

BRISPORT



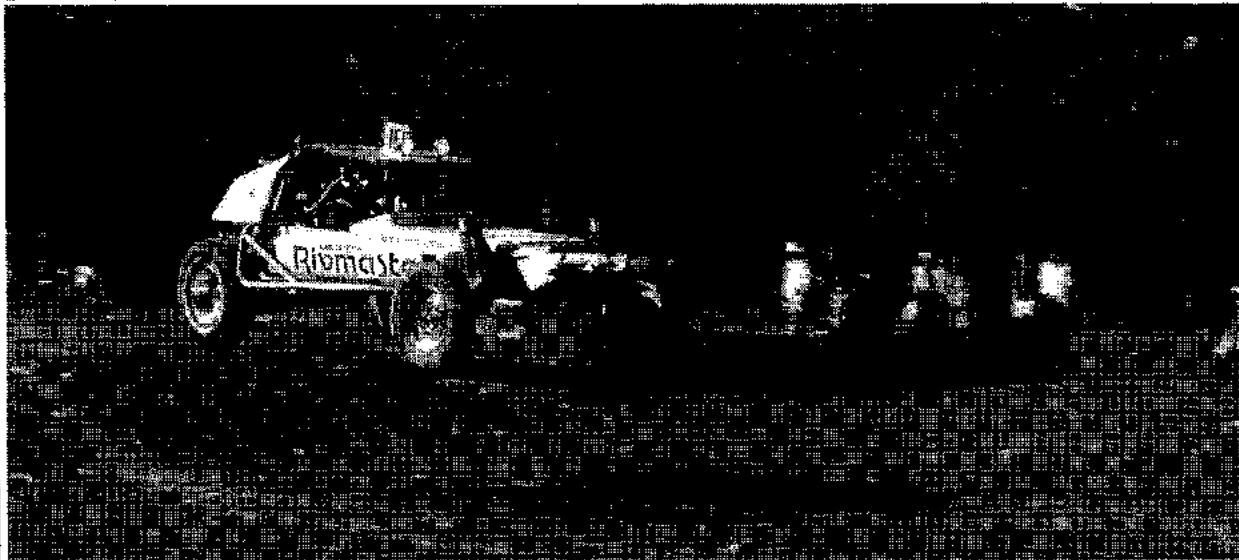
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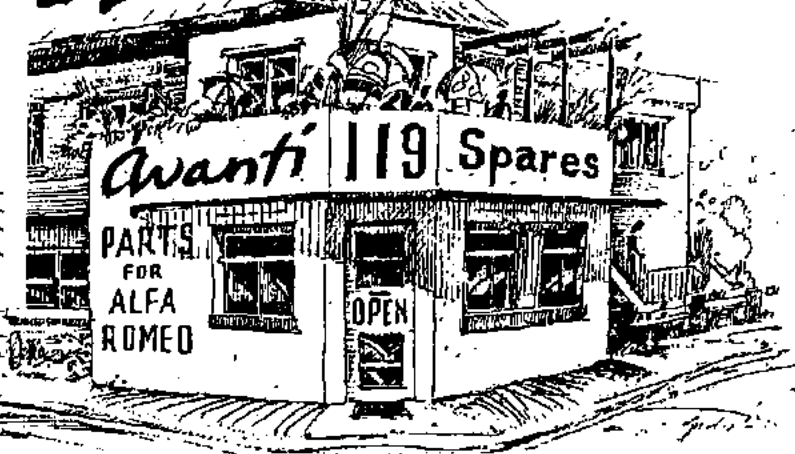
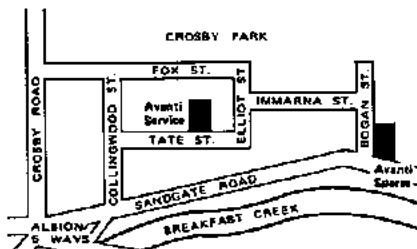
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THE OBLIGATORY EDITORIAL



Hello and welcome to another issue of Brisport which I sincerely hope you are all enjoying this year.

Although some of the format of the magazine may seem unchanged from that of previous years issues, I am trying to introduce some new and interesting material, and tidying up the presentation just a wee bit.

Only a couple of weeks ago a club member said that he read the latest 'Dear Bob' column and thought it had my name all over it. I cannot tell a lie, I may have some connection with it, maybe!!?

In this month's edition you will find another article from the pen of Tony Best, our Roma branch of the club. He has taken it upon himself to put together a series of articles in an effort to bring you all some information on the way things used to be.

In this the club's 40th anniversary year I think it's great and it's fine to think that someone is taking the time to put their thoughts on paper. Unfortunately, no-one has taken the bait and responded to some of Tony's comments but he promised that some of the up and coming 'slurs' should 'raise some backs'.

Last month the club enjoyed it's Annual General Meeting and it was incredible (and pleasing) to see that there

was a full field of nominees to fill the positions on the board and various other spots.

Congratulations to those people who have joined the crew and best wishes for your coming year. It is always good to get some new faces on the committee and I'm sure there will be some new ideas firing very soon!

Strangely enough I was elected unopposed to the Editor's position (HA,HA), but you never can tell when I may be hit by a water buffalo or struck by lightning or something of the sort. Be prepared, people. Be prepared!!

I must offer my congratulations to those involved in making the first round of the Revolution Racegear Rallysprint Series an incredible success.

A field of 63 cars and crews is sure the right way to kick it off and from what I hear, everyone had a ball. Everyone apart from Rodney Browning whose cambelt jumped a tooth and Jimmy Pilgrim whose V8 'Torantula' spat it's diff in no uncertain terms.

A great race apparently ensued between Dean Tighe and Craig 'No Risk' Lee and the Pulsar came out tops. Maybe the top end speed difference of 40kph had some effect.

Congrats, Dean and Alan on another fine win!!

THE
EDITORIAL
CONTINUES

The AORC round in Toowoomba took place over the Easter weekend and unfortunately the organisers lost a few potential entries because the date clashed with a Victorian state championship round.

Why would we do that, I hear you ask??

Well, after putting the question to CAMS (the giver of life and provider of the light) the response (from the Victorian representative) was that nowhere in the rules did it say that 2 events couldn't run on the same weekend.

What about common courtesy!! What about not jeopardising the national championship by putting off your state round by one week!! What about giving people the chance to compete in both events, if they want to!! What about plain common sense!! Quite obviously the gentleman in question has his brain in the bottom drawer of his CAMS desk, which we the members of the Confederation have paid for!!

In case you hadn't gathered, I'm a little pissed off by what appears to be another CAMS 'shrug-off'. I don't say that every CAMS official is a right royal prune, just some of them.

Enough of my slanging off at the governing body, everyone does quite enough of that!

From what I hear the AORC event was one of those classic duels of man and machine versus nature with the track dry and dusty and a little rough in places. But

hey, that's what 'o-f-f r-o-a-d-i-n-g' is all about. If you can't take the heat get out of the proverbial kitchen, blah, blah, blah!!

Congratulations to all concerned on having the guts to bring the Qld round back to the people. Next year it can only get better.

Whilst you are reading this, one of the club's favourite sons (and another favourite nephew) are in the deepest corners of Europe and the Slavic states chasing 25 year old rally cars across the world. I speak of Richard Anderson and Mike Ryan who have entered an Alfa Romeo Guilia Super in the 1993 London to Sydney Marathon and hope to stick it right up 'em.

I'm sure that the boys won't disappoint their fans and will bring home the bacon.

I was pleased to receive the first compliment about the new look magazine the other day. The club member (and advertiser) was quite pleased about the presentation and quality of 'Brisport'. Thanks of course must go to 'CANON' and Lyndall Parr who have arranged for the copying of the magazine pages 'at the right price'. Thanks CANON!

At this point in time, I would like to thank Andrew Owen for his piece on the ICI-Dulux Historic Rally in last month's magazine. Unfortunately if I'm not at an event I have to rely on input from others who were! Get the idea, folks??

Please enjoy the April edition and feel free to contribute at any time.

Tom Smith

******YES!!******

THE SOCIAL CLUB IS BACK!!!

After a lay off of nearly two years the Social Club has returned due to the renewed interest generated by increased membership and participation in the high level of events run in recent times.

There are a couple of major social events planned for this year, one being the Club's 40th Anniversary Party tentatively planned for September, and of course there's the Christmas Party. (Always a popular bash-Ed.)

There have been a few suggestions for other activities such as a golf day with family BBQ afterwards, fun runs and raffles. Perhaps you could come up with some more suggestions?? Please don't hesitate to contact myself or Esme with any ideas, or perhaps some generous soul might like to donate a raffle prize.

For our new members the club rooms are open each Wednesday night from 8.00pm so don't be too shy to come along and meet fellow club members and competitors. There is always someone to talk rally cars or off-road, or just come along for a 'coldie' and listen to the 'stories'.

Big heaps of thanks must go to previous social event organisers Chris Lane, Alan Bates and Esme Gibson.

**Remember a club isn't just a building,
it's people that make a successful
organisation so please support your
club and let's be here for another 40
years.**

BERENICE LINTON
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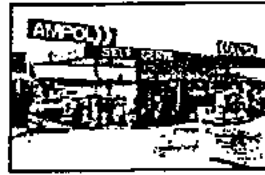
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Dear Bob

This month's international letter comes from someone who wants to know some technical details about motorsport - someone who obviously wants to re-inject some ingenuity and engineering magnificence into his car:

Dear Bob,
Here in mein home country, ze name of Bob McDonk is treated like absolute royalty. You are a livink godt, und I hope like hell you can azzist me vis mein questions.

I vish to become a schtar in ze art of Rally Drivink und have some ideas for ze makink of ze car very fast to go! I underschtand zat zere are some regulations und rules vich I must comply vith und I vant your opinions on ze pozzibility off putting zese ideas into motion.

Firstly, many years ago, in ze dim dark ages some racing cars used skirts for ze ground effects. I vish to use zis idea like crazy and I have found just ze thing for attachmant to mein Skoda GT (ze von vis ze tvin-barrel carbie!)

In mein mother's cupboard, she has a very nice tartan skirt, a qvite easy-to-iron polyester job und a long von vich just about reaches ze ground. I sink zis vould be ze best von - vot do you sink??

Alzo, I am unclear on vot 'Homologation' is, I know for ze fact zat every bottle of milk I buy is homologated but vat ze hell does zis have to do vis rallyink???

I vill vorship your reply und hank it off mein bedroom vall, just next to mein autographed picture of Vladimir Nsdijueafbho ze local champion.

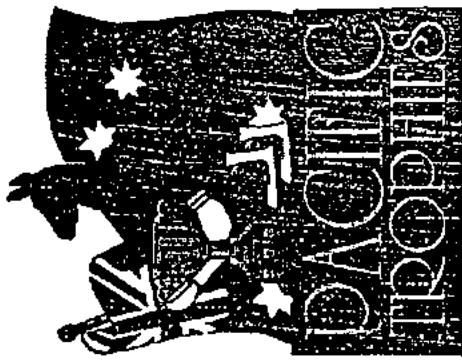
Sank you vis much admirationment.

Markus Aleninenninen.

BOB SAYS:

Boy Markus, I've never been worshipped before! Thank you for kind comments. You have some basic problems with your understanding of these principles.

Skirts are not items of clothing although some rally drivers are said to wear them! And 'Homologation' is the process by which a manufacturer lists it's performance modifications (eg when Ford says it wants to use a Chevy motor in Touring Cars-get it?)
When I'm next in your country I'd love to drive your car as the closest I've been to a Skoda would be John Goasdoue's Daihatsu Charade!! Bye for now, BOB!



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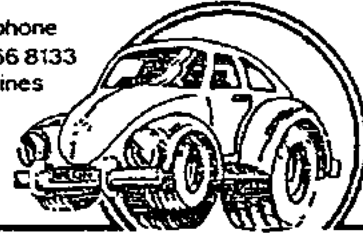
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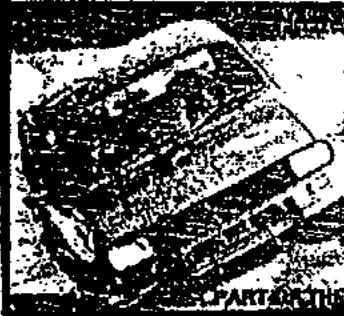


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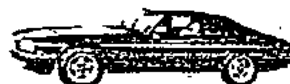
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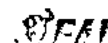
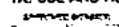
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CHANGES IN THE LAST TWENTY YEARS (PART 3)

By Tony Best

As well as the changes to the layout of route instructions mentioned in 'Brisport' last month, there have been many others to the way that rallies have been run.

The main trends that seem to have happened in the last twenty years are:-

- (1) a trend from daylight running to night running and then back to daylight running
- (2) a trend towards shorter competitive sections and shorter events, and more recently
- (3) a trend towards the use of better quality smoother roads.

Back in the early days rallies were run in daylight on public roads, very few of which were bitumen. Fortunately there was very little traffic away from the main roads.

Initially rallies were run using average speeds, and points were lost for early or late arrival at controls. Unless a competitor took a wrong turn or had a puncture (both of which were probably reasonably common occurrences) there was probably no need to significantly exceed the speed limit.

In fact the long distance rallies were known as 'reliability trials' which presumably meant that vehicle reliability rather than outright speeds was replaced by time allowed for a section.

Competitors who were early at the end of the section could wait at the control until their due time in. The concept of timing was that a good crew would be able to complete a section with no time lost, but if anything went wrong it would be impossible to do the section on time.

Enough things went wrong for enough crews that everybody usually lost time on one or two sections, and so the winner of the event was decided.

"Then, as now, rallying was a battle of wits between the directors and the top crews."

Motorsport has always been a competitive sport and in the early days it was no less competitive than now. The top crews continually looked for ways to improve their performance. Navigators got hold of better quality maps, and drew their own maps of navigationally difficult areas. Drivers practiced on sections of roads that were regularly used. Then, as now, rallying was a battle of wits between the directors and the

top crews.

There was one major factor affecting rallies in daylight on public roads, and that was that all traffic rules had to be obeyed. Maybe in the very early days a crew may have been prepared to lose time rather than exceed the speed limit, but as events became more competitive the competitors were prepared to take more risks.

It was necessary to complete a section in a time greater than the time allowed before points were lost, for instance if the time allowed was 20 minutes, competitors would lose no points whether they took 18, 19 or 20 minutes for the section.

Organisers could not be seen to encourage the competitors to break the law by placing an impossible time on the section. In fact for many years CAMS imposed on rally organisers a maximum allowable average speed of 50 mph (80kph), their thinking being that if competitors exceeded this average speed they would need to exceed the legal speed limit on the better parts of the section.

There are many stories of slow clocks at the start of competitive sections, ie. for competitors to complete a 20 minute section without loss of points they really had to do it in 15 minutes, but the main method that directors employed to ensure that most competitors would lose points on an 80 kph section was to choose the roughest roads possible, so that any competitors who tried to drive too quickly would run off the road, get punctures or break shock absorbers (As I said earlier, these events

were called reliability trials).

As car ownerships increased and rallying became more popular so did weekend touring by the general public.

There were a few accidents and a lot of near misses on blind crests and curves involving rally competitors and private motorists. There were also a number of similar incidents involving two rally competitors, one or both of whom were presumably off-course.

The rally directors, never lacking in ingenuity came up with a solution to this problem - run the rallies at night so that the headlights of an oncoming vehicle can be seen long before these vehicles meet on a blind crest or curve.

The late 1960's saw the last of the daylight rallies of the early era. By the early 1970's almost all competitive sections were run at night. Most rallies lasted all night, with the event starting on the Saturday afternoon so that the first competitive section was timed to start just after dark, and with the last competitive section being completed about daylight.

Problems began to occur even for events run after dark. Some roads were used too often, and the local farmers and road users still complained.

To overcome this problem a number of restricted zones were introduced where competitive sections were not allowed, and the remaining unrestricted area was divided

into a number of zones with each zone to be used only twice a year. It was the responsibility of the state Rally Co-ordinator to look at the event applications from all clubs and to allocate each event to a particular zone.

Events tended to have long transport sections from the start to the first competitive section, and also from the last competitive section to the finish.

The Queensland round of the Australian Rally Championship used forestry roads much earlier than other events. There are no farms in forests, and access to forestry roads was (and still is) controlled by permits issued by the Forestry Department. Complaints about rally competitors on public roads continued to grow and more directors took the easy way out and used the forestry roads instead.

Also it was harder to average greater than 80 kph on forestry roads, whereas this was becoming easier on public roads many of which were being improved and upgraded with a lot more bitumen than in the early days.

The next major change was the acceptance of the fact that close results would not be possible while timing on competitive sections was to the nearest minute only. If a section was long enough the fastest and slowest competitors would be separated by quite a few minutes, but on the shorter sections there would be a large number of competitors on the same minute.

A single section known as the

'Maxim Motors Marathon' was the longest section of the Queensland round of the Australian Rally Championship in the 1970's. It was approximately 100kms in length and went from Kenilworth to Jimna and back again, but used some roads that would now be regarded as public roads and eventually had to be abandoned.

"A single section known as the 'Maxim Motors Marathon'...was approximately 100 kms in length...!"

Quarter minute timing and later on timing to the nearest second were eventually introduced, and CAMS agreed to the times allowed for sections to be calculated using average speeds of 90 kph, and later on increasing this to 100kph.

Special Stage rallies had of course been run in Europe for some considerable time, and were eventually adopted in Australia. This changed the time penalty from the time in excess of the time allowed to the actual time taken for a section, and effectively removed the last barrier between rallying and forest racing.

This also meant that competitive sections could be a lot shorter, as even on short special stage rallies competitors would usually be separated by one or more seconds.

Of course there are still many lower category rallies run today which still use time allowed per section and timing to the quarter minute, and I think that there will always be a place on the rally calendar for this type of event.

With the removal of any requirements for adherence to speed limits there was no need to resort to rough roads to keep speeds down and to sort out a winner, and with timing to the nearest second there was no need to add extra lengths of rough road to make a section long enough. These factors along with the much better brakes and tyres available today (and also the availability of four wheel drive and turbochargers) have caused rally speeds to increase in the last few years.

These faster speeds have meant that the organisers have had to pay much greater attention to ensuring that nobody other than the rally competitors are on the roads during competitive sections, but with the use of sections of shorter length physical closure is a lot easier and if a road is physically closed there is no reason why it cannot be used competitively during daylight.

Initially a few daylight stages were tried in forests that could be easily closed, and when this proved to be a success this type of section became much more widely used.

In particular it has been found that daylight competition has been very popular with spectators. The next step was the closure of public roads for competitive

sections, which was allowed provided that the closure was for only a few hours duration and that all local landowners had no objections.

It is now therefore common for most rallies these days to include a reasonable amount of daylight running, and even when an event includes a reasonable amount of night running it is usually finished by midnight.

Most people seem to be fairly happy with the present format of rallies. On the other hand there are probably a few of the older club members who think that the modern generation of rally competitors are getting a bit 'too soft' and would not be able to handle an event that lasted all night.

All the best,
TONY BEST.



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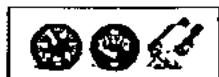
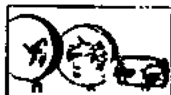
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"What about the time that...."

In an effort to revive reader participation in this great compilation of literary eminence, I have decided to offer a new column entitled "What about the time that..."

From my own personal experience, everyone has a great story about their biggest moment, or their hugest crash or just a great story which remains in the bar at the clubrooms but should be relayed to the world.

Now is your chance!! If you've got a whopper to tell, let me know or write it down and the rest of the club members can share it with you.

I'm telling the first story 'cos it's my idea!

Way, way back about 10 years ago my driver at the time (Rex Faldt) and I had entered the Keema Classic Rally which was to start from the, then, new showrooms at Springwood. I think Jim Reddiex was the Director of the event at that time with Peter Marshall assisting.

I had taken the hybrid, fibreglass, 2.3 litre Escort to scrutineering that morning and returned to Rex's place at Salisbury, only to find that the car had apparently blown a head gasket (obviously not my fault).

We had no choice at the time but to withdraw from the event and phoned to let everone know (because it was pretty hard to find a head gasket for an American 2.3 Pinto motor back then - especially on a Saturday morning!)

I decided to return to Springwood to watch the start and had no sooner walked in the door when event secretary Wendy Marshall grabbed me by the arm and pointed at a forlorn looking figure in a glass office with a phone attached to his ear.

I was introduced to the one and only Peter Johnson and quickly asked if I'd like to navigate for him. Apparently his pre-arranged navigator, a certain Del Garbett, had to pull the pin at the last moment because her little boy was sick. Peter was desperate and he had been trying to contact me because Wendy knew by then I wasn't competing.

I was happy to join the team for the event and immediately tried on his little red Datsun 1600 for size. To cut a long story short we had a top event and finished a brilliant 10th outright just seconds behind Phil Coleman, who ran the ex-Peter Phillips mid-engined Datsun 1600 grunter. I said goodbye and thanks that night and early the next year was again asked by Pete to navigate. That was the start of a great partnership and a friendship which continues to this day. And I now want to confess that I only wore shorts for the whole night!!! (that's a no-no!!)

TOM SMITH.

AVANTI!!

Over the years a number of BSCC members have made the trek far and wide to compete in rallies in other states and on some occasions in other countries like New Guinea or New Zealand.

Now two members of the BSCC have invested much time and effort in getting to the startline of perhaps the biggest rallying adventure held this decade.

Richard Anderson and Mike Ryan have joined forces to enter the 'Lombard London to Sydney Marathon' which is being held this month.

The event copies the original rally of 25 years ago and traverses much of Eastern Europe before heading down through India and joining Australia in Perth when the proper stuff will begin.

Richard and Mike decided to compete in this magnificent event when talk first began of the re-run a couple of years ago.

Originally there was an invitation for the original competitors to run and other spaces were to be filled by those who the organisers deemed 'suitable'.

Richard actually looked at enlisting the help of Jim Reddiex for his entry as Jim was an original competitor

and would have been accepted 'poste haste'.

As things worked out Richard's own entry was accepted by the organisers in Britain quite happily and he set about building a car which would make the journey.

The beast was an Alfa Guilia Super which was purchased from an enthusiast in Lismore who had stored the car with a view to restoration.



Richard started a full ground-up rebuild which made the car like new, but specifically suited to the rigours of the Marathon.

Up against some very impressive teams who feature a lot of top dollar support, the Avanti team believe that the Aussie competitive sections will sort out the men from the boys.

The Alfa's potential lies in it's strength and reliability, and Richard's ability to fix anything that breaks.

Mike's abilities as a top co-driver are second to none and between them, they aim to force the little Italian car in amongst the leaders by the time the field reaches the spectacular finish at the Sydney Opera House.

The entire BSCC wishes them the best of luck!!!!!!!!!!!!

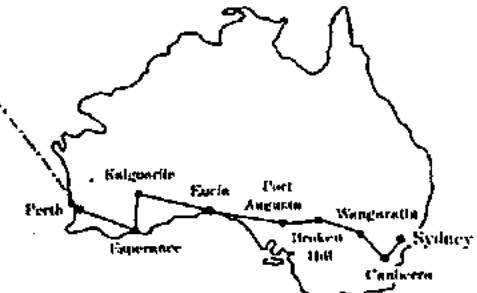
1993 Lombard LONDON-SYDNEY MARATHON Entry List



LONDON-SYDNEY MARATHON 1993
Overnight stops
Start London April 17th - Chelsea Harbour
Finish Sydney May 16th - Opera House

	APRIL
Ypres	Belgium 17th
Trier	Germany 18th
Innsbruck	Austria 19th
Bratislava	Slovakia 20th
Szegeed	Hungary 21st
Rouse	Roumania 22nd
Istanbul	Turkey 23rd
Ankara	Turkey 24th
Erzurum	Turkey 25th
Tehran	Iran 26th
Asfabad	Iran 27th
Bahara	Iran 28th
Tashkent	Uzbekistan 29th

	MAY
Delhi	India 1st
Jodhpur	India 2nd
Udaipur	India 3rd
Bombay	India 4th
Fremantle	Australia 5th
Perth	Australia 6th
Esperance	Australia 7th
Kalgoorlie	Australia 8th
Eucly	Australia 9th
Port Augusta	Australia 10th
Broken Hill	Australia 11th
Wanganatta	Australia 12th
Canberra	Australia 13th
Sydney	Australia 14th



1. Andrew Cowell	William Hunter	GB	27. Bryan Hines	Alle Parnas GTV	Aus	53. Les Johnson	Ford Mustang GT	Aus	89. Tony Corran	Volvo 230 G2	Aus
2. Roger Clark	Ford Escort	GB	28. Barry Sumner	Morgan +C	GB	54. Jon Vassar	DAF 95	Holland	90. Paul Cole	Ford 200TC	GB
3. Ian Wright	Ford Falcon	Aus	29. Pamela Dutton	Holden Monaro	Aus	55. David Colwell	Mercedes 280 SL	NZ	91. Tim Pearce	Mitsubishi Pajero	GB
4. Owen Morris	Mercury 4	GB	30. David Herby	Ford Falcon GT	Aus	56. John Platt	Holden Monaro	NZ	92. Graham Gould	Audi-Henry 3000	GB
5. Bruce Stappleton	Volvo 1415	Aus	31. Alan Dinkler	Peugeot 404	Holland	57. John Williams	Holden Monaro	Aus	93. Vito Karijovic	Ford P38	Holland
6. Alexander Bostwick	Mercedes-106	Russia	32. Eric Leonard	Peugeot 404	Holland	58. Ross Alexander	Holden Monaro	Aus	94. Richard Marshall	Ford P38	Holland
7. Evert Green	Ford Escort	Aus	33. Roy Dixon	Ford Zephyr Mk II	GB	59. Jacques Jeandot	VW Beetle	France	95. Michael O'Connell	DeLorean P518	Japan
8. Victor Shevler	Mercedes-106	Russia	34. Angus White	Anglia 1000	GB	60. Gail Lavelle	VW Beetle	France	96. Bernard Rasmussen	Peugeot 911L	Aus
9. Freddy McInerch	Peugeot 404	GB	35. Ron Hodgson	Mercedes 230 SE	GB	61. Ben Seehusen	VW Beetle	Aus	97. Stuart Wilson	Triumph TRX	GB
10. David Dunn	Peugeot 504	France	36. Gerald Brooks	Hilman Hunter	GB	62. Andrew Dadd	Volvo 1225	Aus	98. David Chivers	Ford Escort	GB
11. Terry Brian	Ford Escort	GB	37. Peter Finnegan	Lotus Cortina Mk II	GB	63. George Cheung	Peugeot 504	Malaysia	99. Howard Laugham	Mercedes 300	Aus
12. Sidney Dikson	AMC Rambler	USA	38. Neil Marjoram	Lotus Cortina Mk I	GB	64. Mike Brown	Peugeot 504	Aus	100. Keith Carling	Peugeot 911	Aus
13. Freddie Preston	Audi 2000 TC	GB	39. Roger Pearce	MGB GT	S Africa	65. Robert Seabury	Peugeot 504	Aus	101. Michael Shalton	Ford Escort	Aus
14. Terry Heiler	Peugeot 911	GB	40. Sandy Taylor	Lotus Cortina Mk I	GB	66. Tony Hart	Ford Falcon XT	Aus	102. Christopher Jones	Volvo 1200T	GB
15. David van Leunip	DAF 95	Holland	41. John Reddy	MGB	Germany	67. Graham Lattin	Ford Escort	GB	103. Roger Ealand	Volvo 1200T	GB
16. Paul Van Deuzen	Lotus Cortina MK2	GB	42. Ewan Potts	Peugeot 911E	GB	68. Guy Smith	Mercury GT350	Holland	104. Margaret Ealand	Ford Falcon GT	Aus
17. Derek Bell	Volvo 1415	GB	43. Alan Smith	Holden HR	Aus	69. Elvira Bergman	Peugeot 604	France	105. Bob Meyer	Triumph 2000	GB
18. Tony Elgarty	Mercedes 230 SE	GB	44. Olo Lantto	State 1100ME	Finland	70. Clagh Stewart	Holden Monaro	Aus	106. Jill Diamond	MG BGT	GB
19. George Reynolds	Volvo 1415	Aus	45. Gordon Kelsby	Ford Mustang	Aus	71. Greggy Sherman	Holden Monaro	Aus	107. David Hill	Volvo PV 544	GB
20. Tony Wilson	Rolls-Royce	GB	46. Howard Pullman	Volvo Amazon	GB	72. David Ryan	Holden Monaro	Aus	108. Jocelyne	Hilman Hunter	Aus
21. Brad Wadman	Ford Falcon XT	Aus	47. Ben Roberts	Ford Mustang	Aus	73. Tom Bar Smith	Rolls-Royce	Aus	109. John Hamilton	Hilman Hunter	Aus
22. Bruce Hodgson	Ford Falcon XT	Aus	48. John Kelsby	Peugeot 911E	GB	74. Dennis Bar Smith	MGB	Aus	110. Marlene Frenkel	Holden HK Monaro	Aus
23. Peter Saglan	Ford Cortina	GB	49. John Kelsby	Peugeot 911E	GB	75. Ron Vandenker	MGB	Aus	111. Tony Lewis	Holden HK Monaro	Aus
24. Ron Rogers	Cortina GT MK2	GB	50. Alan Kelsby	Peugeot 911E	GB	76. Bruce McAlister	MGB	Aus	112. Robert Paine	Holden HK Monaro	Aus
25. Peter Hall	Ford Escort	GB	51. George Evans	Volvo 1415	Aus	77. Andrew Juret	Peugeot 911 R8	Hungary	113. Eric Stang	Peugeot 911	Austria
26. Richard Anderson	Alle Parnas Olds	Aus	52. Graham Paine	Delmon 1800	Aus	78. Bob Bell	Ford Mustang	Hungary	114. Peter Woodford	Audi 1000	GB
			53. Alan Platt	Ford Escort	GB	79. Leslie Brotherton	Ford Falcon GT	Aus	115. Peter Woodford	Peugeot 911	GB
			54. Colin Smart	Ford Escort	GB	80. John Hillard	Ford Lotus Cortina	GB	116. Anthony Keir	Holden GY	Aus
			55. Alan Platt	Ford Escort	GB	81. Dennis Hillard	Volvo 1225	GB	117. Anthony Keir	DeLorean 1980	Aus
			56. Nick Harvey	Alle Parnas Olds TI	Italy	82. David Bennett	Volvo 1225	GB	118. Michael Collier	Ford P38	GB
			57. Alan Platt	Peugeot 911	GB	83. David Kelsby	Peugeot 504	Malaysia	119. Graham Adams	VW Beetle	Aus
			58. Anthony Stewart	Ford Escort 104	GB	84. David Harvey	Peugeot 504	Malaysia	120. John Gough	VW Beetle	Aus
			59. Yasuhiko Takagami	Ford Escort 104	Japan	85. Michael Kelsby	Peugeot 504	Malaysia	121. Philby Brown	Peugeot 911E	GB
			60. Pierre Karel	Ford Escort 104	Japan	86. Michael Kelsby	Peugeot 504	Malaysia	122. Achim Stoffer	Ford Falcon XT GT	Aus
						87. Stephen Adams	DeLorean P518	Aus	123. Mark Stewart	Ford Falcon XT GT	Aus
						88. Rosemary Mann	MGB 1800 Mk I	Aus			
						89. John Taylor	MGB 1800 Mk I	Aus			
						90. Peter Magrath	MGB 1800 Mk I	Aus			

Preview: London to Sydney Marathon

Alfa to challenge best in Marathon

'Avanti' is Italian for "go faster" or "go forward", and that is exactly what Richard Anderson and Mike Ryan plan to do in their 1968 Alfa Romeo Giulia Super when they front for the Lombard London to Sydney Marathon later this month.

Richard, the proprietor of Brisbane Alfa Romeo spare parts business 'Avanti Spares', has been a leading rally competitor in Queensland and events for many years now, travelling as far afield as Papua New Guinea to compete in the 'Kool PNG Independence Safari Rally'.

Never one to forego the chance for an exciting adventure he jumped at the opportunity to place an entry with the British organisers of the Marathon, at that stage not even knowing which vehicle he intended to run.

With the pre-1968 rules as an integral part of the event, the selection of a suitable and competitive vehicle was narrowed down to a choice of three.

The traditional and sporty GTV Coupe, its bulldog-like stance concealing a twin overhead cam, twin Weber engine, 5 speed gearbox and four wheel discs - or the rather staid looking 'family car', the larger Berlina or the four door Giulia Super with a wheelbase 200 mm longer than the GTV, under whose bodywork was hidden...exactly the same mechanical specification and a factory LSD option to boot!

Many points were considered. Such items as initial cost, the practicality of four doors to gain access to very important storage space and a boot recess which could carry a suitable size fuel tank, tools and essential spares.

The decision was virtually made for the Avanti Spares entry when a good Giulia Super (which had a life in Lismore) came along at the right price.

The car was ordinary, but to

By Tom Smith

anyone who knows anything about the Alfa marque, this example was especially good because it was almost completely rust-free. Work began on the car based on the original regulations, but those were to alter during the course of the ground-up rebuild, allowing a few more liberal modifications such as the beautifully hand-crafted wheelarch 'flares' which adorn the finished vehicle in these pictures.

Under the skin, the car is powered by an example of the engineering genius of Alfa's best designers, who some 40 years ago designed the legendary all-alloy twin cam motor which even in its standard form is recognised as being 'bullet-proof'.

The motor, completely rebuilt by the staff at Avanti Spares, is lightly modified but retains a standard crank and internals which have been assembled with care and attention and are quite capable of withstanding the punishment of the Marathon.

Compression has been deliberately kept to a moderate level as the quality of fuel to be encountered during the event will certainly differ in the countries through which the field will pass. Nonetheless, the car has recorded 110 bhp at the rear wheels on the dyno.

Much thought and ingenuity has gone into the modified suspension which now features twin Bilstein shock absorbers on each corner, something which certainly may not have been featured in the rules of the original event some 25 years ago.

The interior has been totally refitted for practicality and comfort with a completely new hand-made wiring harness and late model instrumentation.

As time drew closer to the



Richard Anderson stands proudly beside the car that he hopes will take him the full distance in the London to Sydney Marathon.

date for the vehicle to be ready for the container in which it would make its London-bound journey, Richard enlisted the assistance of Kevin Corey to assist with the final specialised preparation and assembly of the Alfa.

With the vehicle freshly painted and proudly wearing its personalised "LSM-93" Queensland number plates, it was officially unveiled at a simple gathering of friends and motoring acquaintances who had shared Richard's enthusiasm.

The car was then driven to Sydney as a shakedown run prior to loading it into the freight container and heading off on its initial journey to London.

In just a few short weeks the car and its crew will begin the return journey across Europe and down through India to Bombay, where the entire field will be airlifted to Western Australia to carry out the most

competitive leg of the journey.

It is here in the familiar Aussie outback that 'Wombat' Anderson and 'Slickie' Ryan feel the car has the inherent qualities needed to outperform many of the more fancied big-name crews, fighting for a leading position by the time the front runners reach the glamorous

finish at Sydney's Opera House.

Whilst there is no doubt about the car's ability to make the journey or the skills of the driver and co-driver to compete on an international level, the London to Sydney Marathon is an enormous event which is one of those true tests of man and machine.

The Avanti Alfa team have a vehicle which represents an investment of more than \$50,000 and will hopefully be one of the first crews to overcome the odds to lead home an Australian contingent of cars and crews who have a real chance of dominating the competition.



The immaculate Alfa Giulia Super has been prepared with no expense spared.

21 countries, 11,500 miles

During April, 212 competitors from 21 countries will converge on London for the start of the 11,500 mile Lombard London to Sydney Marathon, billed as the greatest trans-global motoring adventure in 25 years.

The event, which will pass through 15 countries in 30 days, starts from London's Chelsea Harbour on Saturday April 17 and finishes on the steps of the Sydney Opera House on Sunday, May 16.

The naming of the event marks the 25th anniversary of the original history-making event in 1968 which was won by Scotsman Andrew Cowan in a Hillman Hunter.

Care in this year's event must be of the 1968 period. A dazzling array of them includes Moskvitches from Russia, Datsuns from Japan and Skodas from Czechoslovakia, all prepared to full rally specification. Preparation costs in some cases have exceeded \$60,000 for vehicles which were purchased for as little as \$4000.

One local Aussie competitor found his classic Holden Monaro on a local tip and \$100,000 and 11 months later loaded the immaculate car onto a P & O ship with instructions for it to be delivered to London and the start.

Amazingly and quite coincidentally, 25 of the original competitors from the 1968 event

for this 25th anniversary re-run. Leading the field away from London will be a much older and more experienced Andrew Cowan, driving the actual Hillman Hunter that won the event 25 years ago. The Hillman has been loaned by the Royal Scottish Automobile Club and has undergone a 40,000 pound rebuild in readiness for the tough 30 day event.

Cowan is under no misapprehension though.

"It wasn't the quickest car in 1968, but it was tough and rugged and it did the job. And it could do it again," he said.

The Marathon won't just be a leisurely re-run, though. It's a no-nonsense competitive event on closed road special stages. This year's director is Englishman Nick Brittan, a competitor on the original event. He has spent two years organising the trans-global event and has surveyed and driven every mile of the route.

"The '68 event was more about stamina," said Brittan. "This time around the accent is on speed and skill. We have 41 special stages where the cars are timed to the second. On the road sections the cars will observe the normal speed limits but on the special stages it will be 'go for broke'. The winner will be the driver who takes the least time over the 41 stages, some of which are 100 miles in length," Brittan said.

The route of the Marathon was to pass through England, France, Belgium, Germany, Austria, Slovakia, Hungary, Romania, Bulgaria, Turkey, Iran, Turkmenia, Uzbekistan, India and Australia. However a dramatic turn of events in Iran has caused the Marathon to be re-routed, and a massive Russian operation is being mounted to airlift 110 cars and 250 people.

Just how this route change came about is interesting. Brittan teased that there were diplomatic problems afoot on the day that he left on his final route survey. He and his assistant, Mike Summerfield completed the 2100km (that road survey of Iran from the Turkish border to the Russian border) but were refused permission by the Iranian authorities to leave Iran into Russia.

The two were stranded at a remote mountain border post at Bejjina, negotiating by phone at Ministry level with Tehran, but permission was refused. A welcoming Russian airport delegation waited on the other side of the border but Brittan and Summerfield were denied contact with them. Eventually they were escorted back to Tehran by a member of the security service, and were allowed to return to London.

As a result, a new route has been devised which involves a massive airlift operation taking

the event from Eastern Turkey directly to India.

Two of the world's largest cargo planes, the mighty AN 124 Antonov (similar to one seen at the Avalon airshow in Victoria last year) with specially constructed second decks will each carry 55 cars three abreast on each of two decks, in an eight and a half hour flight from Ankara to Delhi. The 250 competitors and officials will be carried on the same route by a Russian Ilyushin 86 passenger plane.

As a result of the changing political situation in the world, the route will differ from that chosen 25 years ago. The original survey took in Yugoslavia and went into Russia via Georgia and Azerbaijan, but all three countries are now war zones.

A route through Slovakia, Hungary and Romania was devised to avoid the former Yugoslavia, and Iran was to have been the alternative to Georgia and Azerbaijan. But now that route, too, has had to be changed.

Despite all the dramas over the choice of the route, the real 'tough' sections are expected to commence in Australia.

Arriving in Perth in Western Australia on May 6, the remaining competitors will have a 2-day rest before embarking on

the traditional rough Aussie border stretches.

They will be greeted with long stretches of sandy scrub country as they make their way from west to eastern Australia, travelling from Perth to Esperance and Katgoolite for their first overnight halt. Then it's on through Eucla, the Nullabor Plain to Port Augusta via little used tracks through the rugged Flinders Ranges. Leaving Port Augusta early the following morning, there's another demanding drive to Broken Hill, interspersed with a number of special stages to try out the weary crews.

Over 1000 kilometres of driving in one day faces those left in the Marathon as they make their way to the next overnight halt at Waaganatta. An early start on the second last day leads through mountainous country, the route rising to 1500 metres as they cross the Mount Buffalo plateau.

The drive through country familiar to competitors 25 years

ago follows, through Omeo, Suggan Buggan and the Monaro tablelands to a rest halt at Casberra on Saturday May 15.

The sight of Sydney's Opera House will be a welcome one the following afternoon as weary crews and cars reach the harbour city and the finish.

Sponsored by the huge Lombard finance group in Great Britain, the Marathon re-run has attracted no less than 46 Australian entries, some of whom competed in the original rally. The most unusual (and Thirdest) Aussie entry is the Rolls Royce Corniche of travel agent Tony Wilson who was a starter in the original event in an Austin 1800.

Other countries represented in the entry list include England, New Guinea, Japan, New Caledonia, France, Germany, Austria, Italy, America, Russia, Czechoslovakia, Macedonia, Jersey, Hungary, Kenya, South Africa, New Zealand, Eire, Holland and Canada.

Catch all the latest on the London to Sydney Marathon in next month's edition of Australian Rallysport News.



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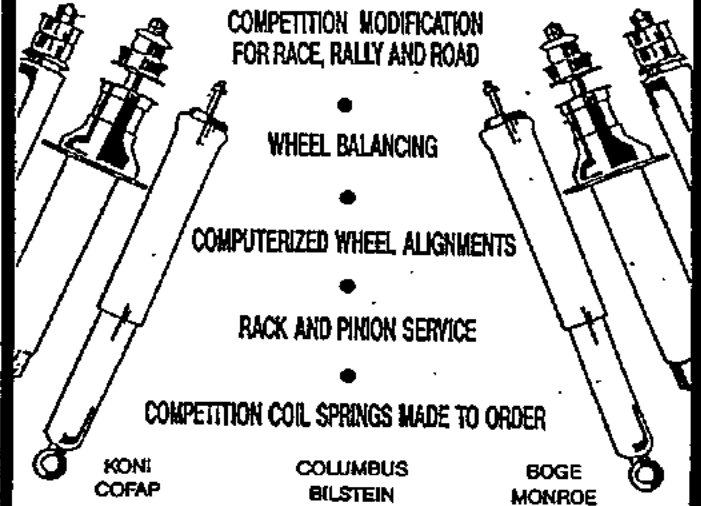
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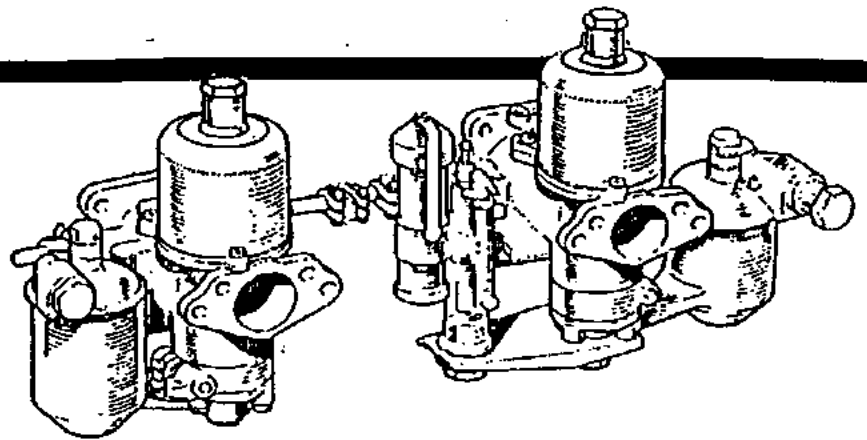
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REVOLUTION RACEGEAR ROAD AND RACE RALLYSPRINT SERIES

ROUND 1 - BEERWAH.

Listed below are the results of the first round of the all-new Rallysprint Series which attracted a bumper field of 63 entries. The word is that the organisers may have to restrict the entries for the second round to the limit of 50 so get your entries in early!!!

DRIVER	CO-DRIVER	VEHICLE	CLASS	SECT 1	SECT 2	SECT 3	SECT 4	TOTAL	O/Right	Class	
1	CRAIG LEE	BRADLEY WINKS	MAZDA	4	02:38.1	02:16.8	02:37.1	02:16.00	09:48.0	2	2
2	DEAN TIGHE	ALAN BATES	NISSAN GTIR	4	02:40.0	02:13.2	02:39.4	02:12.0	09:43.6	1	1
3	BRUCE DUMMETT	JOE FERRIER	DATSUN	2	02:55.8	02:31.2	02:54.7	02:29.4	10:51.1	8	2
4	CRAIG LUCEY	DEL GARBETT	TOYOTA	4	02:24.2	02:18.4	02:45.6	02:21.3	10:11.5	3	3
5	ROD BROWNING	SUZY SCULLIN	HOLDEN CAMIRA	2	03:36.5						
6	BARRY COOK	DAVE AMBROSE	DATSUN	3	02:52.9	02:26.3	02:53.9	02:30.5	10:43.6	6	2
7	HARVEY POTTS	MARIA MQUATT	LANCER	MODIFIED	02:53.7	02:28.6	02:50.0	02:29.6	10:41.9	5	1
8	RALLY CONNECTION		GEMINI	1	03:11.2	02:46.8	03:11.9	02:53.6	12:03.5	27	7
	NORM SINGLETON	DALE JEFFERIES									
9	MARK TAYLOR	ANDREW CRAWFORD	MAZDA RX7	2	02:53.2	02:28.3	02:55.7	02:27.8	10:45.0	7	1
10	CRAIG MOLE	JOHN SPENCER	DATSUN	MODIFIED	DNF						
11	ROBERT BEKKER	JOHN PINDER	TOYOTA	1	02:58.9	02:35.2	02:56.6	02:34.0	11:04.7	9	1
12	JEFF KILBRIDE	WAYNE DANIELS	GALANT	MODIFIED	03:00.3	02:40.8	02:55.6	02:41.4	11:18.1	15	3
13	MICHAEL PAGE	IAN SYME	FORD ESCORT	MODIFIED	02:58.7	02:36.5	OLL				
14	MALCOLM LAWLESS	MARCLAIN LAWLESS	DATSUN	MODIFIED	03:06.5	02:39.0	03:06.8	02:44.1	11:36.4	20	6
15	GARRY MARSHALL	CHERYL MCKINNON	DATSUN	3	02:50.2	02:23.2	02:51.3	02:33.0	10:37.7	4	1
16	BRUCE DAWSON	ALAN STEAN	DATSUN 240Z	3	02:58.6	02:33.6	02:55.8	02:45.2	11:13.4	12	3
17	JOHN EDDY	GARY MITCHELL	GEMINI	1	03:07.3	02:45.5	03:06.5	02:44.6	11:43.9	21	4
18	GLEN WESTON	ROB REDDIX	MAZDA 323GTS	1	03:23.2	03:02.7	03:10.9	02:47.6	12:24.4	36	13
19	REX FORD	DAVID WALSH	DATSUN	1	03:12.7	02:53.7	03:12.4	02:54.0	12:12.8	31	8
20	BEN WATKINS	KERIEANNE BEARDMORE	GEMINI	2	03:03.2	02:42.5	03:03.0	02:42.5	11:31.2	18	3
21	PETER SALISBURY	MARK NEWBERRY	DATSUN	1	02:57.4	02:36.4	02:56.0	02:40.4	11:10.2	11	2
22	GLEN ZAGAMI	SHANE ZOCH	NISSAN	MODIFIED	03:04.4	02:42.7	03:04.2	02:43.5	11:34.8	19	5
23	SPENCER YARROW	*DEREK YARROW	TORANA	MODIFIED	02:58.7	02:36.9	03:01.8	02:37.8	11:16.2	13	4
24	BILL WILSON	LUKE HARE	DATSUN	2	03:02.4	02:31.2	03:01.9	02:34.2	11:09.7	10	2
25	TIM COLLINGWOOD	RICHARD COLLINGWOOD	HONDA	1	03:09.7	02:49.7	03:04.8	02:51.3	11:55.5	23	5
26	JOHN GIBSON	DANIEL GIBSON	MITSUBISHI	MODIFIED	03:03.6	02:42.0	03:01.8	02:41.9	11:29.1	17	4
27	TERRY BOARDMAN	BRIAN BOARDMAN	DATSUN	2	03:12.4	02:51.6	03:10.8	02:49.7	12:04.7	28	4
28	COLIN O'BRIEN	DAMIAN MAGUIRE	TOYOTA	1	03:21.8	03:05.1	03:49.9	03:28.7	13:45.5	52	1
29	SHANE DAY	KEITH STOKES	GEMINI	1	03:09.4	02:50.2	03:08.4	02:49.4	11:57.4	24	6
30	ROBIN BERARDO	MICHELLE HENNESSEY	DATSUN	MODIFIED	03:16.8	03:01.7	DNF				
	RALLY CONNECTION										
31	BRETT WRIGHT	GARY McLANE	ISUZU	2	03:10.9	02:44.1	03:10.1	03:02.0	12:07.1	29	5
32	GLEN TEALE	CAMERON WAITE	DATSUN	MODIFIED	08:29.5	04:43.3	04:16.6	03:45.6	21:15.0	54	13
33	CHRIS LAWRENCE	KAREN LAWRENCE	ISUZU	1	03:28.9	03:05.1	03:21.3	03:11.8	13:07.1	48	20
34	PETER STEWART	JOHN RUTCH	FIAT	1	03:18.2	02:54.8	03:15.4	02:48.5	12:17.9	34	11
35	JEFF CAMERON	SIMON CAMPBELL	DATSUN	MODIFIED	03:33.0	03:02.0	3:35.4	03:05.8	13:15.2	50	12
36	PETER KAHLER	ROSS COLLEDGE	GEMINI	1	03:20.3	03:09.3	03:19.9	02:59.9	12:45.4	43	18
37	MARTIN BORROWS	LEIGH SKINNER	GEMINI	1	03:30.2	02:45.0	03:22.3	03:04.7	12:42.2	41	16
38	SHAUN GILL	DAVID OVENDEN	DATSUN	3	03:11.5	02:45.2	03:02.1	02:58.7	11:57.5	25	5
39	JIM PILGRIM	SHANE PILGRIM	TORANA	3	DNF						
40	GORDON BISHOP	PAUL BISHOP	GEMINI	1	03:24.0	02:55.8	03:17.8	02:56.5	12:34.1	40	14
41	SHANE CRISP	DEREK SORENSEN	TOYOTA	1	03:05.4	02:40.9	02:59.9	02:42.8	11:29.0	16	3
42	RON VAN OPSTAL	BEN HAYDEN	SUBARU	4	03:20.2	02:30.6	02:55.8	02:30.7	11:17.3	14	4
43	PETER LETTICE	PETER LETTICE	GALANT	1	03:17.5	03:02.5	03:17.0	03:14.0	12:51.0	45	19
44	HORST EFFENBERGER	MICK HANSEN	GALANT	2	03:15.0	02:56.5	03:19.6	03:02.4	12:33.5	37	7
45	FABIO FRANCIANI	STEPHEN KENNEDY	PEUGEOT	2	03:22.2	03:00.8	03:22.8	03:02.8	12:48.6	44	8
46	NEIL MICHEL	BARRIE BURR	GALANT	1	03:24.7	02:59.2	03:22.5	02:58.9	12:45.3	42	17
47	GEOFF STANAWAY	MICHAEL MOTT	GEMINI	1	03:11.8	02:54.7	03:10.7	02:56.9	12:14.1	32	9
48	JOHN ROGERS	MERYL ROGERS	TOYOTA	1	03:39.2	03:09.4	03:36.6	03:17.1	13:42.3	51	15
49	TONY BURGESS	N BURGESS	DATSUN	1	03:36.3	03:29.2	03:31.4	03:21.7	13:52.6	53	22
50	GRANT YARROW	TONY WHYATT	GEMINI	MODIFIED	03:06.1	02:46.1	DNF				
51	LYNDALL PARR	MANDY TOMKINSON	SUZUKI SWIFT	1	DNF						
52	ROBERT SIMPSON	DONNA H EITMANN	DATSUN	2	03:17.5	02:46.8	03:15.4	02:49.2	12:08.9	30	6
53	DAVID MILLER	MICHAEL BELL	DATSUN	MODIFIED	03:19.4	02:58.2	03:17.1	02:58.8	12:33.5	37	9
54	SHANE MILBURN	ROBYN BARTER	FORD CORINTA	3	03:20.6	02:57.3	03:18.2	02:57.7	12:33.8	39	6
55	KEVIN TAYLOR	TONY TAYLOR	FORD ESCORT	MODIFIED	03:17.4	02:45.7	03:07.4	02:41.3	11:51.8	22	7
56	CAMPBELL SMITH	NERIDA TICKLE	TOYOTA	1	DNF						
57	DANIEL MILES	IAN COCHRANE	GEMINI	1	03:20.0	02:54.0	03:13.2	02:54.1	12:21.3	35	12
58	BARRY HEDLEY	NOEL GEES	DATSUN	2	03:37.1	03:06.6	03:27.0	3:04.3	13:15.0	49	9
59	RALLY CONNECTION		GEMINI	1	03:16.7	02:53.6	03:12.5	02:52.6	12:15.4	33	10
	LES MARSHALL	CHAD DE BRUYS									
60	TREVOR EDYVEAN	JUSTIN OVERELL	DATSUN	MODIFIED	03:12.2	02:47.3	03:08.1	02:50.2	11:57.8	26	8
61	TIM ANDERSON	TIM KAY	FORD CORTINA	MODIFIED	03:24.9	03:07.0	03:23.5	03:09.3	13:04.7	47	11
62	PAUL BOUDAR		MAZDA	MODIFIED	DNF				00:00:00		
63	SIMON BUNKER	*JOHN KERR	FORD ESCORT	MODIFIED	03:35.8	02:58.9	03:19.7	02:58.0	12:51.4	46	10

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CLUB CHAMPIONSHIP

TOT	OFRD	RLY	SPD	NTRN	MKNA	NAME	POS	TOT	OFRD	RLY	SPD	NTRN	MKNA	TOT
02		01				ROB REDDIE		21		10				21
02		01				RON VAN OPSTAL		20		01				20
02		01				TERRY BOARDMAN		18	07	01	10			18
02		01		01		TONY BEST		17		10				17
01		01		01		MIKE NEELY	52	14						14
01		01				ALEX MCKAY	62	12	01					12
01		01				ALLAN DUNKELY		11						11
01		01				ANDREW JOHNSTONE		11		11				11
01		01				BARRIE BURR		11	01		10			11
01		01				BARRY HEDLEY		11	11					11
01		01				BEN WATKINS		11						11
01		01				BILL WILSON		11						11
01	01	01				BOB OXLEY		11	01	01	10			11
01	01	01				BRADLEY COOK		10						10
01		01				BRADLEY WINKS		10	10		10			10
01		01				BRETT MILTON		10						10
01		01				BRETT WRIGHT		09						09
01		01				BRIAN BOARDMAN		09				09		09
01		01				BRUCE BARKWICK		09	09					09
01		01				BRUCE DAWSON		09	09					09
01		01				BRUCE DUMMETT		08						08
01		01				BRUCE LILLY		08		08				08
01		01				CAMPBELL SMITH		07	07	07				07
01		01				CHANTELLE HANCEY		07						07
01		01				CHRIS CORBEE		07						07
01		01				CHRIS LAWRENCE		07		07				07
01		01				CHRIS MICHEL		07		07				07
01		01				CHRIS PENNINGTON		06		01				06
01		01				CHRIS STONE		05						05
01		01				COLIN O'BRIEN		05	05					05
01		01				COLLEN MONAGHAN		05	05					05
01		01				CRAIG MOLE		05	05					05
01		01				CRAIG PORTER		05	05					05
01		01				DAMON WUG		05	05					05
01		01				DANNY WILLETT		05	05					05
01		01				DARRAN HYLAND		05	05					05
01		01				DARYL COLE		05	05					05
01		01				DAVE AMROSE		05	05					05
01		01				DAVID BRENNAN		05						05
01		01				DAVID MILLER		04		01				04
01		01				DAVID NASH		04	04	04				04
01		01				DAVID OVENDEN		04		01				04
01		01				DESLEY COLLINS		04	04	04				04
01		01				DESTRY RULE		04		04				04
01		01				ERROL BAILEY		04	04	04				04
01		01				GARRY MARSHALL		03		01				03
01		01				GARY WYATT		03		01				03
01		01				GEOFF MEACHAM		02		01				02
01		01				GLEN MURIDGE		02		01				02
01		01				GLEN WESTON		02		01				02
01		01				GLEN ZAGANI		02		01				02
01		01				GLENN HANCEY		02		01				02
01		01				GRANT WHITE		02		01				02
01		01				GREG BARBE		02		01				02
01		01				GREG HORTON		02		01				02
01		01				GREG TERBELLE		02		01				02
01		01				HARALD DREWS		02		01				02

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CLUB CHAMPIONSHIP

OS	NAME	MKNA	NTRN	SPD	RLY	OFRD	TOT	POS	NAME	MKNA	NTRN	SPD	RLY	OFRD	TOT
01	ALAN BATES		11		10		21		ROB REDDIE				10		21
02	PAUL GRAY	11	09		01		20		RON VAN OPSTAL	01			01		20
03	RUSSELL HARTNETT		07	10	01	07	18		TERRY BOARDMAN	01			01	07	18
04	DEAN TIGHE		07		10		17		TONY BEST		01		10		17
05	RAY EVANS	07	07				14	52	MIKE NEELY		01				14
06	DERRICK KENNEDY		07				12	62	ALEX MCKAY						12
07	ANDREW OWEN		11				11		ALLAN DUNKELY						11
	CRAIG LEE				11		11		ANDREW JOHNSTONE						11
	NEV TAYLOR						11		BARRIE BURR						11
	RON VAN DER HAAR						11		BARRY HEDLEY						11
	SHAUN GRAY	10	01				11		BEN WATKINS						11
	TRICH EVANS	04	07				11		BILL WILSON						11
	TROY CRANE						11		BOB OXLEY						11
14	GEOFF STANAWAY	09		10	01		10		BRADLEY COOK				01		10
	MOSS LANE						10		BRADLEY WINKS						10
	RODNEY BRAND						10		BRETT MILTON						10
17	ANDREW VAN SLOBBE	09					09		BRETT WRIGHT						09
	KIRSTY EVANS		09				09		BRIAN BOARDMAN						09
	MAUREEN ROSE						09		BRUCE BARKWICK						09
	TERRY ROSE						09		BRUCE DAWSON						09
21	CHERYL MCKINNON				08		08		BRUCE DUMMETT				08		08
	LYNDAL PARR		07		01		08		BRUCE LILLY				01		08
23	BRIAN EVERITT				07		07		CAMPBELL SMITH				07		07
	DOUG McMILLAN						07		CHANTELLE HANCEY						07
	KEN WARREN						07		CHRIS CORBEE						07
	MARK NEWBERRY	07			07		07		CHRIS LAWRENCE				07		07
	PETER SALISBURY						07		CHRIS MICHEL						07
28	GARY McLANE				01		06		CHRIS PENNINGTON				01		06
29	ALAN NICOLL	05			01		05		CHRIS STONE				01		05
	BARRY WILLETT						05		COLIN O'BRIEN						05
	BRYAN BASHAM						05		COLLEN MONAGHAN						05
	DON MACARTHUR						05		CRAIG MOLE						05
	GRAEME HILL						05		CRAIG PORTER						05
	GREG NICOLL						05		DAMON WUG						05
	JUDY HARTNETT						05		DANNY WILLETT						05
	NICHELLE BASHAM						05		DARRAN HYLAND						05
	RUSSELL MACARTHUR						05		DARYL COLE						05
	STEVE WILLETT						05		DAVE AMROSE						05
40	TROY LINDLEY	03					05		DAVID BRENNAN				01		05
	COLLEEN SMITH		03				04		DAVID MILLER						04
	DEL GARBEIT				04		04		DAVID NASH				04		04
	EMMA SIBLEY		03		04		04		DAVID OVENDEN				04		04
	JOHN PINDER				04		04		DESLEY COLLINS				04		04
	ROB BEKKER				04		04		DESTRY RULE				04		04
	TOM SMITH				04		04		ERROL BAILEY				04		04
46	MARK NEARY	02			01		03		GARRY MARSHALL				01		03
	TIM ANDERSON	01			01		03		GARY WYATT				01		03
48	ALAN STEAN		01		01		02		GEOFF MEACHAM				01		02
	ED FREUDENBERG	01			01		02		GLEN MURIDGE				01		02
	FIONA McNAUGHTON	01			01		02		GLEN WESTON				01		02
	JOHN KERR				01		02		GLEN ZAGANI				01		02
	JOHN LANGE		01		01		02		GLENN HANCEY				01		02
	JOHN QUINLAN				01		02		GRANT WHITE				01		02
	KENNETH PHILP		01		01		02		GREG BARBE				01		02
	LES MARSHALL				01		02		GREG HORTON				01		02
	MICHELLE HENNESSY				01		02		GREG TERBELLE				01		02
	NORM SINGLETON		01		01		02		HARALD DREWS				01		02

RALLY CHAMPIONSHIP

RALLY CHAMPIONSHIP

RALLY CHAMPIONSHIP

POS	NAME	FEB	MAR	APR	TOT	POS	NAME	FEB	MAR	APR	TOT	POS	NAME	FEB	MAR	APR	TOT
01	CRAIG LEE	10	09	10	29		SCOTT HARRIS		01		02		SIMON RICHMOND				01
02	ALAN BATES	11		11	22		SHANE PILGRIM	01			01		STEWART REID		01		01
04	DEAN TIGHE	11		11	22		TERRY BOARDMAN		01		01		SUZY SCULLIN		01		01
05	CHEVEL MCKINNON	09	09	08	17	69	CRAIG MOLE				01		TERRY BETTS				01
	BRYAN EVERITT	09	04	03	13	64	ALEX MCKAY		01		01		TIM ANDERSON		01		01
	MARK NEMBERTY	10	10	03	13		ALLAN DUNKLEY		01		01		TIM CHARALAMBOUS				01
08	PETER SALISBURY	03	03	03	13		BERRY HEDLEY				01		TIM KAY		01		01
	DEL GARRETT	07	05	09	12		BEN WATKINS		01		01		TODD WARNER				01
	JOHN FINDER	07	05	05	12		BRETT WRIGHT				01		TONY BEST		01		01
	BOB BECKER	08	04	05	12		BRIAN BOARDMAN		01		01		TONY McDADE		01		01
12	TOM SMITH	09	09	02	11		BRUCE BANWICK		01		01		WARREN PARKER				01
14	BRUCE DAWSON	09	11	01	11		BRUCE BANWICK		01		01						01
	LIAM MAHONEY	09	09	01	11		BRUCE BANWICK		01		01						01
	BARRIE BURE	09	09	01	10		BRUCE BANWICK		01		01						01
18	BRADLEY WYNNS	10	09	01	10		BRUCE BANWICK		01		01						01
	KERRIE HOLLINGTON	09	09	01	10		BRUCE BANWICK		01		01						01
20	ROD BROWNING	09	09	01	10		BRUCE BANWICK		01		01						01
	DAVID NASH	09	09	01	10		BRUCE BANWICK		01		01						01
	ERROG BAILEY	09	08	08	08		BRUCE BANWICK		01		01						01
21	CRAIG FORTER	09	08	08	08		BRUCE BANWICK		01		01						01
23	GARRY MARSHALL	07	07	06	07		BRUCE BANWICK		01		01						01
	LARRY LITTLEWOOD	07	07	06	07		BRUCE BANWICK		01		01						01
	PETER MAPSTONE	01	01	06	07		BRUCE BANWICK		01		01						01
	BRUCE DUMMETT	01	01	07	07		BRUCE BANWICK		01		01						01
	DAVE AMERSE	01	01	06	07		BRUCE BANWICK		01		01						01
	JOE FERRIER	06	06	06	07		BRUCE BANWICK		01		01						01
30	NOEL GEES	05	06	01	07		BRUCE BANWICK		01		01						01
	TIM COLLINGWOOD	05	06	01	07		BRUCE BANWICK		01		01						01
	GLEN WESTON	05	06	01	07		BRUCE BANWICK		01		01						01
	ROB REDDIE	05	06	01	07		BRUCE BANWICK		01		01						01
33	VIV GEES	06	05	01	06		BRUCE BANWICK		01		01						01
	JOHN GOASDOUE	05	05	04	05		BRUCE BANWICK		01		01						01
37	NEIL WESCHE	04	05	04	04		BRUCE BANWICK		01		01						01
	HILL WILSON	04	05	04	04		BRUCE BANWICK		01		01						01
	GREG TEBBLE	04	05	04	04		BRUCE BANWICK		01		01						01
40	TONY KABEL	04	03	03	03		BRUCE BANWICK		01		01						01
	GEORGE WACHAM	03	03	02	03		BRUCE BANWICK		01		01						01
	MAL CLARKE	03	03	02	03		BRUCE BANWICK		01		01						01
42	ALAN STEAN	01	04	02	02		BRUCE BANWICK		01		01						01
	ANDREW JOHNSTONE	01	04	01	02		BRUCE BANWICK		01		01						01
	CHRIS LAWRENCE	01	04	01	02		BRUCE BANWICK		01		01						01
	COLLEEN SMITH	01	04	01	02		BRUCE BANWICK		01		01						01
	DESTRY RULE	01	04	01	02		BRUCE BANWICK		01		01						01
	EMMA STABLEY	01	04	01	02		BRUCE BANWICK		01		01						01
	GEORGE STANAWAY	01	04	01	02		BRUCE BANWICK		01		01						01
	IAN BAILEY	02	04	01	02		BRUCE BANWICK		01		01						01
	IAN GOLDSWORTHY	01	04	01	02		BRUCE BANWICK		01		01						01
	IAN MOGG	01	04	01	02		BRUCE BANWICK		01		01						01
	JIM PILGRIM	01	04	01	02		BRUCE BANWICK		01		01						01
	JOHN KEEG	01	04	01	02		BRUCE BANWICK		01		01						01
	JOHN RUTCH	01	04	01	02		BRUCE BANWICK		01		01						01
	KAREN LAWRENCE	01	04	01	02		BRUCE BANWICK		01		01						01
	MICHELLE HENNESSY	01	04	01	02		BRUCE BANWICK		01		01						01
	NEIL MICHEL	01	04	01	02		BRUCE BANWICK		01		01						01
	PETER STEWART	01	04	01	02		BRUCE BANWICK		01		01						01
	RON PETERS	01	04	01	02		BRUCE BANWICK		01		01						01
	RON VAN OPSTAL	01	04	01	02		BRUCE BANWICK		01		01						01

MOTORCARRA CHAMPIONSHIP

JUNIOR CHAMPIONSHIP

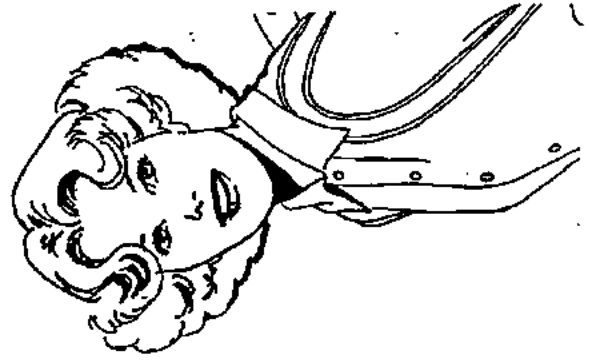
SPEED CHAMPIONSHIP

POS	NAME	FEB	MAR	APR	TOT	POS	NAME	FEB	MAR	APR	TOT	POS	NAME	FEB	MAR	APR	TOT	
01	PAUL GRAY	11	11	10	32		DERRICK KENNEDY		11		11		DERRICK KENNEDY				11	
02	SHAUN GRAY	05	07	11	23		MOSS LANE		01		01		MOSS LANE		01		01	
03	ANDREW VAN SLOBBE	11	11	08	19		NEV TAYLOR		01		01		NEV TAYLOR		01		01	
04	GEORGE STANAWAY	10	10	09	19		RUSSELL HARTNETT		01		01		RUSSELL HARTNETT		01		01	
05	KEN WARREN	04	08	06	18		TROY CRANE		01		01		TROY CRANE		01		01	
06	RAY EVANS	01	06	11	18													
07	GARY McLANE	06	06	09	15													
08	TRICH EVANS	11	11	02	13													
09	TROY LINDLEY	10	10	09	10													
10	MARK NEARY	09	08	07	08													
11	KEVIN BALCH	08	08	07	07													
12	ROGER WILLIAMS	07	07	05	05													
13	RON VAN OPSTAL	05	05	04	05													
14	DAVID BRENNAN			04	04													
16	ROB REDDIE			03	03													
17	IAN FERGUSON			03	03													
19	ED FREUDENBERG			02	02													
20	JOHN KERR			01	01													
	TIM ANDERSON			01	01													
	FIONA McNAUGHTON			01	01													

NAME	M	N	S	R	TOT
KIRSTY EVANS		11			11

LADIES CHAMPIONSHIP

POS	NAME	M	N	S	R	O	TOT
01	TRICH EVANS	11	10				21
02	COLLEEN SMITH		08		08		16
	EMMA SIBLEY		08		08		16
04	MICHELE HENNESSY		06		08		14
05	FIONA McNAUGHTON	10			03		13
	LYNDAL PARR		10		03		13
07	CHERYL MCKINNON				11		11
	KIRSTY EVANS		11		11		11
	MAUREEN ROSE				11		11
10	DEL GARBETT			10			10
	JUDY HARTNETT			10			10
13	MICHELE BASHAM				09		09
14	KERRIE HOLLINGTON				08		08
	DESTRY RULE				08		08
	JANICE McDOWELL				08		08
	KAREN LAWRENCE				08		08
17	JODIE HILTON				07		07
18	JANELLE SVENSON				06		06
	SABINA BRAND				06		06
20	CHANTELLE HANCEY				04		04
	DESLEY COLLINS				04		04
	MAURA WATSON				04		04
23	KAREN SOXSMITH				03		03
	MANDY TOMKINSON				03		03
	MAUREEN JOHNSTONE				03		03
	MERYL ROGERS				03		03
	MERIDA TICKLE				03		03
	SUZY SCULLIN				03		03

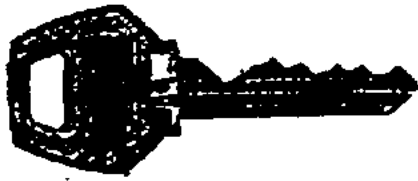


OFF-ROAD CHAMPIONSHIP

POS	NAME	FEB	APR	TOT
01	RON VAN DER HAAR	10	06	16
02	RODNEY BRAND	11	02	13
03	MAUREEN ROSE		11	11
	TERRY ROSE		11	11
05	DOUG McMILLAN		10	10
	RUSSELL HARTNETT	09	01	10
07	ALAN NICOLL	08	01	09
	BARRY WILLETT	01	08	09
	BRYAN BASHAM		09	09
	DON MACARTHUR	05	04	09
	GRAEME HILL	09		09
	GREG NICOLL	08		09
	JUDY HARTNETT	09	01	09
	MICHELE BASHAM		09	09
	RUSSELL MACARTHUR	05	04	09
	STEVE WILLETT	01	08	09
17	DERRICK KENNEDY	07	01	08
18	BOB OXLEY	06	01	07
	GREG BARBE		07	07
	MICHAEL COLLINS		07	07
	MICHAEL VIERITZ	01		01
	NEV TAYLOR	06	01	07
22	SIMON CUNADO		06	06
23	JANICE McDOWELL		05	05
24	JODIE HILTON	01	03	04
	KEITH HONOUR	04		04
	STEVE HILTON	01		01
27	JOHN QUINLAN	03	03	06
	NORM SINGLETON	03		03
29	DARYL COLE	02		02
	JANELLE SVENSON	01	01	02
	JOHN DARE	02		02
	LAURENCE SVENSON	01	01	02
	NEVILLE MARSHALL	01		01
	SABINA BRAND		02	02
35	BRADLEY COOK		01	01
	CHANTELLE HANCEY		01	01
	CHRIS PENNINGTON		01	01
	CHRIS STONE	01		01
	DANNY WILLETT	01		01
	DESLEY COLLINS		01	01
	GARY WYATT	01		01
	GLENN HANCEY		01	01
	GRANT WHITE		01	01
	JOHN MOORE		01	01
	LES MARSHALL		01	01
	MAURA WATSON	01		01
	MICHAEL WILLETT	01		01
	P HINE		01	01
	ROBERT MOWBRAY		01	01
	ROBERT SMITH	01		01
	ROBERTA BARBE		01	01
	ROSS WATSON		01	01
	RUSSELL CREW		01	01
	TROY CRANE	01		01



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OFF ROAD GOSSIP

by Derrick Kennedy

Yes, after months of receiving my Brisport Mag hoping to read something decent about real race cars, I knew it was time to stir the pot again and bring you up to date on what's been happening.

Now I have a car again, life is wonderful. You know it was hard to drag myself away from Directing Events and the Respect and Gratification which you are shown for all your hard work. (you where right Barry) Arr flock it, who needs it anyway. Maybe if I rang Lifeline they might care.

Anyway, all that aside now that the national is being held at Toowoomba I would personally like to extend my Thanks to all the people who helped me run Inglewood . Keith Roach, the Inglewood Forester who was so committed to helping me to run the Event, from setting the Track to filling the Toilets. Also Hamish & Dooreen Goldsmit for looking after me all those years. Tony & Barbara Kinsella for the use of their land and Allison Foster for all her help in the setting up stages.

And to everyone else who helped me set up and run the Event with a special mention to Steve Abrahamson and Moss Lane my Assistant Directors.(Also Esme) Rod Sams, Bill Sharpe, Ian Bond, Rosemary Horn, Doug McMillan, Terry Rose, John Devries, Brian Barker and everyone else who sweated blood for the Event.

Anyway enough of the past let's look ahead. The Perseverance Off-Road Challenge has been run and won (not by me). as a previous Director of the National I feel I have some idea what goes into running an Event, and this Event and the way it turned out exceeded my wildest imagination. I couldn't believe that in under four months an Event of that scale could be run.

Steve Abrahamson I salute you, against all odds you have dragged the Queensland round of the AORC out of the back-blocks, and thrust in-front of a paying Public. I had a hard time trying to convince a forester and one land owner to run my Event, where you convinced, forestry, countless private land owners, the Council, Police, Greenics and everyone else within 50 miles of the joint, that a bunch of mad Off-Roaders where going to come and tear the place up. It took me 15 months to put the first Inglewood together and you did it 4. Before I finish with you I couldn't leave out you greatest asset, I am of course talking about you better half, Julie. The amount of shit she put up over the last four months and still came up smiling. If I where you I would go out and buy her a great big Diamond Ring and a all expenses paid trip around the World on the QE2 (First Class of course).

Anyway lets get back onto my favourite subject,(me), I will now share with you all my recollection of the Perseverance Off-Road Challenge. My preparation started straight after Parklands, where by the way I won \$370;00 for just beating a class 6 car.(sucked in).I pulled the motor and Gearbox out and had them checked by Lawrence, who now has started his own business at Northgate called German Auto's. I figure that I will stick to the Air Conditioning and let someone who knows what they are doing fix the Car. There is on one problem, ever since Laurence has started working on my car I have not had one DNF and it is costing me a fortune in fuel, the bloody thing won't break down.

When everything was back Malcolm and me re-fitted it all up, gave it a wash and headed for Scrutineering. Not to feel left out I backchated the Scrutineer and he failed me but it wasn't anything we couldn't fix, and better to know that there is a problem. I am just glad he didn't want to measure my motor, 1835 cc might be a little hard to talk my way out of. (hey Steve Hilton). before I knew it, Friday was upon us and we loaded the Car, and headed for Toowoomba.

When I arrived I was able to get my first look at Doug Mc Millans new Rig. Now for those of you who don't know Doug,(he is the Off-Roader on the front of the Mag) also an Earthmoving Contractor from Moree. In his yard there are 3 D9 Highdrive Dozers and a 50 ton

lowloader with a 400hp Kenworth in front. This is not the type of person that would drive a class 6, oh no. Doug is now the proud owner of a Raceco, which was built in the good old US of A. The thing is so big he had to use his lowloader to get it around until he had a trailer specially made to fit it on. This thing has full coil-over suspension with 4 foot of travel on each wheel, and a 3,2lt Porky Motor jammed up it's bum (there is no substitute). When he turned up at Eagers with this thing he could almost sell tickets to have a look at it.

At Eagers I catch up with the newest member of the Goodyear Team none other than our very own Terry Rose, yes-sir-re it only seems like yesterday I watched him come through the finish line at Breamer backwards in the old Plumbers ute and here is now Class Two Australian Off Road Champion and wearing the Gold and Blue (Outstanding)

Friday night was spent at a barbecue with the McMillans, Bashams, Roses and Svensons, I have never seen so much Fish in all my life. Until someone stuck a big red Steak on, which went down like a 'fart in a Space-suit but as Jesus said in a movie "Do not put the Lord your God to the Test" I won't mention any names but this person was the only one of all of us to DNF.

After a sleepless night we all headed to the Track to get our first look at what was in store. We arrived to find David Jones all wrapped up in his snow gear, he pointed us to the direction of our Pits. We where able to get a good position near the Start line, Laurence was on the end ,then me, Bryan then Doug,(he needed 2 areas). Unfortunately there wasn't enough room for Terry, so he had to go and Slum it in the Goodyear Tent.

I walked over to the Start line and that's where it hit me, I look our into this Valley and I swore I was back at Kooraybyn Valley, it was so picturesque. 10 o'clock rolled around and it was time for our first briefing, I couldn't believe how polite Steve is when he gives a briefing (just like I am). Anyway after that we saddled up and headed for Reconanance, Shit!!! Now this is what I call an Off-road track,(it had everything), long straights ,trees, creek-crossings, open paddocks, trees, mountains and dust.

When we got back Laurence developed an oil leak and had to take the car back to Brisbane to fix it, so it was up to me to win the Prologue. At about 2:40 it was our turn to go out. I was able to watch some of Terry's prologue so I had a good idea on how fast I had to go, When I got to the Line all I wanted was to finish and not hit anything (I sound like a Rally Driver) 3,2,1 and I am off, down this hill and back up again (oh for another 100 hp.) out across this paddock and up this Mountain. I don't remember much more it all seems a blur, I do remember going up this finishing hill going from second to first to get up it. Crossed the Finish line but I think the clock wasn't working propley because I was half way down the field.

But alas all is not lost, Terry jagged fastest Prologue one second ahead of Wells'e, and Doug blew the first corner because his navigator was pointing the wrong way (straight up) but recovered to finish 7th outright. Bryan Basham was 21st outright ,now he has a real motor and racing in the best Class, Bryan secured the services of the Warialda Pre-school to decorate the side of his Buggy, before I finish with Bryan, I take back what I said about him having a real motor, REAL motors don't have Radiators.

We all had to wait around for Briefing that night and because of the Dust we where going to start one at a time. and they changed the Finish line which was a good idea. My only complaint for the day was that there where no blue arrows on the Track, who's ever idea that was has obviously never gone fast in a race car in the dust, but you can't tell some people.

I am going to sign off now because Esme is hassling me to get something in, stay tuned for Part 2 of the Perseverance Off-Road Challenge, Will Terry lead from start to finish, will Doug keep his hands on the wheel and off his Navigator and where will Bryan come,(top 10 hey Bryan). does Laurence get back his driving skills, and what lies in store for me (who gives a Shit) Oh well you can always read what the Rally Wankers are doing.

Bye Derrick!!!!

OUTRIGHT POSITION

LAP 1 LAP 2 LAP 3 LAP 4 TOTAL CLA OUT

ATTRIBUTED ENTRANT/ENTRANT	DRIVER	CO-DRIVER/NAVIGATOR	CAR	ELAP	ELAP	ELAP	ELAP	ELAPSED		
YOKOHAMA TYRES AUST	DARREN WELLS	IAN McPHEE	103	0:54.43	0:55:58	0:54:32	0:54:45	3:39:58	1	1
GOODYEAR TYRE & RUBBER CO	TERRY ROSE	MAUREEN ROSE	201	0:54:35	0:55:54	0:55:08	0:55:17	3:40:54	1	2
BRIDGESTONE AUST	MARK BURROWS	ROSS WALLER	101	0:55:13	0:56:30	0:55:11	0:54:25	3:41:19	2	3
DOUG McMILLAN	DOUG McMILLAN		913	0:55:35	0:56:57	0:56:24	0:54:49	3:43:45	1	4
GOODYEAR TYRE & RUBBER CO	HAYDEN BENTLEY	OWEN LLOYD WRIGHT	104	0:57:42	0:56:05	0:55:15	0:55:21	3:44:23	3	5
GOODYEAR TYRE & RUBBER CO	BARRY JOHNSON	PHILLIP HORN	164	0:55:25	0:55:58	1:00:39	0:54:18	3:46:15	4	6
ROBERT GRAHAM	ROBERT GRAHAM	JASON GRAHAM	282	0:57:31	0:57:52	0:55:29	0:56:53	3:47:45	2	7
CHARLES ALBINS	CHARLES ALBINS	CRAIG HOARE	120	0:57:33	0:58:24	0:55:43	0:56:34	3:48:14	5	8
BRYAN BASHAM	BRYAN BASHAM	MICHELLE BASHAM	233	0:58:58	0:56:36	0:56:51	0:56:01	3:48:26	3	9
HUNTER RIVMASTA	MARK BUSH		902	0:57:35	0:58:29	0:57:58	0:57:43	3:51:45	2	10
GEOFF BECKETT	GEOFF BECKETT	A SPINKS/R WILTON	302	0:58:39	0:59:08	0:57:13	0:58:20	3:53:20	1	11
STEVE WILLETT	STEVE WILLETT	B WILLETT/M WILLETT	141	0:58:00	0:58:47	1:00:14	0:56:31	3:53:32	6	12
HOWARD FORD	HOWARD FORD		905	0:58:37	0:59:40	0:57:57	0:58:22	3:54:36	3	13
NEILL MORRISON	NEILL MORRISON	GEOFF HEATHER	124	0:58:11	1:05:07	0:55:42	0:56:45	3:55:45	7	14
PATRICK COLLINS	MICHAEL COLLINS	GREG BARBE	137	1:01:26	1:00:46	0:58:33	0:59:03	3:59:48	8	15
CHRIS OWEN	CHRIS OWEN	MATTHEW OWEN	215	1:01:13	1:01:34	0:58:58	0:58:58	4:00:43	4	16
GOODYEAR TYRE & RUBBER CO	MARK WARREN	DARYL WARREN	301	1:07:25	0:56:30	1:01:15	0:57:49	4:02:59	2	17
RONALD VANDERHAAR	RONALD VANDERHAAR	SIMON CUNADO	240	0:58:52	1:00:39	1:04:27	0:59:37	4:03:35	5	18
YOKOHAMA TYRES AUST P/L	PETER HADLOW	GLEN HADLOW	802	1:00:05	1:03:00	1:04:12	0:59:08	4:06:23	1	19
ANDREW ZIEMS	ANDREW ZIEMS	ALEX ZIEMS	214	1:01:42	1:03:06	1:00:55	1:01:02	4:06:47	6	20
BRIDGESTONE AUST	PETER PRENDERGAST	C HODGE/C CALLCUT	202	1:12:56	1:03:38	0:58:57	0:58:45	4:11:16	7	21
GOODYEAR TYRE & RUBBER CO	KENNETH SMITH	LAUREEN SMITH	801	1:02:35	1:07:42	1:00:52	1:01:18	4:12:27	2	22
FABIO ZARFATI	FABIO ZARFATI	GREG CAMPBELL	806	1:04:17	1:06:52	1:01:45	1:03:42	4:16:36	3	23
WARWICK MENDHAM	WARWICK MENDHAM	GLENN GILLILAND	171	1:06:54	1:03:09	1:06:52	1:04:22	4:21:17	9	24
BRIDGESTONE AUSTRALIA	LES SIMOUR	PETER ISEPPI	701	1:03:34	1:03:40	1:01:55	1:05:40	4:28:39	1	25
GEOFFREY PHELPS	GEOFFREY PHELPS	IANICE McDOWELL	275	1:08:18	1:08:37	1:07:37	1:07:03	4:31:35	8	26
DONALD MACARTHUR	DONALD MACARTHUR	R MACARTHURS HARRIS	248	1:13:09	1:13:04	1:05:10	1:05:37	4:37:00	9	27
ANDREW CHEERS	ANDREW CHEERS	HELEN CHEERS	318	1:09:44	1:10:16	1:08:24	1:13:52	4:42:16	3	28
BRUCE CHAPMAN	BRUCE CHAPMAN	PETER VIAL	777	1:15:34	1:11:58	1:09:36	1:09:23	4:46:31	2	29
STEPHEN HILTON	STEPHEN HILTON	JODIE HILTON	241	1:38:36	1:06:30	1:01:17	1:04:47	4:49:10	10	30
SABINE BRAND	SABINA BRAND	RODNEY BRAND	933	1:29:01	1:09:41	1:07:40	1:07:36	4:53:58	4	31
DERRICK KENNEDY	DERRICK KENNEDY	MALCOLM DUNNETT	244	1:03:35	1:05:58	1:10:21	1:35:20	4:55:14	11	32
STEWART LATTER	STEWART LATTER	DAVID WARBOYS	307	1:17:00	1:10:11	1:26:17	1:07:11	5:00:39	4	33
YOKOHAMA TYRES AUST P/L	MICK MYERS		909	1:55:02	1:11:12	1:03:35	0:59:41	5:09:30	5	34
GEORGE CROUCHER	GEORGE CROUCHER	PETER BEST	617	1:38:00	1:41:40	1:22:26	1:42:48	6:24:54	1	35

•TIME ADJUSTMENT ◻TIME AVERAGED ▲14 MINUTE PENALTY AS PER NCR 183

PROLOG

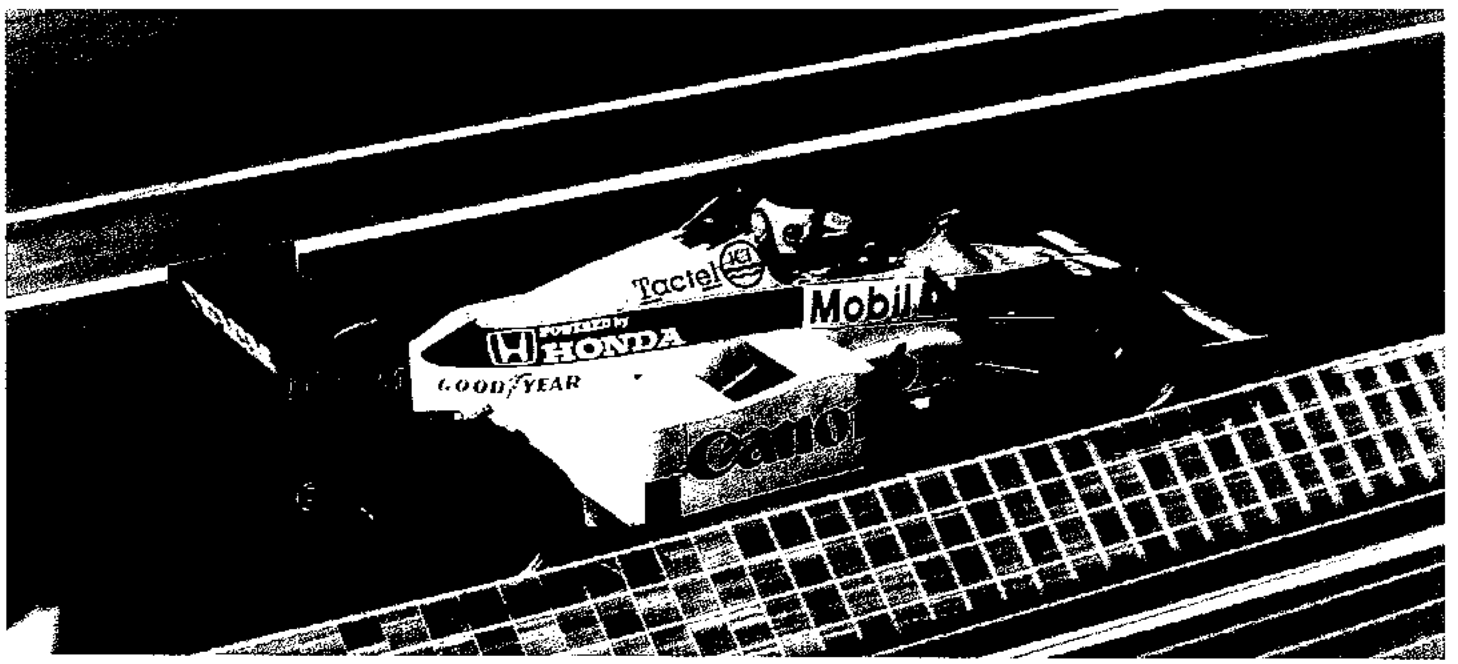
• SEEDED

COMPETITOR	CAR	START	FINISH	ELAPSED			
ROSE T	201	14:21:00	14:30:39	0:09:39			
WELLS D	103	14:41:00	14:50:40	0:09:40			
OSBORNE B	116	14:44:00	14:53:41	0:09:41			
JOHNSON B	164	14:53:00	15:02:51	0:09:51			
BOYES N	109	14:43:00	14:52:57	0:09:57			
BURROWS M	101	14:40:00	14:50:00	0:10:00			
McMILLAN D	913	15:03:00	15:13:01	0:10:01			
MORRISON N	124	14:46:00	14:56:06	0:10:06			
MARSHALL N	914	15:04:00	15:14:07	0:10:07			
ROBINS J	128	14:48:00	14:58:09	0:10:09			
BUSH M	902	14:58:00	15:09:09	0:10:09			
FORD H	905	15:00:00	15:10:09	0:10:09			
BECKETT G	302	14:08:00	14:18:12	0:10:12			
MYERS M	909	15:02:00	15:12:12	0:10:12			
WILLETT S	141	14:51:00	15:01:14	0:10:14			
MARTIN M	906	15:01:00	15:11:14	0:10:14			
ALBINS C	120	14:45:00	14:55:19	0:10:19			
BOADEN M	134	14:48:00	14:59:24	0:10:24			
GRAHAM R	282	14:36:00	14:46:24	0:10:24			
HADLOW P	802	15:09:00	15:19:29	0:10:29			
BASHAM B	233	14:28:00	14:38:31	0:10:31			
BENNETT R	284	14:37:00	0:00:00*	0:10:31.5			
PRENDERGAST P	202	14:22:00	0:00:00*	0:10:31.75			
SCHAFFERT	126	14:47:00	14:57:32	0:10:32			
OWEN G	1111	14:57:00	15:07:42	0:10:32.5			
HARTNETT R	303	14:09:00	14:19:33	0:10:33			
WARREN M	301	14:07:00	14:17:43	0:10:34			
VANDERHAAR R	240	14:29:00	14:39:37	0:10:37			
BUCHANAN W	216	14:25:00	0:00:00*	0:10:38			
SVENSON L	144	14:52:00	0:00:00*	0:10:38.5			
BENTLEY H	104	14:42:00	14:52:39	0:10:39			
MENDHAM W	171	14:54:00	15:04:39	0:10:39			
SMITH K	801	15:08:00	15:18:40	0:10:40			
COLLINS M	137	14:50:00	15:00:41	0:10:41			
HILTON S	241	14:30:00	14:40:41	0:10:41			
EVANS C	215	14:24:00	14:34:43	0:10:43			
EVANS P	2217	15:33:00	15:43:49	0:10:49			
COOK B	219	14:26:00	14:36:52	0:10:52			
ZIEMS A	214	14:23:00	14:33:53	0:10:53			
KNOTT R	803	15:10:00	15:20:59	0:10:59			
ZARFATI F	806	15:12:00	15:23:00	0:11:00			
PHELPS G	275	14:35:00	14:46:04	0:11:04			
LEE K	356	14:18:00	15:31:47	0:11:05			
KENNEDY D	244	14:32:00	14:43:06	0:11:06			
NICOLL G	335	15:31:00	0:00:00*	0:11:07			
CROUCHER G	617	15:35:00	15:46:06	0:11:08			
OWEN R	809	15:13:00	15:24:10	0:11:10			
BRAND S	933	15:05:00	15:16:11	0:11:11			
GRANSHAW T	230	14:27:00	14:38:13	0:11:13			
ALLPORT D	269	14:34:00	14:45:14	0:11:14			
SIMOUR L	701	15:16:00	15:27:15	0:11:15			
WATSON R	1105	14:56:00	15:08:09	0:11:16			
WHITBREAD E	707	15:18:00	15:29:19	0:11:19			
SOWTER P	985	15:06:00	0:00:00*	0:11:20			
PERKIN D	331	14:16:00	14:27:21	0:11:21			
RANCEY G	309	14:13:00	14:24:23	0:11:23			
TAYLOR N	402	14:01:00	14:12:26	0:11:26			
LATTER S	307	14:12:00	14:23:26	0:11:26			
CHEERS A	318	14:15:00	14:26:37	0:11:37			
VESTY N	508	15:26:00	15:37:40	0:11:40			
BAXTER G	805	15:11:00	15:22:40	0:11:40			
MACARTHUR D	248	14:33:00	14:44:41	0:11:41			
TWINE M	242	14:31:00	0:00:00*	0:11:41.5			
MANN S	704	15:17:00	15:28:42	0:11:42			
MOORE R	314	14:14:00	14:25:48	0:11:48			
IRONS W	417	14:03:00	14:14:48	0:11:48			
WOOD M	339	14:17:00	14:29:10	0:12:10			
JOHNSON D	364	14:19:00	14:31:17	0:12:17			
SCHMIDT R	401	14:00:00	14:12:23	0:12:23			
COLLINS D	197	14:55:00	15:07:58	0:12:58			
HUFSCHMID K	412	14:02:00	14:14:59	0:12:59			
BAKER T	429	14:05:00	0:00:00*	0:13:00			
WHITE G	715	15:20:00	0:00:00*	0:13:01			
McPHEE D	309	14:11:00	14:24:15	0:13:15			
MOORE J	427	14:04:00	14:19:02	0:15:02			
CHAPMAN B	777	15:21:00	15:46:57	0:27:57			
COTTON I	859	15:14:00	15:50:53	0:36:53			

PERSEVERANCE OFF ROAD CHALLENGE 10-11 APRIL 1993

POSITION BY CLASS

POSITION BY CLASS				LAP 1	LAP 2	LAP 3	LAP 4	TOTAL	CLA	OT
ATTRIBUTED ENTRANT/ENTRANT	DRIVER	CO-DRIVER/NAVIGATOR	CAR	ELAP	ELAP	ELAP	ELAP	ELAPSED		
YOKOHAMA TYRES AUST	DARREN WELLS	IAN McPHEE	103	0:54:43	0:55:58	0:54:32	0:54:45	3:39:58	1	
BRIDGESTONE AUST	MARK BURROWS	ROSS WALLER	101	0:55:13	0:56:30	0:55:11	0:54:25	3:41:19	2	
GOODYEAR TYRE & RUBBER CO	HAYDEN BENTLEY	OWEN LLOYD WRIGHT	104	0:57:42	0:56:05	0:55:15	0:55:21	3:44:23	3	
GOODYEAR TYRE & RUBBER CO	BARRY JOHNSON	PHILLIP HORN	164	0:55:25	0:55:56	1:00:39	0:54:13	3:46:15	4	
CHARLES ALBINS	CHARLES ALBINS	CRAIG HOARE	120	0:57:33	0:58:24	0:55:43	0:56:34	3:48:14	5	
STEVE WILLETT	STEVE WILLETT	B WILLETT/M WILLETT	141	0:58:00	0:58:47	1:00:14	0:56:31	3:53:32	6	
NEILL MORRISON	NEILL MORRISON	GEOFF HEATHER	124	0:58:11	1:05:07	0:55:42	0:56:45	3:55:45	7	
PATRICK COLLINS	MICHAEL COLLINS	GREG BARBE	137	1:01:26	1:00:46	0:58:33	0:59:03	3:59:48	8	
WARWICK MENDHAM	WARWICK MENDHAM	GLENN GILLILAND	171	1:06:54	1:03:09	1:06:52	1:04:22	4:21:17	9	
BRIDGESTONE AUST	NEVILLE BOYES	ANDREW LEAN	109	DNS	DNS	DNS	DNS	DNS		
GOODYEAR TYRE & RUBBER CO	BRETT OSBORNE	MARY JANE OSBORNE	116	0:55:37	0:56:35	DNF	DNF	DNF		
TONY SCHAFER	TONY SCHAFER	STEPHEN PURKISS	126	1:44:49	1:09:05	DNF	DNF	DNF		
JAMIE ROBINSON	JAMIE ROBINSON	RUSSELL ROBINSON	128	0:56:22	0:56:06	DNF	DNF	DNF		
MICHAEL BOADEN	MICHAEL BOADEN	LES BOADEN	134	0:57:26	1:11:28	2:14:08	DNS	DNS		
LAURENCE SVENSON	LAURENCE SVENSON	JANELLE SVENSON	144	1:16:13	DNF	DNF	DNF	DNF		
DESLEY COLLINS	DESLEY COLLINS	ROBERTA BARBE	197	1:21:52	1:18:45	1:50:14	DNF	DNF		
ROSS WATSON	ROSS WATSON	MAURA WATSON	1105	0:42:45	DNF	DNF	DNF	DNF		
GLENN OWEN	GLENN OWEN	DION SIMPSON	1111	DNF	DNF	DNF	DNF	DNF		
GOODYEAR TYRE & RUBBER CO	TERRY ROSE	MAUREEN ROSE	201	0:54:35	0:55:54	0:55:08	0:55:17	3:40:54	1	
ROBERT GRAHAM	ROBERT GRAHAM	JASON GRAHAM	282	0:57:31	0:57:52	0:55:29	0:56:53	3:47:45	2	
BRYAN BASHAM	BRYAN BASHAM	MICHELLE BASHAM	233	0:58:58	0:56:36	0:58:51	0:56:01	3:48:26	3	
CHRIS OWEN	CHRIS OWEN	MATTHEW OWEN	215	1:01:13	1:01:34	0:58:58	0:58:58	4:00:43	4	1
RONALD VANDERHAAR	RONALD VANDERHAAR	SIMON CUNADO	240	0:58:52	1:00:39	1:04:27	0:59:37	4:03:35	5	1
ANDREW ZIEMS	ANDREW ZIEMS	ALEX ZIEMS	214	1:01:42	1:03:08	1:00:55	1:01:02	4:06:47	6	2
BRIDGESTONE AUST	PETER PRENDERGAST	C HODGEC CALLOUT	202	1:12:56	1:00:38	0:58:57	0:58:45	4:11:16	7	2
GEOFFREY PHELPS	GEOFFREY PHELPS	JANICE McDOWELL	275	1:08:18	1:08:37	1:07:37	1:07:03	4:31:35	8	2
DONALD MACARTHUR	DONALD MACARTHUR	R MACARTHUR/S HARRIS	248	1:13:09	1:13:04	1:05:10	1:05:37	4:37:00	9	2
STEPHEN HILTON	STEPHEN HILTON	JODIE HILTON	241	1:36:36	1:06:30	1:01:17	1:04:47	4:49:10	10	3
DERRICK KENNEDY	DERRICK KENNEDY	MALCOLM DUNNETT	244	1:03:35	1:05:58	1:10:21	1:35:20	4:55:14	11	3
WILLIAM BUCHANAN	WILLIAM BUCHANAN	MICHAEL BUCHANAN	216	DNF	DNF	DNF	DNF	DNF		
BRADLEY COOK	BRADLEY COOK	BRETT WELLINGS	219	1:04:50	1:08:34	DNF	DNF	DNF		
TERRENCE GRANSHAW	TERRENCE GRANSHAW	SHANE LENNOX	230	DNF	DNF	DNF	DNF	DNF		
MARK TWINE	MARK TWINE	DARYL WILLIAMSON	242	2:06:10	DNS	DNS	DNS	DNF		
DICK ALLPORT	DICK ALLPORT	DAVID ALLPORT	269	DNF	DNF	DNF	DNF	DNF		
YOKOHAMA TYRES AUSTRALIA	RICHARD BENNETT	MICHAEL COME	284	1:04:50	DNS	DNS	DNS	DNF		
PHILLIP EVANS	PHILLIP EVANS	DAVID COOPER	2217	1:05:38	1:09:19	DNF	DNF	DNF		
GEOFF BECKETT	GEOFF BECKETT	A SPINKS/R WILTON	302	0:58:39	0:59:08	0:57:13	0:58:20	3:53:20	1	1
GOODYEAR TYRE & RUBBER CO	MARK WARREN	DARYL WARREN	301	1:07:25	0:56:30	1:01:15	0:57:49	4:02:59	2	1
ANDREW CHEERS	ANDREW CHEERS	HELEN CHEERS	318	1:09:44	1:10:16	1:08:24	1:13:52	4:42:16	3	2
STEWART LATTER	STEWART LATTER	DAVID WARBOYS	307	1:17:00	1:10:11	1:28:17	1:07:11	5:00:39	4	3
RUSSELL HARTNETT	RUSSELL HARTNETT	P HINE/J HARTNETT	303	1:09:10	DNF	DNF	DNF	DNF		
ALAN & GREG NICOLL	ALAN NICOLL	GREG NICOLL	305	1:25:40	DNF	DNF	DNF	DNF		
DEREK McPHEE	DEREK McPHEE	MARTIN PROUDFOOT	306	1:23:35	1:18:12	DNF	DNF	DNF		
GLENN HANCEY	GLENN HANCEY	CHANTELLE HANCEY	308	1:18:08	1:09:12	DNF	DNF	DNF		
HUNTER RIVMASTA	ROBERT MOORE	ROBERT MOWBRAY	314	1:14:37	1:12:43	DNF	DNF	DNF		
DARREN PERRIN	DARREN PERRIN	TIM HORNER	331	0:45:28	1:10:44	DNF	DNF	DNF		
MAURICE WOOD	MAURICE WOOD	J WARD/L PARISOTTO	333	1:18:25	1:06:08	DNF	DNF	DNF		
KEVIN LEE	KEVIN LEE	SCOTT McNEIL	358	DNS	DNS	DNS	DNS	DNS		
DARRELL JOHNSON	DARRELL JOHNSON	P JOHNSON/A JOHNSON	364	1:18:20	DNF	DNF	DNF	DNF		
RON SCHMIDT	RON SCHMIDT	L COLEK SCHMIDT	401	1:22:12	1:16:14	DNF	DNF	DNF		
NEVILLE TAYLOR	NEVILLE TAYLOR	BOB OXLEY	402	DNF	DNF	DNF	DNF	DNF		
KEVEN HUFSCHMID	KEVEN HUFSCHMID	IAN PRESCOTT	412	1:42:24	DNF	DNF	DNF	DNF		
WARREN IRONS	WARREN IRONS	CORRY VAESSEN	417	2:01:34	1:59:31	DNF	DNF	DNF		
JOHN MOORE	JOHN MOORE	RUSSELL CREW	427	1:37:07	DNF	DNF	DNF	DNF		
TIMOTHY BAKER	TIMOTHY BAKER	A BAKERS FISCHER	429	1:22:26	1:20:38	DNF	DNF	DNF		
NORMAN VESTY	NORMAN VESTY	WILLIAM VESTY	508	1:54:36	3:20:03	DNS	DNS	DNS		
GRAHAM HASLAM	GRAHAM HASLAM	RAY FREETH	509	DNS	DNS	DNS	DNS	DNS		
GEORGE CROUCHER	GEORGE CROUCHER	PETER BEST	617	1:38:00	1:41:40	1:22:26	1:42:48	6:24:54	1	3
BRIDGESTONE AUSTRALIA	LES SMOUR	PETER ISEPP	701	1:03:34	1:03:40	1:01:55	1:05:40	4:28:39	1	2
BRUCE CHAPMAN	BRUCE CHAPMAN	PETER VIAL	777	1:15:34	1:11:58	1:09:36	1:09:23	4:48:31	2	2
ISUZU-GM OFFROAD TEAM	MARK MANNIS	ALLEN CARTLEDGE	704	1:13:32	1:09:38	1:03:45	DNF	DNF		
ERIC WHITBREAD	ERIC WHITBREAD	STEVE BLAIR	707	1:08:57	1:10:22	1:05:37	DNF	DNF		
BRAD ZACKA	BRAD ZACKA	W BELL/M ZACKA	713	DNS	DNS	DNS	DNS	DNS		
GRANT WHITE	GRANT WHITE	SIMON DANN	715	DNF	DNF	DNF	DNF	DNF		
YOKOHAMA TYRES AUST P/L	PETER HADLOW	GLEN HADLOW	802	1:00:05	1:03:00	1:04:12	0:59:06	4:06:23	1	1
GOODYEAR TYRE & RUBBER CO	KENNETH SMITH	LAUREEN SMITH	801	1:02:35	1:07:42	1:00:52	1:01:18	4:12:27	2	2
FABIO ZARFATI	FABIO ZARFATI	GREG CAMPBELL	806	1:04:17	1:06:52	1:01:45	1:03:42	4:16:36	3	2
ROBERT KNOTT	ROBERT KNOTT	JUSTIN FOLEY	803	2:04:40	DNF	DNF	DNF	DNF		
GRAHAME BAXTER	GRAHAME BAXTER	NIGEL BURLEY	805	1:23:09	1:55:10	1:11:27	DNF	DNF		
REG OWEN	REG OWEN	RUSSELL CAIRNS	809	0:41:32	1:25:46	DNF	DNF	DNF		
IAN COTTON	IAN COTTON	GLENN NORLEY	868	1:58:31	DNS	DNS	DNS	DNF		
DOUG McMILLAN	DOUG McMILLAN		913	0:55:35	0:56:57	0:56:24	0:54:49	3:43:45	1	
HUNTER RIVMASTA	MARK BUSH		902	0:57:35	0:58:29	0:57:58	0:57:43	3:51:45	2	1
HOWARD FORD	HOWARD FORD		905	0:58:37	0:59:40	0:57:57	0:58:22	3:54:36	3	1
SABINE BRAND	SABINA BRAND	RODNEY BRAND	933	1:29:01	1:09:41	1:07:40	1:07:35	4:53:56	4	3
YOKOHAMA TYRES AUST P/L	MICK MYERS		909	1:55:02	1:11:12	1:03:35	0:59:41	5:09:30	5	3
MATTHEW MARTIN	MATTHEW MARTIN		906	1:28:34	DNF	DNF	DNF	DNF		
NEVILLE MARSHALL	NEVILLE MARSHALL		914	0:55:26	1:01:00	DNF	DNF	DNF		
PETER SOWTER	PETER SOWTER		985	1:35:52	DNF	DNF	DNF	DNF		



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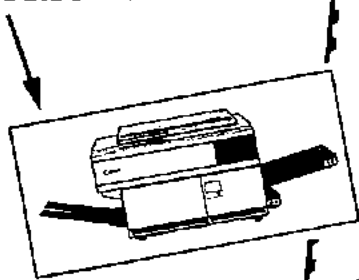
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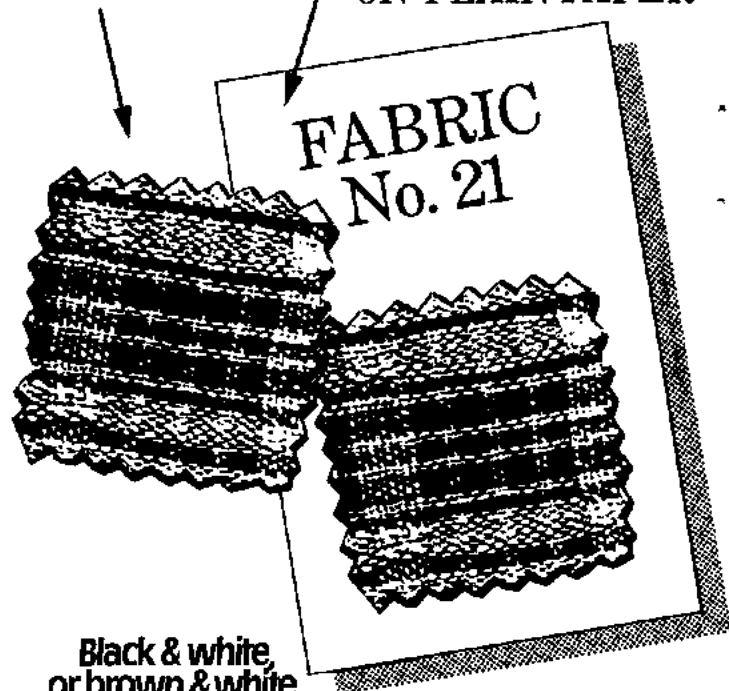
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WELLS NIPS ROSE IN THE BUD AT CROW'S NEST

The first round of the 1993 Australian Off Road Championship was won by Daren Wells in the Yokohama Rivmasta just pipping Terry Rose, new Goodyear recruit. In the inaugural Perseverance Off Road Challenge over the Easter weekend there was nothing separating these two drivers with Rose having a 12 second lead starting Lap 3 with Wells eventually winning by 36 seconds after a hard and gruelling event. At Crow's Nest over-looking marvellous terrain in South-East Queensland, competitors found the organisers really meant the slogan "Racing on the Edge".

Wells must have a special liking for Queensland having taken out the 1991 and 1992 Stadium Off Road events and now his first Queensland national.

Rose, in his Class 2 Rivmasta qualified first (9m39s) with Wells just 1 second behind in his Class 1 buggy in Saturday afternoon's seven km prologue. Brett Osborne's Southern Cross buggy in Class 1 was third with (9m41s) ahead of Barry Johnson (9m57s). Neville Boyes finished just under the 10m mark (9m57s) but that was the last we were to see of him.

Mark Burrows in his Trekka was keeping the Class 1 vehicles in the top ten with (10m) with Doug McMillan in his grand Raceco/Porsche Class 9 buggy doing (10m1s) securing 7th place. Geoff Beckett lead Class 3 (10m12s) with Nev Taylor leading the Class 4 contingent (11m26s). Bill Vesty was the lone Class 5 not far behind (11m40s). George Croucher (11m8s) was in the only Class 6 buggy with Les Siviour (11m15s) leading Class 7 with Eric Whitbread (11m19s). Class 8's Peter Hadlow's Mitsubishi (10m29s) was showing he meant business with the Holden Rodeo of Ken Smith (10m40).

Notable seedings brought about by mechanical problems included Robert Bennett from South Australia, Peter Prendergast, Laurence Svenson, A Nicoll, Mark Twine, Terry Baker, and Grant White. Bill Buchanan had to forgo prologue due to a severe bee sting but after treatment at the hospital was back ready to race on Sunday.

This South-East corner of the Darling Downs is desperate for rain but the rain-making Gods did not hear the prayers and Sunday dawned warm and dry.

Cars went away single file and at 30-second intervals due to the dry conditions. Rose would be delighted that he had first bite at the cherry and a dust free track. Wells was only 8 seconds behind after Lap 1 and reduced that gap to 4 seconds. At the end of Lap 2 for Rose to be leading by 12 seconds. Event Director Steve Abrahamson re-grouped the leaders and to allow track work to be carried out vehicles went into parc ferme for 30 minutes.

Wells's Class 1 buggy must have found some oats as he blasted round Lap 3 of the 58 km course in 34m32s against Rose's 35m0s bringing about a change in the lead by 24 seconds. Lap 4 saw Wells going all out with 34m45s against Rose's 55m17s giving him a winning margin of 56 seconds.

Whilst this duel was taking place Mark Burrows in his Class 1 buggy was consistently doing 55m13s, 56m30s, 55m11s, 54m25s to take out third outright.

Doug McMillan was doing everything right in his new Class 9 buggy claiming 4th outright and first in Class. Sabine Brand did very well indeed, the only lady driver to finish, driving a Class 9 buggy to boot, came a creditable 4th in class and 31st outright.

Class 2 saw the Rose's take this out in style with Robert Graham (2nd in class) doing well to be placed 7th. Mention must be made of last year's Director, Derrick Kennedy who was having a ball in his Class 2 buggy finishing 11th in class and 32nd outright.

Geoff Beckett won Class 3 and came a creditable 11th outright. Unfortunately none of the Class 4 Bajas finished but Ron Schmidt claimed "it was a b.... good event" nevertheless! Lone Class 5 contender Bill Vesty got round two laps but ran out of time. George Croucher's efforts were rewarded as he brought the lone Class 6 back to the finish line.

Eric Whitbread in his Class 7 Mitsubishi Ute won the Hard Luck Award as he was only 15 km from the finish when he blew his motor. Les Siviour won in his Nissan Patrol but mention must be made of the Suzuki of Bruce Chapman running in his first national did well to take second place in this Class.

In Class 8 we had Ken and Laureen Smith 1992 Class 8 Champions in the Holden Rodeo but Peter Hadlow claimed first in class and 19th outright with the Holden Rodeo taking out second place and 22nd outright.

Eleven of the 26 Queenslanders finished - well done.

This was certainly going back to the old style off-road racing with parts of the track reminiscent of Kooralbyn. The grassed areas stood up well whilst in the forest the tracks took a pounding but all in all a good event, a few teething problems but well worth a visit in 1994.

Esme Gibson

PRESIDENT'S REPORT

Annual General Meeting - 31 March, 1993.

I must say that the last year as President of the BSCC has been one of mixed emotions for me; but for the most part the task has been very enjoyable.

As you are aware the position of president of the Brisbane Sporting Car Club is purely honorary. There is no "pay" and no special rights or privileges.

My payment for being president has been personal sense of achievement in doing something for the betterment of the club, for the sport and for the people involved. The position has also allowed me to meet a great number of people in the sport who I might not otherwise have had the chance to meet, or at least meet in such a short space of time. I can say, almost without exception, that the people I have met have had at heart the best interest of motorsport and have tried to further the interests of Rallying and Off-Roading.

I believe that the BSCC has had a very successful year in 1992. This is particularly so when you consider the amount of money required to organise and compete in this sport, or to sponsor the sport, and the current financial climate. I would like to mention some of the clubs achievements.

1992 saw the introduction of the "Computer Age" for the club. The club purchased a computer and printer capable of handling most tasks, including word processing and spreadsheets, and I understand that the membership records of the club are being placed "on screen" and a financial accounting package is being prepared for use by the treasurer. All word processing, and a large amount of the other documents produced by the club are generated using the computer.

The Club administrator's office was also renovated during Esme's leave of absence in the United Kingdom. The task proved to be larger than first anticipated, however, the work was finally completed with the assistance of some energetic club members including Ray and Trisha Evans, Rod Sams, Gary McLane and Ian Bremner, with the carpet being purchased and laid by Esme and Viv Gibson. I would also like to thank two non-Club members, Craig Tracey and Roy Bates who respectively took care of the electrical rewiring and the construction work.

The introduction of A-A timing in all State and National level rallies meant that the club had to purchase additional equipment, and control signs, and also had to tackle the mental task in altering the manner in which rallies are run. Our rally directors, control officials, and competitors seemed to master the system, in no small part due to the assistance of Iain Stewart who was familiar with the system due to his international competition experience.

CAMS also announced a new event "permit fee" system to be introduced in 1993. The system seemed to have some fundamental flaws and, in the worst cases, would seem event permit fees skyrocket by over 600%. The club has made representations to CAMS regarding this and the matter has been referred to the National Rally Committee. I understand that the system will be retained, but the level of fees will be reduced.

I would also like to thank Neil Michel for his effort in talking with the Morton Shire Council and representative of IWMAC regarding the BSCC involvement in the Willowbank motorsport complex. Unfortunately for the club, the cost of becoming involved appears to be too high and we have not yet been able to assist IWMAC in this

matter.

Finally, perhaps the greatest achievement of the club is the number of successful events which it has run throughout the year. Despite the economy, the loss of group G as a competition class, the increased cost of competing in the sport, and the increased difficulty in organising events the sport continues to grow. Club rallies have attracted between 70 and 80 entries, and the 1992 Rally Queensland attracted a record entry of 70 cars (and had to turn away a number of others).

I would like to thank the directors and officials who ran each of the rally and off-road events during the year.

I was fortunate enough to compete in the number of rallies including the first "Historic" Mapping Rally organised by the club for over 10 years. These events can best be described as "the night-run from hell" and are a real challenge for both driver and navigator.

Finally, I would like to thank each of the members of the club for their assistance and participation in the clubs activities in 1992. I am certain that the club will continue to prosper in 1993, and in this respect, the membership figures are very encouraging. The club has attracted 67 new members over the last 12 months.

My aspirations for the Club for 1993 are to hold even more events, attract a greater number of new members to the sport, and consolidate the BSCC's position as the premier motorsport club of Queensland.



ALAN J. BATES.

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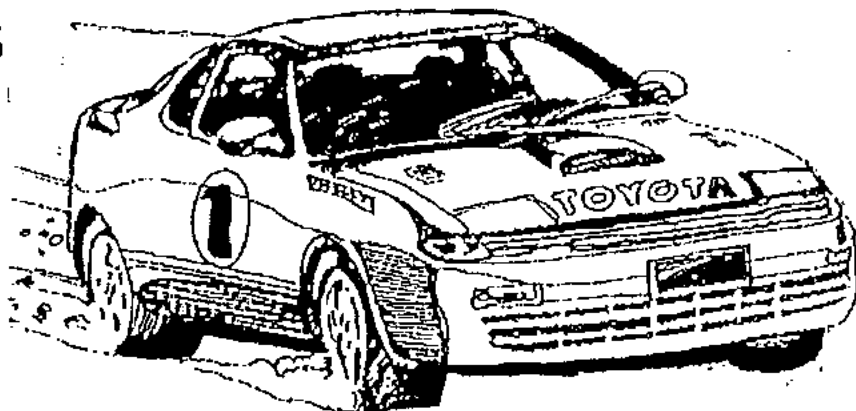
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The Mazda has been prepared regardless of cost and is incredibly reliable, only failing to finish one event in it's four year career. This was the 1991 Bumpa T Bumpa QRC when the car went off the road - no damage!

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RALLYING IN THE NEWS!!

Just when you think the local newspapers are doing a good thing and reporting on our sport you see a story like the one shown here.

The Brisbane papers seem to have a real problem with motorsport in general but one would think that when they do print a story it could contain some accurate facts.

I always look for

stories on rallying from Australia or overseas and just fluked this one on Tuesday 13 April.

Finn closes in on world rally victory

JUST 240km lie between Juha Kankkunen and his third Safari rally victory in round four of the world championship in Western Australia. At the end of the fourth leg his Toyota Celica Turbo 4WD holds a 10-minute lead over fellow Finn Markku Alon with team-mates Ian Duncan and Yasuhiro Iwase third and fourth respectively.

You will notice that the 4th round of the WRC is in Western Australia(?), the teammate for Kankkunen is Markku Alon and I thought the reference to "...just 240 km..." lying between Juha and victory was to a rally person a hell of a long way, in which anything could happen.

Let's hope there's more stories out there!!.....TS

IMPORTANT NOTICE - IMPROPER USE OF STATE FORESTS

As mentioned at the ANNUAL GENERAL MEETING the Board is most concerned about the improper use of forest roads which could very easily lead to rallies being banned by the Department of Primary Industries - Forest Service.

We have received due warning that this might well happen and the Board wishes all members to be aware that the following motion has been passed

"ANY COMPETITOR CAUGHT PRACTISING ILLEGALLY IN A STATE FOREST WILL BE BANNED FROM COMPETING IN ANY B.S.C.C. EVENT FOR A PERIOD OF 12 MONTHS AND THEIR NAME WILL BE FORWARDED TO CAMS".

PLEASE TAKE NOTE.

WANTING TO CHECK ON RICHARD ANDERSON'S PROGRESS IN THE LONDON-SYDNEY MARATHON ??
TRY CALLING 0055 11200 (25 cents for 21.4 seconds - Premium) APRIL 17 - MAY 18
Started 26th, Day 2 14th, Day 3 19th, Day 4 20th, Day 5 18th

PROPOSED B.S.C.C. 1993 CALENDAR

2	MAY	RALLYSPRINT 2	BEERBURRUM
16	MAY	SHORT COURSE OFF ROAD/Postponed due to clash of dates TAC S/C 23/5/93	
6	JUNE	RALLYSPRINT 3	TBA
26/27	JUNE	AUSTRALIAN RALLY CHAMPIONSHIP	GYMPIE
24	JULY	RALLYSPRINT 4	TBA
15	AUG	SHORT COURSE OFF ROAD	LANDSBOROUGH
5	SEPTEMBER	RALLYSPRINT 5	TBA
16/17	OCTOBER	CLUB RALLY	IMBIL
27/28	NOVEMBER	Tentatively Ladies LONG COURSE O/R	TBA
4/5	DECEMBER	KEEMA CLASSIC/KEEMA CLUB	GALLANGOWAN

NIGHT RUNS - WEDNESDAY 4 MAY 1993 8.00pm:
Remember your Third Party Extension and UBD...

MOTORKHANAS - Third Sunday each month -
16 MAY BOONDAL ENTERTAINMENT CAR PARK 9.30 a.m.

CLUBROOMS OPEN EVERY WEDNESDAY EVENING FROM 8.00 p.m.

3 MAY BOARD MEETING 7.30 p.m.

=====
Invitations received from TOOWOOMBA AUTO CLUB to their
Hillclimb - Rd 3 - 9 May 1993
Echo Valley "Classic" Off Road Short Course 23 May 1993
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*
* I AM ORGANISING AN EVENING TO CELEBRATE *
* *
* THE 40th YEAR OF THE BRISBANE SPORTING CAR CLUB *
* *
* on FRIDAY 1st OCTOBER 1993 - If you have any old photographs, *
* *
* articles, etc. please let me know. Esme Gibson. *
* *



CLUB OFFICIALS

Affiliated with
C.A.M.S. 1954

TELEPHONE NUMBERS
Home Work

PATRON	THE RT.HON. LORD MAYOR ALDERMAN JAMES SOORLEY				
PRESIDENT	ALAN BATES	379	9804	831	6944
VICE PRESIDENT	RAY EVANS	209	1432	209	1432
IMMEDIATE PAST PRESIDENT	LAURENCE SVENSON	261	3349	266	6822
SECRETARY	ROD SAMS	345	9075	224	3851
TREASURER	GARY McLANE	355	5985	848	6464
ASSISTANT TREASURER	NEIL MICHEL	398	1810	231	5560
CLUB CAPTAIN	GREG HORTON	018	746	284	268 2914
BOARD MEMBERS:					
ERROL BAILEY	ROD BAILEY				
IAN BREMNER	BARRIE BURR				
ALAN CLUNES	IAN FERGUSON				
PETER MARCOVICH	CRAIG PORTER				
JOHN ROGERS	KEN WARREN				
ADMINISTRATION					
OFFICER	ESME GIBSON	345	3435	391	8881
CAMS DELEGATE	PETER MARCOVICH	395	1722	274	3647
AUDITOR	PETER QUINN				
EDITOR	TOM SMITH	353	1116	834	2713
REGISTRAR	PATRICIA EVANS	209	1432		
REFRESHMENTS OFF/R	IAN BREMNER	343	8351	262	1222
PROPERTY OFFICER	IAN BREMNER	343	8351	262	1222
SPORTING SUB COMMITTEES:					
OFF ROAD	ROD SAMS	345	9075	224	3851
RALLY	BARRIE BURR				
MOTORKHANA) NIGHT RUN)	RAY EVANS	209	1432	209	1432
SOCIAL SUB-COMMITTE CHAIRPERSON	BERENICE LINTON	207	3782		

PROMOTIONS & MARKETING

CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at
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
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P.O. Box 347,
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