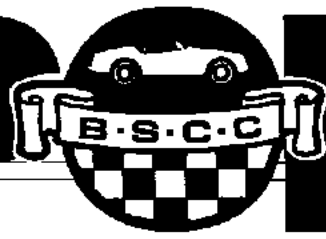


# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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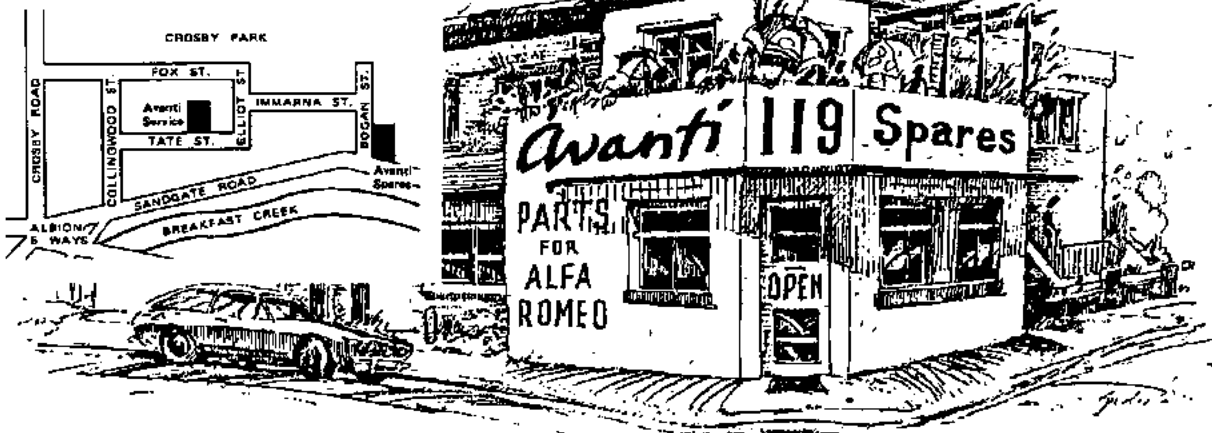
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NEW COVER!!!!

Some of you observant readers out there may have noticed that this month's magazine features the all-new front cover with the 1991 Club Champions.

For those who may be unaware, we normally print the covers at the end of the financial year and the stars get 12 month's worth of features from July to the following June.

Unfortunately, there is one face (or set of wheels) that is missing and that is our last overall Club Champion Ray Evans.

There is a reason for this but to be honest it's really an oversight. You see, the usual situation is that the overall Club Champion is also one of the Series Champions; ie Rally, Off-Road or Motorkhana.

Whilst Ray competed in just about every event the Club held last year, he didn't win an individual Championship and doesn't appear.

Please don't despair Ray for the rest of the club are fully aware of the effort you put in to win that elusive Championship and as has been said before, you're a very worthy winner.

I am more than a little concerned that when the all-new Escort RS2000 makes it's debut, you will be on more of an even footing with some of the Grays and Pyyvaara's and the like.

When Raymond guest-drove Gary McLane's Escort at one of those motorkhan's at Boondall recently, I for one was impressed by the aggressive attack of the course.

TOM SMITH.

\*\*\*\*\*  
BAILEY POWERLINES RALLY.

Yes that annual event, the Bailey Powerlines Rally is almost upon us once again and I think it's safe to assume that it will be a full field on the day.

Set aside the weekend of 17/18 October to come on up to Imbil and rally over some of the smoothest roads in the area.

The director for the event is once again Brian Everitt, fresh from a busy time with the ARC and he has promised an event as good as last year.

Road cars will once again be catered for with a class of their own and the roads will,

as usual be chosen with that factor in mind.

Brian is hoping for something like 100 kilometres of rally roads so it won't be a short blast but a real club rally for competitors to sink their teeth into.

Over the years, the Bailey Powerlines Rally has been something of an institution with the BSCC, thanks to the continued support of Rod Bailey and his company.

The event has seen service as far afield as Millmerran to the west of Toowoomba and Stanthorpe under the guidance of Tony Best.

SOME STUFF WHAT'S INTERESTING!!!

The Club has undergone some serious changes to it's image, primarily in the area of the office at the clubrooms.

It was decided some time ago that some improvements should be made and during the last month, a number of volunteers have worked like Trojans to give the Administration Officer some room to move.

The new office, although not taking up much more floorspace than the old one provides a lot more room for some of the important and expensive equipment, and gives Esme some much-needed space to move about in. The changes were effected at a minimum of cost due to the use of second hand materials and the advice of an ex-builder Mr Bates, the father of our Pres. Alan.

Thanks, everyone who was involved for making the place a LOT nicer to be in!!!!

\*\*\*\*\*

Richard Anderson is working feverishly on the new Alfa Romeo Guilia Super which will carry him and Mike Ryan on their jaunt in the London-to-Sydney Marathon next year.

The car started of as a virtual bare shell, and has been strengthened and modified to withstand the rigours of the long drive from the continent to the shores of Oz.

The vehicle will certainly be competitive with it's 2.0 litre twin-cam engine, five speed gearbox and four wheel disc brakes and the thought is that the crew may be a cat amongst the pigeons.

Richard is already experimenting with various set-ups and some will have noticed the blue car which was used as a zero-car in the ARC. It is virtually identical to the L-S car and is to be used as a 'test-bed'. Readers will be kept informed as to progress on the preparations.

\*\*\*\*\*

It is interesting that Wayne Gardiner has decided to retire from the competitive, but dangerous world of 500cc GP bikes. After winning his World Championship, and still riding competitively he decided that he'd had enough injuries and should quit while he's ahead. Rumours abound that he will enter some Touring Car races in Germany and possibly Australia, but he may yet take up a managerial spot with a top Bike team.

## DAIHATSU ROUNDUP!!!!!!

The Daihatsu Challenge is gathering momentum as it goes on to become one of the best things to happen to Australian rallying for some time.

There have been two rounds run so far in conjunction with the last two rounds of the ARC and that has been Cleanaway Rally Queensland and the ARC in Coff's Harbour.

Whilst not everyone has their Charades as yet, there have still been healthy entries in both events and at this stage rumours persist of at least 25 of the little buggers being entered in Telecom Rally Australia.

The best news is that our own Johnny G. (Goasdoue) and Neal 'Wishy' Wesche are leading the class in conjunction with a fellow from NSW called Howard Grove.

Now I'm not saying that Grove has got anything under his belt to enable him to achieve results but it was interesting to hear that his car ran out to about 9,000 revs at Coff's compared to the normal car's 7,000.

Also it appears that Mr Grove was warned about running grooved tyres at Cleanaway Rally Queensland, but chose to appear with the same rubber at Coff's Harbour. Luckily for him no-one chose to protest, but he has been warned again!

We know that the Goog and Neal had a bog-stock car in Queensland and anyone who followed them on the highway could see that the suspension was sad, to say the least!

At least by Coff's Harbour John had found some Bilsteins to put in the thing but they are driving the bum off the little car and taking a few risks.

By Rally Australia they should have sorted the car a little bit more and have stitched up a few deals to gain some sponsorship and bits and pieces - thanks Rob Reddix.

Our own Craig Lee has had a bit of bad luck and only scored points at Coff's after leaving the road up here in Qld.

He had Kerrie Reid along in the silly seat after dad Jim has decided to sit back for a while and watch what that crazy son of his actually does!

Craig seems to have a few spins 'cos the car just doesn't do what the Sprinter did, but he is catching on.

Pete Carruthers had some probs in Rally Qld but still came home and he sits in 11th place. Unfortunately he ruthlessly attacked a large tree stump at Coff's but the tree is okay - the Charade is a little bent though.

And at the tail of the field, Bruce Fullerton has proven that consistency counts by finishing both events and he now lies third in the series.

It's interesting that some interstate competitors haven't even received their cars from Daihatsu yet and they will obviously have a late start to the series. Roll on Rally Oz.  
TOM SMITH.

NEWS, NEWS, NEWS!!!!

There appears to be a heap of news circulating at the moment regarding the composition of next year's Australian Rally Championship.

From rumours that BP may return to the fold as the series sponsor to the most recent stories about the number of classes, which seems to have some bearing.

The other big news, following in the footsteps of the Daihatsu Challenge is the introduction of the newly recognised "Formula 2", a class for Group A homologated 2.0 litre normally aspirated cars (front wheel drive only).

It seems that the Europeans in their wisdom realised that Group A 4wd cars were and are becoming out-and-out racing cars (just what they didn't want to happen) and it was time to bring the field and speeds back a notch.

It's incredible to think that today's 'production'-based cars are actually quicker in most places than the Group B monsters of a few years ago.

It is a logical move because most manufacturers have a car that meets the criteria in their model line-up. Things like the Holden (Opel) Calibra - yes just like Rod and Sharon Browning's Camira.

Renault also have models that fit the bill, as do Peugeot and many other makers. I would think that most of the Japanese companies would also have vehicles that may be used.

Anyway, the word is that the ARC for 1993 will consist of a lesser number of classes for PRC and will include the new class 'A1' for those Group A 2.0 litre fronties.

Once again, the thought is to bring this country in line with the rest of the world, but with a hint of scepticism that was what PRC was originally intended to do.

Perhaps the Australian version of A1 will have no age limit at the start and I have already thought of my next vehicle - a Renault Fuego! Cheap to obtain and with the required bits.

The PRC classes will only incorporate 3 areas - PR1 for cars up to 1600 cc, PR2 for 2wd cars over 1600cc, PR3 for all 4wd and all of the usual Group N classes that we are currently used to.

A special contest is proposed to be introduced and this will be called the 'Australia Cup'. The final decision as to the acceptance of the new category and the 'Cup' will have been made on the 22 August

Keep an eye on the specialised motor press for the results of the meeting and whether or not Oz gets F2.

I think it could be a great step forward because it will allow othersto have cars able to enter Telcom Rally Australia and compete against the world's best in that class. It must be cheaper than 4wd cars in the long term!!

TOM SMITH.



AUSTRALIAN OFF ROAD CHAMPIONSHIP

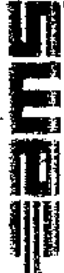
NEWSLETTER 07/92

NATIONAL COUNCIL MEETING

As many of you would be aware the National Council met in late August, and received a number of off roading submissions. Wondrous to relate, they all got up!

A more comprehensive report will be included in the December edition of CAMSReport, but very briefly the National Council ratified the following.

1. For stadium racing, all that is required is a Restricted Licence, endorsed "Valid Off Road Stadium Racing". To get this endorsement a CAMS medical must be forwarded to your State Office, and, from next year, accompanied by a \$20 endorsement fee. There is no endorsement fee for the remainder of 1992.
2. The changes recommended to the Class 6 Regulations were accepted.
3. The Australian Off Road Champion will be entitled to use competition number "1".
4. The competition numbers shown on the rear of vehicles will be required to be of the same specification as the roof fin numbers. In essence this means they can be smaller than at present, but must be black figures on a white background, and not vice versa.
5. The pointscore system for 1993, and until otherwise decided, will be the same as that used for 1991 and 1992.
6. For the Australian Off Road Championship, Classes 4 and 7 will be put on the same notice for 1993 as Classes 6 and 9 were for 1992. Basically, if at the end of the 1993 championship the average number of entries per event is less than six, then the class may not be recognised in its own right in the 1994 championship.
7. The requirement for at least one crew member to be the holder of a current civil driver's licence has been replaced by the requirement for one crew member to either be at least 18 years of age, or to hold a civil driver's licence.



8. The 1993 national championship dates were ratified.
9. The restriction on the number of cylinders permitted for Class 8 vehicles has been removed.
10. All nerf bars will be required to be constructed of metal, and must also be braced at a third point. They will be mandatory for vehicles in Classes 1, 2, 3, 4, 6 and 9.
11. The following changes have been made to the regulations covering course marking.
  - a. All direction arrows are required to be red on a white background.
  - b. Danger and pre-danger signs must be duplicated on each side of the course.
  - c. "No Road" signs are to be placed as close as practicable to the relevant intersection, instead of 100m along the relevant side track.

As indicated earlier full details will be promulgated in the December edition of CAMSReport. If you require more information before then, contact either your State Office, State Off Road Panel, or delegate to the National Off Road Committee.

DON'T FORGET: Apart from the change to the licence requirement for stadium events, none of the above comes into effect until 1 January next year!

For Class 6 competitors, for once I think I might be ahead of you. You will obviously want to see the new regulations a little before December to know what changes are either permitted or required to your vehicles. I hope to be able to circulate them with the next newsletter, which should go out with the results from Waikerie. That's the intention, let's hope it comes to fruition!

ELIGIBILITY

As most Class 3 competitors will probably know there was an eligibility protest lodged at Kempsey against the Class 3 car which won its class. The point protested was examined, and the car found to comply, so the protest was dismissed.



Confederation of  
Australian Motor Sport Ltd

Page 3

However, one thing to come out of it was the suggestion that "class" cars should have engine capacities checked after each event as a matter of routine. Such checks normally involve, for example, the first three cars in class, plus any other's at the organiser's discretion. Your views on this would be most welcome, and if you want to speak to me about this at Waikerie, please do so.

Before you do however, something you might care to think about. It certainly is true that competitors are entitled to expect the organisers to take reasonable steps to prevent other competitors from gaining an unfair advantage by going outside the rules, and this applies to eligibility as much as it does to any other facet. However, the point of tearing down an engine just for the sake of doing checks has to be regarded as questionable.

To start discussion, I would suggest that the organisers should possibly check any car whose performance, for example inexplicably fast lap times, suggest that something might be amiss. If there is nothing to suggest a problem, why go looking for one?

However, they are only my views, and there are no doubt a number of different views which are just as valid. Let either me or a member of the NORC know what you think on this one.

AORC SCRUTINEER

As of next year, you are going to have to find someone else to hate! For those of you who have not heard, Waikerie will be Eddie Villanova's last event as AORC Series Scrutineer, as next year he is hopeful of competing in a couple of championship events. Some of you may be interested in a new book I have just written, entitled "How to Lodge a Successful Eligibility Protest!"

Eddie's replacement is Warwick Collis, whom many of you will know from Griffith, where he has been both the Chief Scrutineer this year, and the Assistant Director last year. Congratulations (if that is the right word for it!) to Warwick; no doubt he will receive the same warm and enthusiastic reception as Eddie has over the past couple of years!

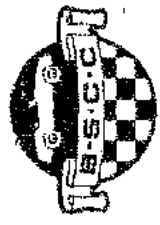
FINALLY

That's about it, good luck at Waikerie, I look forward to catching you then.

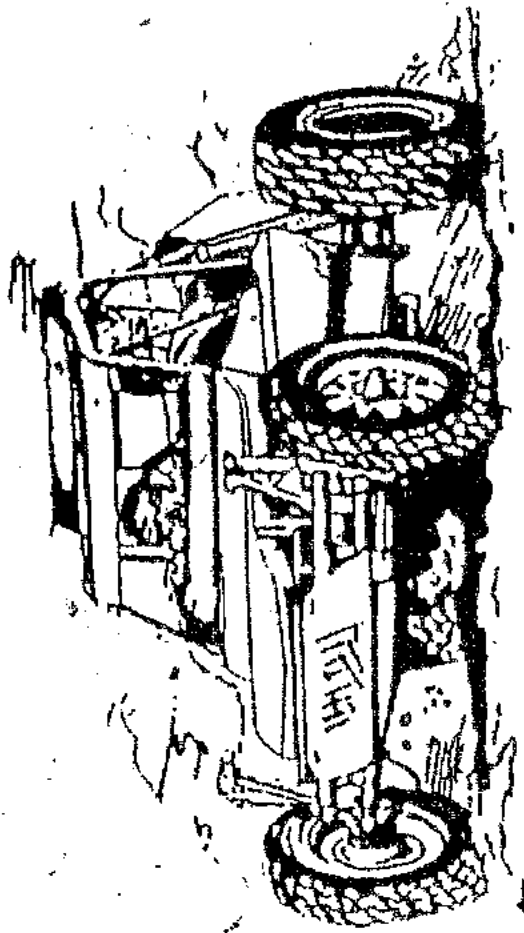
Andy Clark  
Executive Officer - Off Road

AC:kv-3890  
A16/18  
4 September 1992

THE BRISBANE SPORTING CAR CLUB



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**ENDURO**



ROUND 4 OF THE QUEENSLAND OFFROAD CHAMPIONSHIP

INGLEWOOD --- 3RD OCTOBER 1992



CLUB CHAMPIONSHIP

POS	NAME	TOT
01	SHAUN GRAY	22
02	LAURENCE SVENSON	18
03	RON VAN DER HAAR	16
04	PAUL GRAY	15
05	KEN SMITH	13
06	CHRIS SHIELDS	11
	DOUG MacMILLAN	11
	JOHN GOASDOUE	11
	LINDSAY EVELEIGH	11
19	DEL GARRETT	10
	DERRICK KENNEDY	10
	ROD SAMS	10
	TONY KABEL	10
14	DEAN TIGHE	09
	KEVIN BALCH	09
	LYNDAL PARR	09
	MAUREEN ROSE	09
	STEVE WILLETT	09
	TERRY ROSE	09
20	BARRY NEUENDORFF	08
	COLLEEN SMITH	08
	MICK SHIELDS	08
23	CRAIG LEE	07
	GEORGE KAHLER	07
	HUSH REARDON-SMITH	07
	KERRIE REID	07
	LAUREN SMITH	07
	LOFTY DREWS	07
	TROY LINDLEY	07
	WARREN CARRIGAN	07
31	GARY McLANE	06
	GREG BERNARD	06
	IAN GORSKI	06
	KAREN VAN DER HAAR	06
	KEITH HONOUR	06
	MARTIN GIBSON	06
	MICHAEL COLLINS	06
	TIM ANDERSON	06
39	ALAN NICOLL	05
	CLINT COOPER	05
	GREG NICOLL	05
	NEV MARSHALL	05
44	WENDY KATJERNS	03
	MOSS LANE	04
	SEAN CONWAY	04
	TERRY BOARDMAN	04
47	ALAN BATES	03
	BRIAN JONES	03
	CHRIS SHAW	03
	RAY EVANG	03
51	BRUCE DAWSON	02
	CHRIS CAVE	02
	DONALD MACARTHUR	02
	GRANT WHITE	02
	GREG HOKTON	02
	IAN BRENNER	02
	KENNETH PHILP	02

CLUB CHAMPIONSHIP

POS	NAME	TOT
	LINDSAY COOPER	02
	RON VAN OPSTAL	02
	RUSSEL HARTNETT	02
	TONY FEHLHABER	02
	TONY GALLELY	02
	ALAN CLONES	01
	ALAN SOLOWAN	01
	ANDREW HAMILTON	01
	ANDREW JOHNSTONE	01
	ANDREW OWEN	01
	BARRY MASSEY	01
	BARRY WILLETT	01
	BEN WATKINS	01
	BEVERLEY BASHAM	01
	BILL WILSON	01
	BRETT WELLINGS	01
	BRIAN BOARDMAN	01
	BRIAN EVERITT	01
	BRUCE DUMMETT	01
	BRUCE FULLERTON	01
	CHERYL MCKINNON	01
	CHRIS MICHEL	01
	DANNY WILLETT	01
	DARREN SOLOWAN	01
	DARYL COLE	01
	DARYL WILLIAMSON	01
	DAVE AMEROSE	01
	DAVID LAPWORTH	01
	EMMA SIBLEY	01
	GARY AIKINSON	01
	GLEN DUTHIE	01
	GLEN EGGINS	01
	GORDON BAILLIE	01
	GRAHAM SMITH	01
	HANK ROJEK	01
	HELEN ROBSON-PETCH	01
	IAN BAILEY	01
	IAN REDDIE	01
	JACQUI SANDBERG	01
	JEFF HAYNES	01
	JOHN DARE	01
	JOHN MASSEY	01
	JOHN MOORE	01
	JOHN PETERS	01
	JOHN FINDER	01
	JOHN ROGERS	01
	JUDY HARTNETT	01
	KIRSTY EVANS	01
	LES MARSHALL	01
	MAL CLARKE	01
	MARK TWINE	01
	MARTIN DENHAM	01
	MAURA WATSON	01
	MARTY READ	01
	MERYL ROGERS	01
	MICHAEL TAYLOR	01

CLUB CHAMPIONSHIP

POS	NAME	TOT
	MICHELLE BASHAM	01
	MICHELLE KENNESY	01
	MIKE NEELY	01
	NEAL WESCHE	01
	NEIL MICHEL	01
	NEV TAYLOR	01
	NOEL PHILP	01
	PAUL BRELSTFORD	01
	PETER CARRUTHERS	01
	RICHARD COLLINGWOOD	01
	ROB BECKER	01
	ROB REDDIE	01
	ROBERT OXLEY	01
	ROBERT PIDGEON	01
	ROBERT SIMPSON	01
	ROBERT TAYLOR	01
	RODNEY CROSS	01
	ROSS WATSON	01
	RUSSELL MACARTHUR	01
	SCOTT DIPROSE	01
	SIMON RICHMOND	01
	STEPHEN KAKAVAS	01
	STEPHEN VERVOORN	01
	STEVE CHRISTENSEN	01
	STEVE HILTON	01
	TIM CHARALAMBOUS	01
	TIM COLLINGWOOD	01
	TOM SMITH	01
	TONY BEST	01
	TONY GRAHAM	01
	TONY HOWARD	01
	TONY MCDADE	01
	TRICH EVANS	01
	VIV GEES	01
	WARREN TEGG	01

LADIES CHAMPIONSHIP

POS	NAME	TOT
01	COLLEEN SMITH	19
02	LAUREEN SMITH	14
03	DEL GARRETT	11
	LYNDAL PARR	11
	MAUREEN ROSE	11
06	KERRIE REID	10
07	KAREN VAN DER HAAR	09
	WENDY KATJERNS	09
09	CHERYL MCKINNON	08
	JUDY HARTNETT	08
	MICHELLE HENNESY	08
12	MAURA WATSON	07
	MERYL ROGERS	07
	TRICH EVANS	07
	HELEN ROBSON-PETCH	06
15	MICHELLE BASHAM	06
17	BEVERLEY BASHAM	05
	KIRSTY EVANS	05
19	EMMA SIBLEY	04
	JACQUI SANDBERG	04

MOTORKHANA CHAMPIONSHIP

POS	NAME	FEB	MAR	MAY	JUN	JUL	AUG	TO
01	SHAUN GRAY	11		11	11	11	11	55
02	CHRIS SHIELDS	07	10	09	08	09	11	53
03	KEVIN BALCH	09	11	10	10	10	09	49
04	MICK SHIELDS	05	09	08	10	07	08	47
05	TROY LINDLEY	10	08	04	04	08	10	40
06	GARY McLANE	08	07	05	05	07	10	38
07	TIM ANDERSON	06	05	04	05	11	06	31
08	PAUL GRAY	11		09	09	05	06	20
09	BRIAN JONES			06	06		07	13
10	ALAN BATES	11			11			11
	RAY EVANS				11			11
	TERRY BOARDMAN			11				11
13	ROB REDDIE			11				10
14	RON VAN OPSTAL		06	07	03			09
15	IAN BRENNER			03			06	06
16	GREG BERNARD			05				05
17	BRUCE DAWSON	04		05				04
18	CHRIS SHAW			02				02

OFF-ROAD CHAMPIONSHIP

POS	NAME	FEB	MAR	TOT	POS	NAME	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TO
01	DOUG MacMILLAN	11	10	21	01	PAUL GRAY	09	11	11	10	09	11	09	11	80
	LINDSAY EVELEIGH	11	10	21		SHAUN GRAY	09	11	11	10	09	11	08	11	80
03	MAUREN ROSE	11	11	11	03	DEAN TIGHE	11	11	11	10	11	10			64
	TERRY ROSE	11	11	11		LYNDAL PARR	11	11	11	10	11	10			64
05	LAURENCE SVENSON	10	09	10	05	COLLEEN SMITH	08	08	07	06	08	08	11	06	62
06	DERRICK KENNEDY	09	09	09	06	IAN GORSKI	07	06		11	11	07			42
	KAREN VAN DER HAAR	08	01	09	07	WENDY KATTERNS	07	06	08	11	11	09		08	35
	KEITH HONOUR	08	01	09	08	SEAN CONWAY	09	08		11	11	09			33
	KEN SMITH	09	09	09	09	GREG BERNARD	11	10		11	10	30			32
	LAUREN SMITH	09	09	09	09	KENNETH PHILP	09	09	11	10	30				30
	MARTIN GIBSON	09	09	09	10	TONY GALLETTLY	09	09	11	10	29				29
13	RON VAN DER HAAR	09	08	08	12	MICHELLE HENNESSY				07	11			11	22
	LUDY HARTNETT	09	08	08	14	TERRY BOARDMAN	06			07	11			11	22
15	RUSSEL HARTNETT	07	08	07	15	CHRIS SHIELDS				05					18
	CHRIS CAVE	07	07	07		MATT READ		10	08	05					16
	MAURA WATSON	07	07	07		RAY EVANS	11					07		07	18
18	ROSS WATSON	06	07	07		TIM ANDERSON	11					07		11	18
	CLINT COOPER	06	06	06	19	TRICH EVANS						09		07	18
	DONALD MACARTHUR	06	06	06	20	HELEN ROBSON-PETCH								08	17
	LINDSAY COOPER	06	06	06		ALAN BATES								11	11
22	RUSSELL MACARTHUR	05	06	06		ANDREW OWEN	11							11	11
	ALAN NICOLL	05	05	05		GLEN EGGINS									11
	BEVERLEY BASHAM	02	05	05		IAN BREMNER									11
	GREG BERNARD	02	03	05	25	KIRSTY EVANS									08
	MICHELLE BASHAM	05	05	05		GREG HORTON		08							08
27	BARRY MASSEY	04	04	04	27	LAUREN SMITH									08
	BARRY WILLETT	04	04	04	28	SCOTT DIPROSE									08
	JOHN MASSEY	04	04	04		EMMA SIELEY									06
	STEVE WILLETT	04	04	04		ROBERT SIMPSON		06						06	06
31	ALAN SOLOMON	01	02	03		TONY GRAHAM		06							06
	CHRIS SHAW	01	03	03											06
	DARREN SOLOMON	01	02	03											06
	GORDON BAILLIE	03	03	03											06
36	GRANT WHITE	03	01	03											06
	ROBERT OXLEY	01	01	02											06
38	DARYL COLE	01	01	01											06
	DARYL WILLIAMSON	01	01	01											06
	JACQUI SANDBERG	01	01	01											06
	JOHN BAPE	01	01	01											06
	MARK TWINE	01	01	01											06
	ROBERT TAYLOR	01	01	01											06
	TONY FEHLHABER	01	01	01											06

NIGHT RUN CHAMPIONSHIP

POS	NAME	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TO
01	PAUL GRAY	09	11	11	10	09	11	09	11	80
	SHAUN GRAY	09	11	11	10	09	11	08	11	80
03	DEAN TIGHE	11	11	11	10	11	10			64
	LYNDAL PARR	11	11	11	10	11	10			64
05	COLLEEN SMITH	08	08	07	06	08	08	11	06	62
06	IAN GORSKI	07	06		11	11	07			42
	WENDY KATTERNS	07	06		11	11	09			35
	SEAN CONWAY	09	08	08	11	11	09			33
	GREG BERNARD	11	10		11	10	30			32
	KENNETH PHILP	09	09	11	10	30	30			30
	TONY GALLETTLY	09	09	11	10	29	29			29
12	MICHELLE HENNESSY				07	11			11	22
	TERRY BOARDMAN	06			07	11			11	22
14	CHRIS SHIELDS				05					18
15	MATT READ		10	08	05					16
	RAY EVANS	11					07			18
	TIM ANDERSON	11					07			18
	TRICH EVANS						09			17
19	HELEN ROBSON-PETCH									17
20	ALAN BATES									11
	ANDREW OWEN									11
	GLEN EGGINS			11						11
	IAN BREMNER									11
	KIRSTY EVANS									11
25	GREG HORTON						08			08
	LAUREN SMITH		08							08
27	SCOTT DIPROSE									08
28	EMMA SIELEY									08
	ROBERT SIMPSON		06						06	06
	TONY GRAHAM		06							06

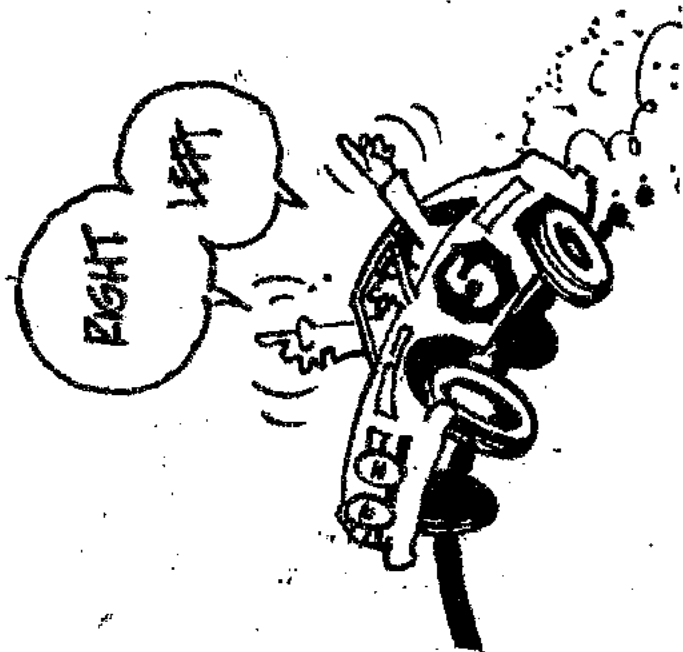
SPEED CHAMPIONSHIP

POS	NAME	JAN	MAY	AUG	TOT
01	LAURENCE SVENSON	10	11	11	32
02	ROD SAMS		09	09	18
	RON VAN DER HAAR		10	08	18
04	STEVE WILLETT	08	05		13
05	KEN SMITH	05	07		12
06	MICHAEL COLLINS	11			11
07	NEV MARSHALL			10	10
08	ALAN NICOLL	09		09	09
	CLINT COOPER		09	09	09
	DEHRICK KENNEDY		09	09	09
	GREG NICOLL		09	09	09
	MOSS LANE		08		08
13	DONALD MACARTHUR		06	02	08
	GREG HORTON		06	08	08
16	STEVE HILTON				07
17	TONY FEHLHABER	07			06
	DANNY WILLETT	06			06
	LINDSAY COOPER			06	06
19	GRAHAM SMITH			05	05
20	BRETT WELLINGS			04	04
	CHRIS CAVE			04	04
	GRANT WHITE	04			04
	RUSSEL HARTNETT		04		04
24	JOHN MOORE		03		03



RALLY CHAMPIONSHIP

POS	NAME	MAR	JUL	TOT	POS	NAME	MAR	JUL	TOT
01	JOHN GOASDOUE	09	07	16		SIMON RICHMOND	01		01
02	DEL GARRETT	07	06	13		STEPHEN KARAVAS	01		01
04	TONY KABEL	07	06	13		STEPHEN VERVOORN	01		01
05	HARRY NELENDORFF	08	04	12		TERRY BOARDMAN	01		01
	CRAIG LEE	11		11		TIM COLLINGSWOOD	01		01
	GEORGE KAHLER		11	11		TONY HOWARD	01		01
	HUGH REARDON-SMITH	11		11					
	KERRIE REID	11		11					
11	LOFTY DREWS		11	11					
12	WARREN CARRIGAN	11		11					
	WAL CLARKE		10	10					
	BRUCE DOMMETT	09		09					
	COLLEEN SMITH	01	08	09					
15	TOM SMITH		09	09					
	IAN BAILEY		08	08					
	RODNEY CROSS	05	03	08					
16	TONY MCDADE	05	03	08					
19	NEAL WESCHE		07	07					
20	IAN REDDIE	06		06					
	NOEL PHILP		08	08					
	VIV GEES		05	05					
22	BILL WILSON	04		04					
24	JEFF HAYNES	04		04					
	ALAN CLAINES	01	02	03					
	BRUCE DANSON	03		03					
	CHERYL MCKINNON	03		03					
27	ANDREW HAMILTON	01	01	02					
	ANDREW JOHNSTONE	01	01	02					
	DAVE AMBROSE	02		02					
	JOHN PINDER	01	01	02					
	JOHN ROGERS	01	01	02					
	MERYL ROGERS	01	01	02					
	MIKE NEELY	01	01	02					
	ROB BEKKER	01	01	02					
	RON VAN OPSTAL	02		02					
	STEVE CHRISTENSEN	02		02					
	TIM CHARALAMBOUS	01	01	02					
	TONY BEET	01	01	02					
	WARREN TEGG	02		02					
40	BEN WATKINS	01		01					
	BRIAN BOARDMAN	01		01					
	BRIAN EVERITT	01		01					
	BRUCE FULLERTON	01		01					
	CHRIS MICHEL		01	01					
	CHRIS SHAW		01	01					
	DAVID LAPWORTH	01		01					
	GAFY ATKINSON	01		01					
	GLEN DUTHIE	01		01					
	GREG BERNARD	01		01					
	HANK ROJER	01		01					
	JOHN PETERS	01		01					
	MARTIN DENHAM	01		01					
	NEIL MICHEL		01	01					
	PAUL BRELSFORD	01		01					
	PETER CARATHERS	01		01					
	RICHARD COLLINGSWOOD	01		01					
	ROBERT PIDGEON	01		01					



RALLY CHAMPIONSHIP

NAME	MAR	JUL	TOT
SIMON RICHMOND	01		01
STEPHEN KARAVAS	01		01
STEPHEN VERVOORN	01		01
TERRY BOARDMAN	01		01
TIM COLLINGSWOOD	01		01
TONY HOWARD	01		01

Well here it is the long awaited report on the August Motorkhana.

Twas the 15th of August, the third Sunday of the month as all motorkhanas are. A bright and sunny day, perfect for another lesson from Shaun Gray. May his Datsun 1000 be classified as a train at his next roadworthy inspections, for it is definitely on rails.

As per usual he came first. Kevin Balch finished second in Troy Lindley's Suzuki GTi. Troy himself came third. I hope they don't take offence at the comments that the Suzuki is the only shopping trolley in captivity without a wobbly wheel.

Fourth spot was Mick Shiels (my dad) in Nissan's answer to the Queen Mary, the Skyline Hatch. By the way he made quite a mess of my tyres in the process of getting fourth.

Brian Jones blew a diff in the Corolla (that's motor racing) and finished the event in Tim Anderson's smoky Stanza SSS. Brian provided some spectacular racing coming to grips with the lock diff in the Stanza while consolidating a good fifth.

Tim himself came sixth and is threatening to knock off Ron Van Ostel for the most crowd pleasing runs since the mighty Toyota T-18.

Tests used:

1. Lazy Eight	(Shaun Gray: 26.719)
2. Star	(Shaun Gray: 23.715)
3. Clover Leaf	(Shaun Gray: 23.279)
4. Forward and Reverse Slalom	(Guess who: 20.487)
5. Atom	(Yet again: 31.232)
6. Gables	(Who else: 36.630)
7. Triple Loop	(Shaun Gray: 42.461).

#### Placings:

1. Shaun Gray, Datsun 1000	204.523
2. Kevin Balch, Suzuki GTi	215.854
3. Troy Lindley, Suzuki GTi	220.251
4. Mick Shiels, Nissan Skyline	225.889
5. Brian Jones, Toyota Corolla/Stanza SSS	247.822
6. Tim Anderson, Stanza SSS	249.171

Thanks to Ray Evans for the chance to direct this event, hopefully we'll accumulate a few more regulars in the months to come.



Chris Shiels

P.S. Motorkhanas are held on the third Sunday of every month in the car park of the Boondall entertainment centre. Check the rest of the magazine for details. Come and have a look or join in it's a lot of fun and you don't need a specially set up car to be competitive.



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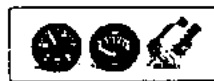
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SPARCO RACEWEAR  
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## Sponsorship aids rally car drivers

THE West End based True Value Hardware group has helped two Brisbane drivers climb to the top of the Daihatsu Challenge rally series through a major sponsorship deal.

If John Goasdoue and Neil Wesche win the Daihatsu Challenge they will be eligible to compete in the prestigious East African Safari with the backing of the Daihatsu Company.

Until they received True Value Hardware's sponsorship, Goasdoue and Wesche were hamstrung with sub-standard equipment and would have been no chance to compete in the next round in Perth.

"It certainly has helped us out tremendously, there's no way we would have gotten to Western Australia to represent Queensland," Goasdoue said.

In the first leg of the series they were forced to compete in a stock standard vehicle which was not designed for rallying and was, as Goasdoue described, "a pig of car".

The team now has the necessary equipment, including updated sus-

pension, enhancing their competitiveness against the other front runners.

Team navigator Neil Wesche, an insurance clerk with AMP in Eagle St, said the sponsorship was the essential ingredient in their recent wins.

"It's been a huge help, it's basically kept us competitive and on the road," Wesche said.

He stressed the importance of the sponsorship in competing at locations far removed from Brisbane such as the upcoming event in Perth.

"It's not just a little journey, it's a very expensive venture," he said.

Even with the new sponsorship deal, the pursuit of victory has been extremely time-consuming for the two men as they attempt to juggle their passion for rally driving with full-time employment.

The burden has been particularly heavy for Goasdoue who does most of the maintenance.

"It takes up much more time than I'd like it to.

"I can't remember the last time that I was in bed before midnight," he said.



The True Value Daihatsu team bound for Perth ... (from left, clockwise) Rob Reddix, John Goasdoue, Neil Wesche and Jeff Barrie.

## WARIALDA WANDERINGS

When I said I would assist with the running of the event I was not sure what I was letting myself in for. All I knew of Warialda was that it was a small town in northern NSW somewhere south of Inglewood. I had been told that although they lived south of the border that natives were very friendly.

I was soon to find out that this statement was no exaggeration. From the time I arrived in town to when I left I was impressed how well Dave Moor and his team of workers had organised every thing. I could not believe that support that the townspeople gave to the event. Nothing was to much trouble.

The track was on Brian and Bev Basham's property just a few kilometres out of town. It consisted of a short 5km track and a 25km long track over some tricky terrain. The event was to be run with a number of short heats on Saturday and a short and long heats on the Sunday.

A small but quality field of 24 cars (including a number of Queensland entries) lined up on Saturday. The racing proved to be very competitive with some of the heats hotly contested. The end of the Saturday competition left everyone with the expectation of a great day of racing on the Sunday. However this was not to be as the heavens opened up to deliver the first rainfall in the area for sometime. Having rained on and off for most of Saturday night Dave decided to call the event off. I am sure Dave did not know whether to laugh or cry because of all the work that went into the putting on the event it was disappointing to see it not run. However like a lot of other people involved who work on the land he was happy to see the rain.

It was a disappointed group of competitors who had assembled Sunday morning to be told the event was called off. After their initial disappointment they agreed the right decision had been made. All competitors were treated to a free breakfast which was followed by the presentation. The event was decided on the performances of the drivers for the heats run on the Saturday with Bill Buchanan taking 1st outright.

Despite the rain I had a great weekend and would like to thank everybody for their hospitality and congratulate you on your efforts.

Rod Sams

### WARIALDA OFFROAD 200 29TH/30TH AUGUST 1992

CAR	DRIVER/NAVIGATOR	PROLOG	HEAT 1	HEAT 2	HEAT 3	* BEST 2 HEATS		
						TOTAL*	O/R	C/P
149	Barron/Barron/Frazer	4:52	14:35	14:15	14:19	28:34	11	
150	Hardman/Spinks	4:27	13:33	13:11	12:58	26:09	3	1
155	McMillan/McMillan	4:13	DNF	12:44	14:00	26:44	6	3
170	Mendham/Batchelor	4:08	12:34	DNF	DNS	-	-	-
171	Mendham/ Gilliland	4:25	13:17	13:12	DNF	26:29	4	2
203	Buchanan/Buchanan	4:16	12:48	12:28	DNF	25:16	1	1
204	Rose/Rose	4:12	12:42	12:43	12:41	25:23	2	2
210	Armitage/Rynbeck/Stewart	-	DNF	27:49	16:32	44:23	22	
235	Dobson/Nolte	5:32	16:01	DNF	16:02	32:03	19	
240	Vanderhaar/Cunado	4:36	13:52	13:40	13:20	27:00	7	
241	Hilton/Hilton	4:30	13:24	13:23	13:17	26:40	5	3
244	Kennedy/Glavac	4:45	14:40	14:35	14:12	28:47	12	
275	Phelps/Turner	4:39	14:06	13:45	13:47	27:32	9	
288	Austin/Hutt	4:46	14:16	14:00	DNF	28:16	10	
2233	Heathcote/Hasteham	5:14	15:25	14:45	14:42	29:27	14	
2244	Chandler/Carrett	5:11	15:03	14:25	14:46	22:11	13	
306	Basham/Basham	4:38	15:45	13:37	13:30	27:07	8	1
350	McPhee/Proudfoot	5:05	15:43	15:25	14:31	29:56	15	2
406	Bailey/Power	DNS	DNS	15:43	15:19	31:02	17	1
567	Lane/Drake	5:14	DNF	DNS	14:30	-	-	
710	Chapman/Weatherly	5:26	15:56	15:37	15:25	31:02	17	1
771	Dare/Cole	6:48	20:09	19:49	20:00	39:49	21	2
827	Ryan/Ryan	5:09	15:27	15:17	15:22	30:39	16	1
828	Waters/Yoemans	5:44	16:40	16:32	16:39	33:11	20	2

\*\*\*\*\*  
**STOP PRESS!! CONGRATULATIONS**

After their efforts at Wakerie (Round 5 AORC), Terry Rose (6th outright, 3rd in class) is Australian Class 2 champion and Ken Smith (19th outright, 1st in Class) is Australian Class 8 champion. WELL DONE.

## NATIONAL RALLY COMMITTEE NEWSLETTER

SEPTEMBER 1992

### 1. NATIONAL COUNCIL

At the National Council held in Melbourne on 21-23 August our recommendations were discussed, the National Rally Committee's point view being put forward by the Chairman, Keith Morris, Steve Ashton and myself.

As a result of the Council's deliberations, the following responses to our recommendations were received.

#### a) Signs on Cars

Council accepted our recommendation that the conditions for the Australian Rally Championship from 1 January 1993 be amended to require that on each front door of each car, a plain white panel, 50cm wide by 52cm high but with square corners, be provided. The only sign writing permitted on that panel will be that provided by the event organisers, which will be restricted to the top 14cm, or alternatively the top 7cm and the bottom 7cm, for their own advertising purposes. In the case of the National Championship being sponsored, the top 14cm will be reserved exclusively for that sponsor.

Organisers must provide black competition numbers, of height at least 28cm and stroke of at least 3cm for attachment to this panel.

In approving the recommendation, the Council noted that the aim of the proposal was to reduce costs to organisers, to provide a high degree of consistency throughout the Australian Rally Championship and to enable competitors to more readily customise any other signs which may be on the car for the whole season.

Although not specifically noted, I believe that this requirement is for C10 and higher status events only.

### b) Alpine Rally

The National Council confirmed its out of session decision that for 1993, the Victorian C10 Australian Rally Championship event will be the Healesville Stages.

This result was primarily due to the National Rally Committee's teleconferences earlier in the year.

### c) 1993 Australian Rally Championship

The 1993 ARC calendar will be as follows:

Date	Co	Stats	Event
21 Feb	5	Vic	Beginnig Rally
27 Feb	5	Qld	Gallongowan Rally
13 Mar	10	Vic	Healesville Stages
27 Mar	5	Vic	Alpine Rally
17 Apr	5	NSW	Ray White Stages Wagga
17 Apr	10	WA	Forest Rally
22 May	40	SA	Festival State Rally
5 Jun	5	NSW	Premier Panels Rally
19 Jun	5	SA	City of Mount Gambier Rally
26 Jun	10	Qld	Rally Queensland
17 Jul	10	NSW	Coffs Harbour
14 Aug	5	Tas	Southern Safari
28 Aug	5	WA	Safari Rally
18 Sep	20	WA	Rally Australia
23 Oct	10	Tas	Rally Tasmania
25 Nov	15	ACT	Esanda Rally of Canberra

d) Not directly involving the Rally Committee, but will certainly no doubt see consequences in rallying, the National Council resolved to adopt the recommendation of the Technical Committee that the co-efficient factor for rotary engines be changed with immediate effect from the present 1.8 to 1.5, following the recent decision by FISA to introduce such an amendment.

This effectively means that Mazda engined vehicles will now have the following capacities:

10A - 1473cc  
12A - 1794cc  
13B - 1939cc.

That will no doubt throw the cat amongst the pigeons, particularly in the under 2 litre Production Rally Car class.

e) Speeding

The National Rally Committee's recommendation, that the Rally Code be amended to provide for a scale of penalties following the detection of speeding by competitors and service crews, viz:

1. Competitors

For offences up to 30kph and above the speed limit:

- 1st Offence - \$200 fine
- 2nd Offence - 5 minute penalty
- 3rd Offence - exclusion.

For offences greater than 30kph above the speed limit:

- 1st Offence - \$200 fine plus 5 minute penalty
- 2nd Offence - exclusion.

2. Service Crews

- 1st Offence - \$200 fine
- 2nd Offence - \$500 fine
- 3rd Offence and thereafter - \$1,000 for each offence.

In the case of competitors, where the number of the offence is concerned, it means the number of offences, regardless of whether each is greater or less than 30kph above the relevant limit.

For instance, if your first offence is a \$200 fine and your second offence is for speeding greater than 30kph above the speed limit, the result will be exclusion.

It was also approved that the conditions for the Australian Rally Championship be amended so as to require that in all events of C10 and above status, there must be at least organised speed check, preferably early in the event.

Council also agreed that as recommended, the conditions for registration of service crews and advice to them regarding penalties for speeding be included in the conditions for the Australian Rally Championship.

f) Production Rally Cars

The Council approved our recommendation that the Production Rally Car Regulations be amended in the area of the carburettors to read:

"Carburettors are free, but the original number of carburettors and their working principle must be retained, and they must remain in their original location.

The diameter and number of butterflies as prescribed in the homologation form, or if there is no homologation form for that car, in the relevant workshop manual, must be respected."

No doubt there will be endless discussions regarding the permutations and combinations of carburettors which may be used, however the following may be of value when discussing this rule with competitors.

It is my belief (and I stress that) that DCOE Weber type carburettors may not be used in lieu of SU type carburettors, and that DGAV/DCO type Weber carburettors may not be used on Datsun H510s (because they are not the same type of carburettor as those homologated), therefore all those people using H510 Datsuns have the choice of using the Datsun copy of a SU type carburettor or indeed a genuine SU type carburettor, of the same size!

From my investigations, about the only vehicles that this rule will assist are Datsun 1600s (real 1600s with 1595cc engines), Toyota Corolla TE71s and Ford Escort RS2000s!

All good food for thought.

g) Battery Marker

The Council noted the Administration's recommendation (via advice from the Rally Committee) that there should be no further action taken on the proposal from the NSW that rally cars should carry an indicator showing the location of the battery triangle or battery isolation switch.

h) Rally Policy - Speed

After a long and involved discussion by the National Council, it agreed that the 80kph average speed referred to at Article 1.28 of the National Rally Code be amended to read "90kph" and that State Councils be empowered to apply a lesser maximum.



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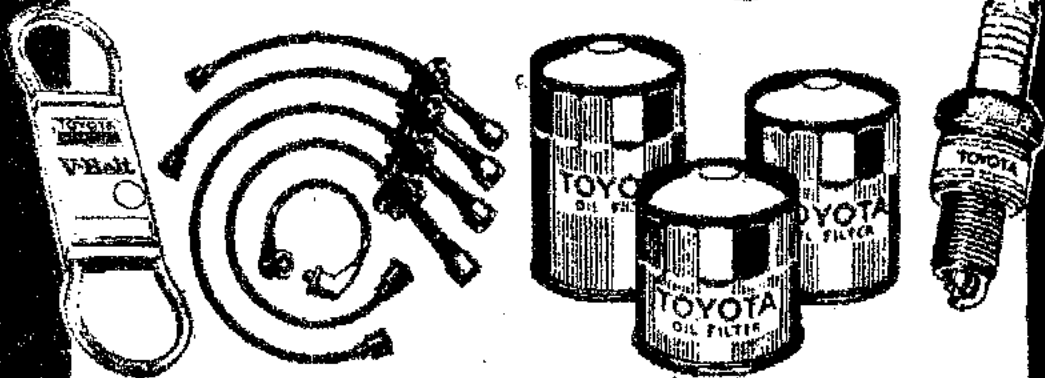
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- ✓ Race Tape
- ✓ Insulation Tape
- ✓ Vehicle Tie Downs

The speed of 90kph was reached after a long and involved discussion, the Rally Committee having originally recommended "a speed not higher than 10% less than the statutory speed limit for the relevant section of road" or words to that effect.

i) Length of Rallies

The Council thanked the Rally Committee for its clarification of the maximum distances referred to for State Championship events and club events refer to the "competitive distance" and not the total length of events.

j) Permit Fees

Pursuant to our recommendation that the concept of permit fees for rallies being based on the number of entries, was accepted by the Council.

I will take the matter up with the Secretary General to discuss how best it can be implemented.

k) Conditions for National Championships

National Council reiterated that conditions for National Championships may not be varied by State Councils, the matter having been raised at the July National Rally Committee meeting, following advice that penalty times for late arrival at time controls would be resisted in Victoria.

l) Australian Rally Championship - Starting Order

The Council noted and confirmed the decision by the Executive Committee of CAMS to amend the regulations concerning starting order for competitors in ARC events. This means that starting order will now be determined by the following method.

Organisers of Australian Rally Championship events shall be authorised to allocate starting positions for drivers appearing on the National Classified List using the National Seeding List, as a basis, except that the first three seeded drivers shall be ballotted in a separate ballot for starting positions.

The organisers may, by exception, vary from the National Seeding List where the driver is entered in a vehicle different to that in which he or she obtained the ranking in the seeding list.

A draft starting list prepared by the organisers, must be submitted to the National Rally Committee Secretariat for approval. Such approval will either be advised or denied within 24 hours of receipt of the draft.

In essence, nothing has changed, the organiser still needs to send (me) a copy of his draft seedings/entry list for approval by this office. Upon such approval the list will then become final.

m) ARC Classes

The Council approved our recommendation that the classes in the Australian Rally Championship be:

- PR1 - PRC 2WD up to 1600cc
- PR2 - PRC 2WD over 1600cc
- PR3 - PRC 4WD

A1 - FISA Group A homologated FWD, normally aspirated cars up to 2000cc

N1 - FISA Group N up to 1300cc

N2 - FISA Group N 1300 to 1600cc

N3 - FISA Group N 1600 to 2000cc

N4 - FISA Group N over 2000cc

N5 - FISA Group N 4WD all capacities.

n) Australia Cup

Council approved that from 1 January 1993, a competition for the "Australia Cup" be introduced, the winners will be the driver and co-driver of Class A1.

o) Manufacturers Championship

The Council approved the recommendation that the second paragraph of Article 4 of the Conditions for the Australian Rally Championship be amended to read, "Only the two highest pointscorers achieved by any manufacturer in Classes A1 and N1 to N5 will count."

This has the effect of allowing a manufacturer to score two pointscorers in the same class, or the highest two pointscorers, over a number of classes.

p) Targa Tasmania

In response to a question from the Rally Committee, the Council confirmed that the Targa Tasmania Review Committee is not a Rally Committee responsibility or function; and it will not report to the National Rally Committee, but will report only to the National Council.

q) Other Reports

The Council received a report on Rally Australia, following which the Councilor responsible for rallying, Terry York, paid tribute to the Rally Committee, and thanked it for its assistance and commitment to the World Championship event in Australia.

In response to this unsolicited acclaim, Mr Ashton, speaking for the National Rally Committee, advised the Council that the event had indeed contributed a great deal to motor sport in general and more particular (obviously) rallying and the current healthy state of rallying was no doubt assisted enormously by the presence of Rally Australia.

The Council also received a report on the one make series for Daihatsu Charades, the Daihatsu Challenge, by the Secretary and offered the details of competitor levels both in ARC and Rally Australia.

I also took the opportunity to advise the Council of the assistance of Mr Gabriele Cadringher, FISA's Engineer and President of the Homologation and Technical Commissions, in overcoming some homologation problems associated with some small items on the cars.

r) Summary

All in all, the National Rally Committee had an encouraging and fruitful hearing from the National Council. There is still much work to be done but the assistance of the National Council and the confidence which they show in the National Rally Committee, by approving the recommendations, is extremely encouraging.

2. TELECONFERENCE

In order to "close the file" on some of the outstanding items which will be placed in front of the National Council at its meeting in November, it will be necessary for us to hold another NRC teleconference.

Obviously everybody is going to be pretty busy prior to, during, and shortly after Rally Australia, therefore it may be useful for the Committee to consider the evening of Wednesday 7 October.

That date will enable a reasonable amount of discussion between "most of" the members of the National Rally Committee at Rally Australia.

Please look into your diaries and advise me accordingly.

3. RALLY AUSTRALIA

At the time of writing, Glenys Errington from Rally Australia has confirmed that she is holding 97 entries!

No doubt this will please Garry Connelly, and on behalf of all your fellow members of the National Rally Committee, I wish you and your Rally Australia team the very best of luck and hope the event is even more successful than previous events.

4. LONDON TO SYDNEY MARATHON

As I have probably advised before, CAMS Executive Committee approved the Rally Committee's recommendation that State Championship events may provide a class for London to Sydney entries until 1 April 1993. Such entries will start at the rear of the Production Rally Car field and will not be eligible for general classification.

Australian Clerk of Course for the London to Sydney Marathon, Bob Watson advises me that the response to this initiative has been extremely encouraging and most dates are now catering for the LSM vehicles.

5. NRC MEETINGS

Following a discussion with the Chairman, Keith Morris after the Rally Committee session at the recent National Council meeting, the subject of presentation of paperwork for National Rally Committee meetings arose.

Indeed the whole subject of National Rally Committee meetings was discussed between us in some detail.

Keith suggested it would be pertinent for the Committee to voice their opinion regarding the presentation of paperwork, and how the meetings are conducted. No doubt this will be a subject of further memoranda in the future.

However in the meantime, if any members of the Rally Committee, or indeed other interested and relevant personnel have an input, I would be pleased to receive any comments you may have.

6. 1991 AUSTRALIAN RALLY CHAMPION

Following the Australian Motor Sport Appeal Court hearing on 1 September, the Australian Rally Champion for 1991 is Mr Robert Herridge. Congratulations to Rob on your rather belated but very important victory.

7. 1992 AUSTRALIAN RALLY CHAMPIONSHIP

Obviously, following the NSW Rally at Coffs Harbour the Championship has been decided, in favour of Rob Herridge and Mark Nelson.

On behalf of all your fellow members of the National Rally Committee Mark, please accept our heartiest congratulations to you for yet another ARC victory (remember the last one happened only two years ago).

Now, what do you do for an encore!?

That's about it for now, I look forward to seeing most of you at Rally Australia. However in the meantime, please think about the 7 October teleconference call and any items you wish to discuss.

*Reed's*

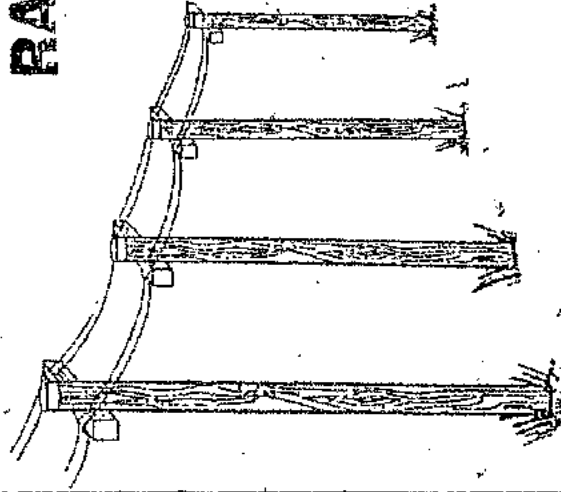
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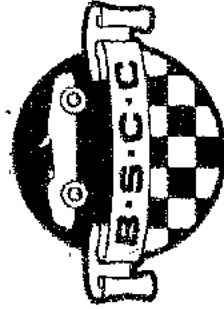
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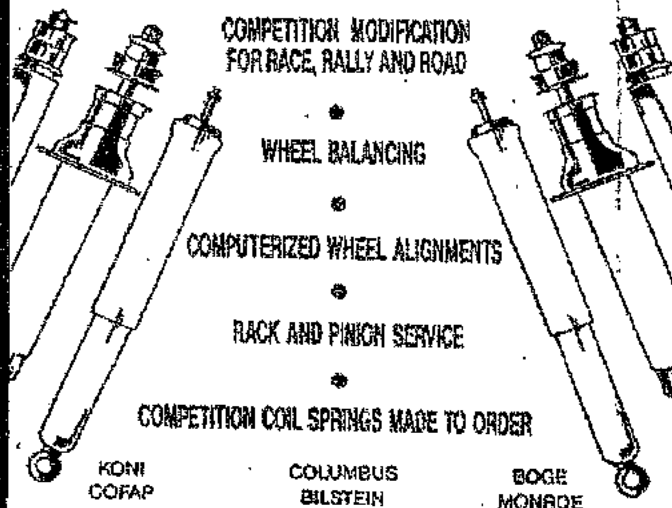
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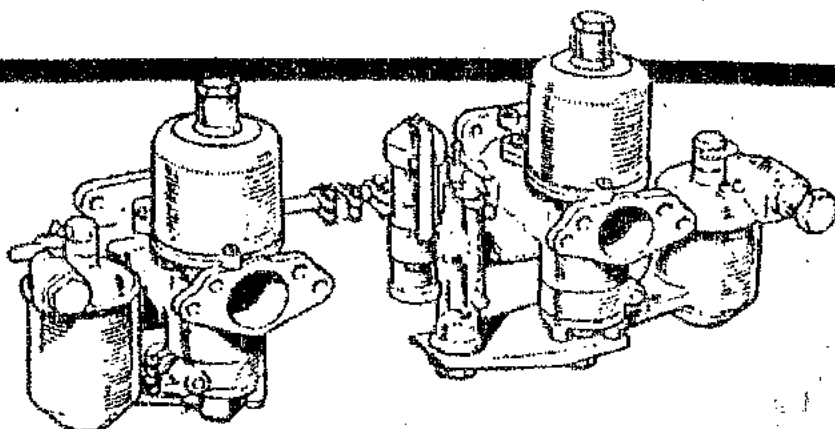
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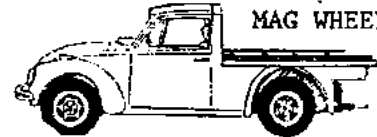


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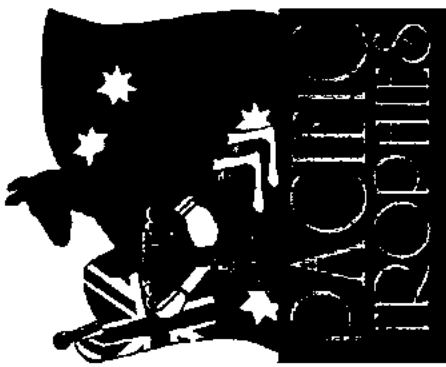
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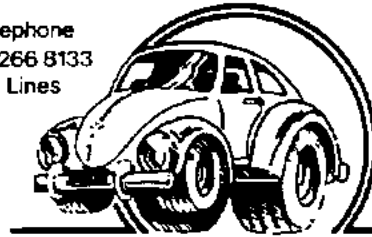
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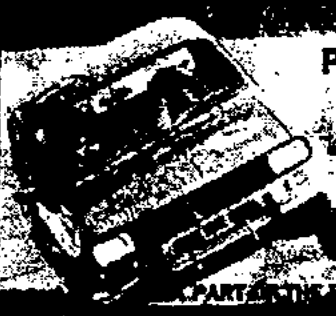


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GROUP G????????????

The situation regarding the newest breed of Australian Touring Cars has had my ribs tickling recently and I can't help but compare these vehicles to the Group G cars of not too long ago.

I wrote in an article last year some time that the Special Commodores looked like Group C cars with all the wings and things.

Now, they look even more boy-racer-ish!!

The most recent issues of Australian Auto Action have had some expose's on the cars and photos to show just what they look like.

The other interesting fact concerns the 'small car' class which is being run with rules similar to some European series. These cars in Australia will have a capacity limit of 2.0 litres and it seems that as long as you can fit the engine from that manufacturer in the engine bay, you can go racing.

The Caltex Team, previously running Sierras under the guidance of Colin Bond will be switching to Toyota for next year.

What do you think they will run?  
Camry's? Celica's? Tercels?

No, the answer lies in the ubiquitous Corolla. "But they don't make a 2.0 Corolla," I hear you say.

That doesn't matter, for they will just stuff a Celica 16 valve 2.0 donk in the things (Seca bodies) and get an easy 300 bhp.

I can remember when Adrian Taylor had the most minute of Honda Civics and he shoe-horned a Prelude/Accord 1600 motor into that, making a little car with a big engine.

The theory is the same and it seems ironic that the viewing public wants to see cars that "they can buy" on the race tracks but you and I know that there ain't no Corolla's like them around.

One night at the Clubrooms, we were discussing this principle and Rob Reddix came up with the idea of putting the mechanicals out of a Celica GT-4 into a 4-door AE82 Corolla.

This would be a real sleeper and would blow the dunny-doors off any Club rally competitor.

This could actually kick off a great contest for I've come up with one better!

What about fitting the Mazda 1.8 motor and 4wd gear out of the Ford TX-3 turbo into, wait for it, a Mazda 121 'Bubble' - then paint it pink!

We could call it the all-new Mazda Hooter and I'll take one thank you very much.

Or, someone can take the running gear from an Evolution VR-4 and put it into one of those old Colts from the late 60's that Bondy used to win everything in.

Send in your ideas!!!!

TOM SMITH.

A-HEM, A-HEM, THE BOYS AT  
COFF'S.

The Queensland contingent at the Coff's Harbour round of the ARC was quite reasonable and included a number of competitors who put up some very good performances.

The Daihatsu competitors were there in force as this was one of the rounds which had to be run to qualify for the Series.

There were also a number of others who went down to gain some experience and take part in a top event.

These crews included Dean Tighe and Greggy Horton in the new Pulsar GTi-R, Warren Carrigan and Hugh Reardon-Smith in Warren's Laser Tx-3 4wd and our own honorary Queensland Ian Bailey from Moree, who I believe took one of the Peters brothers along from Nambour. I think it was Ronnie but it could have been Johnnie - for those who aren't aware they're twins.

Warren and Hugh returned with state honours for Queensland, finishing in a very impressive ninth outright against some of the best cars and crews in the country today.

For those who aren't aware, Warren and Hugh's entry in Cleanaway Rally Queensland was cut short because Warren's eye was badly bruised, courtesy of a bouncing sledge-hammer.

This performance is all the more credible when one considers that his first event was in a Beerburrun Club Rally about 2 years ago!

Dean and Greg took the Pulsar down to put some competitive miles on the thing and get it sorted for Rally Oz.

Unfortunately, problems with the suspension put paid to their efforts and the car didn't get a chance to perform. With seized rear 50mm Bilsteins, the lads decided that enough was enough and went spectating on Sunday instead.

This brings us to another one of the guys who hasn't been in the sport all that long - Ian Bailey.

One of the Peter Glennie mob from Moree, Ian has been 'adopted' by the BSCC and he has been performing very well indeed.

"He was seeded a disappointing 62nd (!) and complained but apparently was told by the organisers to "Go away, there's a nice chap!"

He took that with a grain of salt and went out to win class PRC3 by a country mile and finish in about 17th outright.

Ian has been doing some other events this year and did a quiet trip to Bathurst where he was again doing well before falling off the road.

The BSCC wishes to congratulate the teams who made the trip to Coff's and proved that the Queenslanders are capable and competitive.

It is a great event and more should make the trip next year. Speak to someone who's been!

TOM SMITH.

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TUESDAY 6 OCTOBER - BOARD MEETING 7.30 pm Clubrooms

WEDNESDAY 7 OCTOBER- NIGHT RUN - Don't forget that Third Party Extension!

SATURDAY 17 OCTOBER - BAILEY POWERLINES RALLY, IMBIL. Director Brian Everitt

SUNDAY 18 OCTOBER - MOTORKHANA - Boondall Entertainment Centre Car Park

+++++

Date for your Diary: 5/6 DECEMBER - Rallysprint - Final Round Qld Rally Championship  
and Club Rally

\*\*\*\*\*

FORTHCOMING EVENTS: 25/10/92 - IWMAC Round 3 - Ettamogah Pub-Coca Cola Series  
15/11/92 - TAC Round 4 - Ettamogah Pub-Coca Cola Series

=====

INVITATION received from HOLDEN SPORTING CAR CLUB to our Club to a KHANACROSS  
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=====

Central Queensland Motor Sporting Club - Saturday 24 October 1992 - The Revived  
Lyn Perrin Memorial Rally commences 3.30 p.m. - Contact Danny Benson 079 28 3114  
P O Box 5045 Rockhampton Mail Centre Q.4702

+++++

Of course.....B.S.C.C CLUBROOMS open each WEDNESDAY night from 8.00 p.m.

Had a wonderfull holiday and I'd like to thank Trish Evans for holding the  
fort while I was away - good to be back!!!

*ES me*

-----

The Hatched Department of the B.S.C.C. has been doing well and we would like  
to send

CONGRATULATIONS to Tom and Kym Smith on the birth of their daughter  
Kristyn Leigh (9 lb 5,1/2 oz) on 29 August

and to Brian and Lynn Everitt on the birth of their son  
Drew (7 lb 8 oz) on 13 September

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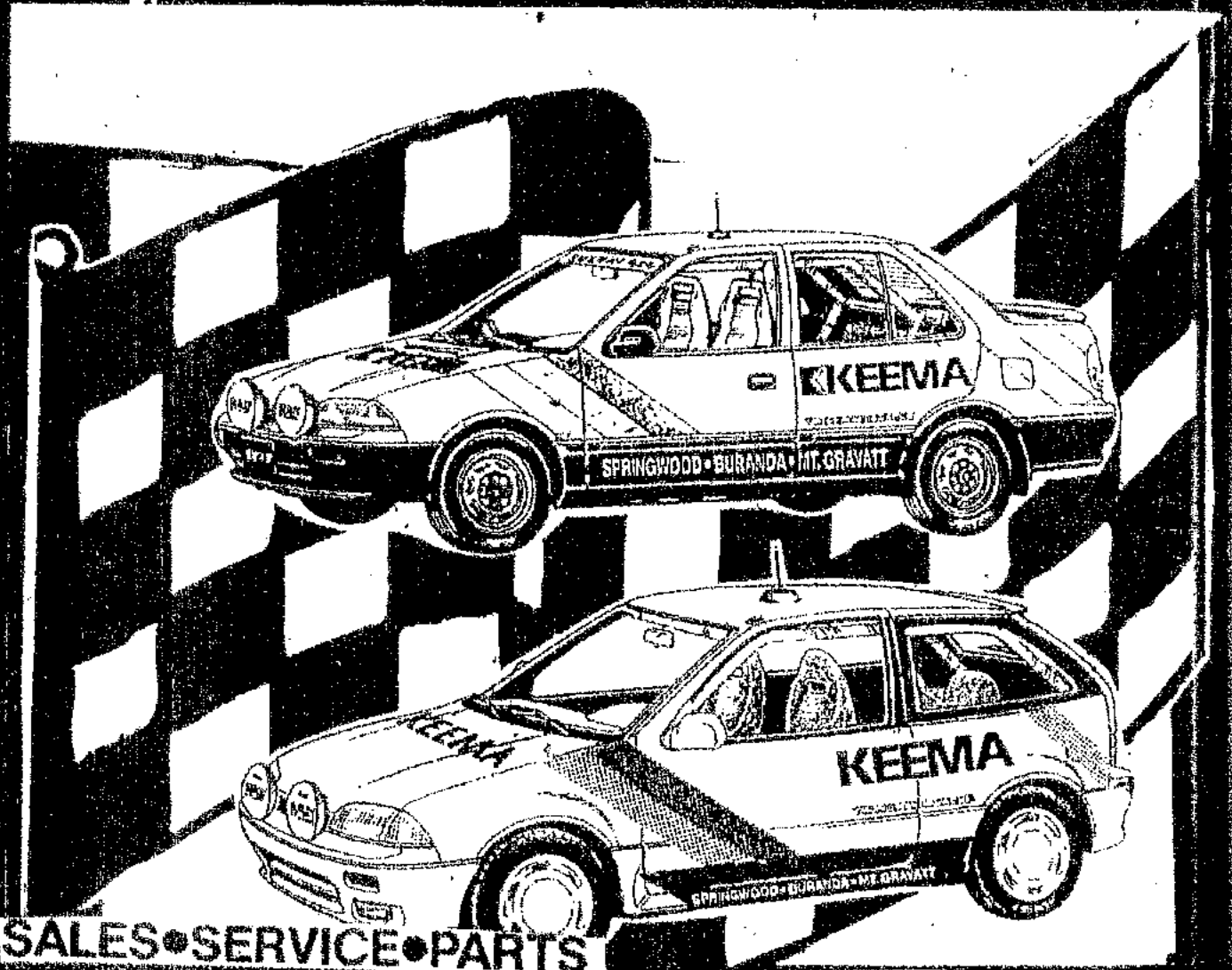
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