON-ALCOHOLIC VARIETY).
DRIVER PREFERS ORANGE - NAVIGATOR PREFERS COKE OR SOLO LEMON.
3. You must make sure petrol drums are filled to capacity as soon as they depart on next lap. You are permitted to watch them leave and go out of sight.
4. Be warned. Observe the way the drum pourers are positioned in plastic bags. Also do not, under any circumstances, lose rubber bands which are wrapped around pourers. (ASK ANTHONY)
5. Inspect condition of rubber bands before race, so if one breaks you know you were not responsible. (Bring to attention of driver if deterioration has set in).
6. On their arrival into pit area after lap, make sure everything is ready - Refer to Rule number 1 in regard to fury.
7. Make sure you know exactly what your job entails. God help you if you ask what they want done. They will most certainly tell you what you can do!!!!!!
8. Driver's glasses are to be cleaned if necessary. (DO NOT ASK, JUST DO IT). With skills of a surgeon, carefully extract from face of driver. Even if he is under Jeep, you will climb under. Put glasses on top of dash board. (IF YOU HEAR DRIVER YELL 'WHERE ARE MY GLASSES', HEAD FOR THE HILLS.)
9. Windscreen and rear windows must be spotless. When finished, do not throw away water. You will run round Jeep and clean numbers, making sure not to get in the way of other crew members in their tasks. You have a lowly job.
10. You must also keep an eye on the time, making sure that they are aware of how soon they must jump back in Jeep.
11. They will want to wash their faces if extremely dusty conditions prevail. You must have clean water at the ready with SOLVOL and towel at their ready.
12. DO NOT MAKE A REMARK ABOUT ANY STRANGE NOISES YOU MAY HAVE OBSERVED. DRIVER HAS BEEN KNOWN TO LIE IN HIS FALSE TEETH.
13. Once strapped into Jeep (when they speak with a squeaky voice, you have the belts up tight enough), you may be permitted to speak by wishing them BON VOYAGE and with the customary kiss on the cheek. Driver to be kissed only by wife.
14. DO NOT TAKE OFFENCE WITH FOLLOWING COMMENTS
GET OUT OF THE WAY.
YOU'RE STUPID.
I'M THIRSTY, YOU ARE SUPPOSED TO HAVE DRINKS, IDIOT.
GOD HELP YOU IF YOU PUT THAT IN THE WAY.
15. Do not mention Womens' Liberation at any time. You will be promptly expected to carry a 20 litre drum, chocker with fuel, back to pit.
16. As soon as you hear the Cherokee coming in on last lap, HEAD FOR THE BAR TO OBTAIN BEERS. Present in hand with top open and any blunders you may have found difficult to avoid, will be forgiven.

ANYWAY, AVAGOODWEEGEND.

THE TOYO TYRE ROUND 3 - OLD OFF ROAD CHAMPIONSHIP

The Townsville Motorsport Club is running the third round of the 1992 Qld Off Road Championship on the well known Kirknie Station, a 120 square mile Droughtmaster Stud situated 60 kilometres west of Home Hill on the Burdekin River.

The event is to be run on Saturday 13 June with scrutiny on-site on Friday evening and the event is open to all classes with prize money structured as per the model 1992 Supp. Regs. This means class winners take away \$150 plus trophies and minor placings will be well covered. The entry fee is only \$75.00.

The main event will be over a 60 kilometre loop coming back through the pit area at about half distance. It is proposed to run 2 laps continuous and then a 1 hour hold followed by 1 more lap. The prologue will be held on a shortened 10 kilometre loop and it's envisaged that quicker racers will cover the big loop in about 40-45 minutes. The road can best be described as smooth, open and fast. June should guarantee fine weather with 25 degrees maximum days and 18 degrees overnight.

The event will be fully catered for from Friday night but there is no 240 volt power. A ladies-only septic toilet will be operational, drinking water, mobile phone (emergency only) and welding equipment will also be on site. There is also one motel in Home Hill called the 'Relax Motel'.

This is the first Queensland State Off-Road Championship event held outside South-East Queensland.

 Kindly provided by Chris Lane is a copy of the accurate measurements for the measured distance on the Western Freeway near Indooroopilly. If you would like to check your Halda or Terratrip for accuracy this is the place to do so.

WESTERN ARTERIAL SPEEDO CHECK MEASUREMENT

<u>OUTBOUND (southbound)</u>		<u>INBOUND (northbound)</u>	
<u>SPEEDO MARK</u>	<u>CHAINAGE</u>	<u>SPEEDO MARK</u>	<u>CHAINAGE</u>
0.00km	0.0m	0.00km	0.0m
1.00km	999.1m	1.00km	998.1m
2.00km	1998.4m	2.00km	1996.6m
3.00km	2997.8m	3.00km	2996.2m
4.00km	3997.5m	4.00km	3995.6m
5.00km	4996.8m	5.00km	4991.9m
3.2m short		8.1m short	

NOTE:- Measurements were made along left edge line

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OR OFF ROAD CAR?

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CAR'S PERFORMANCE

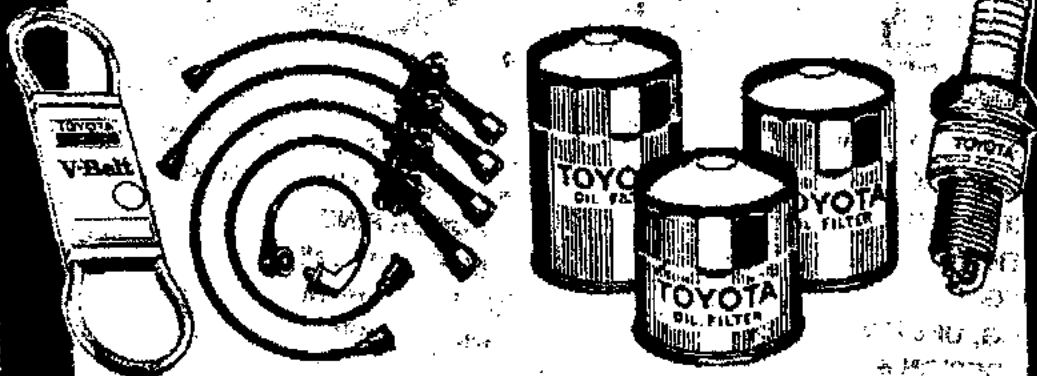
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CLUB OFFICIALS

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Home Work

PATRON	THE RT. HON. LORD MAYOR ALDERMAN JAMES SOORLEY			
PRESIDENT	ALAN BATES	262 5784		
VICE PRESIDENT	RAY EVANS	209 1432	209 1432	
IMMEDIATE PAST PRESIDENT	LAURENCE SVENSON	261 3349		
SECRETARY	ROD SAMS	345 9075	834 2422	
TREASURER	GARY McLANE	355 5985	848 6464	
ASSISTANT TREASURER				
CLUB CAPTAIN	LAURENCE SVENSON	261 3349		
BOARD MEMBERS:				
RICHARD ANDERSON	ERROL BAILEY			
ALAN CLUNES	JOHN GOASDOUE			
CRAIG LEE	PETER MARCOVICH			
ALAN NICOLL	JOHN QUINN			
TOM SMITH	BRIAN SWINTON			
ADMINISTRATION OFFICER	ESME GIBSON	345 3435	391 8881	
CAMS DELEGATE	PETER MARCOVICH	395 1722	846 3647	
AUDITOR	PETER QUINN			
EDITOR	TOM SMITH			
REGISTRAR	PATRICIA EVANS	209 1432		
REFRESHMENTS OFFICER	IAN BREMNER	343 8351	262 1222	
PROPERTY OFFICER	ALAN NICOLL	355 4676		

SPORTING SUB-COMMITTEES:

OFF-ROAD

RALLY

MOTORKHANA OFFICER
NIGHT RUN OFFICER

SOCIAL SUB-COMMITTEE CHAIRMAN

PROMOTIONS & MARKETING

CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at the Corner
of: REID AND HAWTHORNE STREETS
 WOOLLOONGABBA

and are open EVERY WEDNESDAY from 8.00 p.m. onwards.

POSTAL ADDRESS/TELEPHONE/FACSIMILE NUMBERS

ALL CORRESPONDENCE, ENTRIES, ETC. FOR THE CLUB SHOULD BE ADDRESSED TO:

BRISBANE SPORTING CAR CLUB LTD.
P. O. BOX 347
WOOLLOONGABBA Q 4102

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

BRISBANE SPORTING CAR CLUB LIMITED

PROPOSED CALENDAR

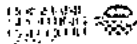
- APRIL 1 NIGHT RUN from BSCC CLUBROOMS 8.00 p.m.
FRED THOMPSON SUPERANNUATION RALLY PRESENTATION
- APRIL 7 BOARD MEETING 7.30 p.m.
- APRIL 8 RALLY AUSTRALIA SPECIAL PRESENTATION ...SEE BELOW
- APRIL 15 CLUB NIGHT
- APRIL 19 EASTER!! NO MOTORKHANA
- APRIL 22 CLUB NIGHT - Magazine night all helpers welcome
- APRIL 29 CLUB NIGHT

NOTICE IS GIVEN OF THE RE-CONVENED ANNUAL GENERAL MEETING WHICH WILL BE HELD ON TUESDAY 31 MARCH 1992 AT 8.00P.M. TO ACCEPT THE FINANCIAL STATEMENT AND VOTE ON A MOTION TO AMEND THE CONSTITUTION OF THE BRISBANE SPORTING CAR CLUB LIMITED TO PROVIDE FOR DAY MEMBERSHIP.

THIS IS YOUR CLUB - BE THERE AND SUPPORT YOUR BOARD.



Oils ain't oils.



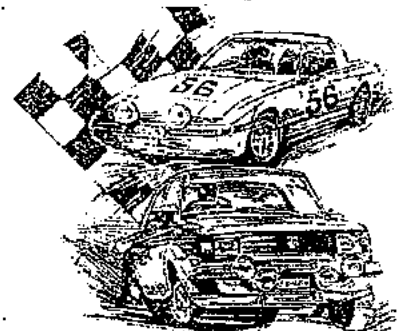
G.M. Castrol 300

Round One Australian Off-Road Championship.
Inglewood Queensland, 28-29 March 1992

With thanks to.

ISUZU GENERAL MOTORS AUSTRALIA LTD.
and
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BRISBANE SPORTING
CAR CLUB LIMITED

NEW DATE 9 MAY 1992

ROUND 1 1992 QUEENSLAND RALLY CHAMPIONSHIP

DO YOU WANT TO KNOW MORE ABOUT RALLY AUSTRALIA??

On Wednesday the 8th of April a special presentation will be held at the BSCC clubrooms to let prospective competitors know more about the incentive deals on offer for competitors in the 1992 Rally Australia.

Amongst other things, a package to the value of \$5,000 will be made available to interstate crews not receiving major factory support. In addition there are a number of cash awards to be had for those crews running ARC rounds.

Gary Connelly, Clerk-of-the-Course for the big event will be at the Clubrooms to present these details, so if you have thought about competing in Australia's WRC round this might be the year for you. It's now within the average competitor's budget so if you have an eligible vehicle, give it a shot!!

APRIL 8, 1992

BSCC CLUBROOMS

START: 8.00pm.

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- **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