

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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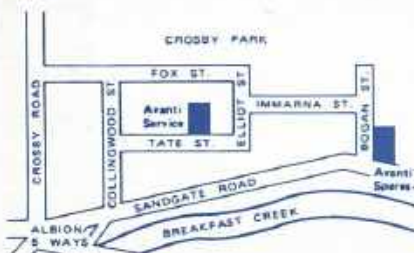
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HEY, I'M TALKING TO YOU!!!



Another month gone and what have we got to show for it??

Probably the biggest news in the news at the moment is the performance of our semi-Italian pseudo wog works Alfa Romeo in the Lombard London-to-Sydney Marathon, in the capable hands of Richard Anderson and Mike 'Slackie' Ryan.

I know I've spouted on about it before and there's a big fat story in these pages for you to read. Suffice it say that the boys showed their worth with a fine eleventh outright at the big finish at the Sydney Opera House.

The trip by the 'supporter's club' was great fun and the five of us had a ball.

This month we had another one of those 4R's Rallysprint Series with the top spots being dominated by the turbo 4wd cars, primarily Stewie Reid and Ian Hamwood whose immaculate Toyota Celica Gt4 blew everyone away.

A very busy bunch of people have been putting together the next C10 ARC, called Rally Queensland by virtue of it's lack of a major sponsor. Despite a number of approaches to a number of large corporations, there was no-one willing to take the bit between the teeth and reach into their company's pockets.

It's been done before on a low buget and now it's to be done on a 'no' budget. Regardless the event promises to be a ripper and I'd

suggest that any prospective entries get in early.

Hopefully the people of Queensland are going to see some more of that action that they will not have seen for some time, starring amongst others the factory Subaru of 'Possum' Bourne.

The Queensland 4wd presence should be quite large with a number of regular competitors back in amongst it. Included in there should be myself and Mark Griffith in (hopefully) the ex-Geoff Keys Galant VR4, Warren Carrigan/Hugh Reardon-Smith in the rebuilt Laser TX3 4wd, and Stewie Reid, Dean Tighe, Brucie Dummett, etc., etc.

I hope everyone read and appreciated the advice of our new Social Co-Ordinator in last month's magazine. Berenice has been putting a lot of time and effort into ressurecting the 'Social Club' of the BSCC and the more participation the better.

Tony Best continues with his input for this month's issue, for which I thank him very much! When are you guys going to take the bait out there??

I thought the comment about "...even back then I thought Henk was an old bloke..." would raise some comments.

That's about enough from me if I want to be able sign off on this page so relax and enjoy the continuing saga of the BSCC in 'BRISPORT'.

Tom Smith

GP CARS RALLY CLINIC

Rod Browning of GP CARS is an advocate of driver training, particularly when it comes to rally competitors who can always learn from some of the very talented people we have here in Queensland.

With this in mind, Rod organised and supervised the latest GP CARS sponsored Rally Clinic on April 24/25 along the same lines as the previous rally schools he has been involved in. The venue for this clinic was Imbil forest and the sections used were 'Derriere' and 'Casey's Gully' - both probably familiar to most competitors.

Four guest instructors were present this time including Murray Coote, Peter Glennie, John Goasdoue and Peter Phillips and the guys led a group of 19 students all of whom were keen to learn. Stewie Reid was also supposed to assist but a Precision Driving Team Show at Bathurst dragged him away.

They covered different topics with a theory session before taking the cars out onto the road on Sunday and pulled no punches in helping sort out vehicle problems.

There were some promising students amongst the bunch and Rod was impressed with everyone's attitude. Students for the clinic were charged a small fee to cover costs and judging by the interest shown, there will be more so keep your ears to the ground.

Thanks must go to the Chief Forester Graham Hiley at Imbil for his assistance in getting the show on the road!!

MAGAZINE DONATIONS

On behalf of the club, our warm thanks are expressed to Chris Nixon for his generous donation of a virtual library full of English motorsport magazines from 1992.

Copies of 'Autosport', 'Autoweek' and 'On Track' are now at the clubrooms and available for any member to read. Any donations by members, or others, of motorsport publications or any books of interest would always be gratefully accepted.

THANKS, CHRIS!!

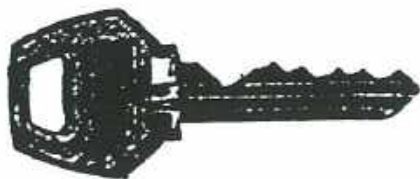
CO-DRIVER WANTED!!

Toyota Celica driver Tim Charambolous is looking for a co-driver for Rally Queensland in 1993.

If you are a capable co-driver and are willing to be a part of a very well presented team please call Esme at the clubrooms on 391 8881 and she will refer your name to Tim.

The car is a 2.0 litre rear wheel drive Toyota Celica.

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SOCIAL GOLF DAY

Due to popular demand the Social Committee is looking at organising a social golf day on Sunday 11th July at Indooroopily Golf Club.

All members and friends are welcome to come along and play (or giggle at those who think they can play), so go straighten out those putters. We'll keep you posted!!

THE 40TH ANNIVERSARY CELEBRATION

As mentioned in last month's magazine we are planning an evening to celebrate the club's 40th birthday.

THE DATE HAS BEEN CHANGED TO THE 8TH OF OCTOBER 1993, so as not to coincide with that other major motorsport event - Bathurst.

We are keen to hear from any old rally and off-road members and competitors who are interested in joining us to relive the glory days. We also want any old photographs, articles or other memorabilia to display on the night.

If you are interested in joining us or can supply names and contact addresses of others who have lost contact with the club please contact Esme Gibson at the clubrooms on (07) 391 8881 or post to P.O. Box 347, Woolloongabba, 4102.

AUSTRALIAN RALLY CHAMPIONSHIP PRESENTATION DINNER

Yes it's coming up to that time of the year when Rally Queensland will bring Australia's best crews to compete throughout south east Queensland.

The presentation dinner will be held at the Mayfair Crest Hotel on Sunday 27th June at 7pm and entry will be by ticket only. The price is \$25.00 per head for a big smorgasbord (drinks not included).

There will be a limited number of tickets available at the door, so book yours early! Everyone is welcome! Please contact Esme at the clubrooms on (07) 391 8881. The ARC will finish at Southbank in a flurry of champagne and much needed publicity at 2.00pm on Sunday 27th June so come along and join in the fun and the Southbank birthday festivities!

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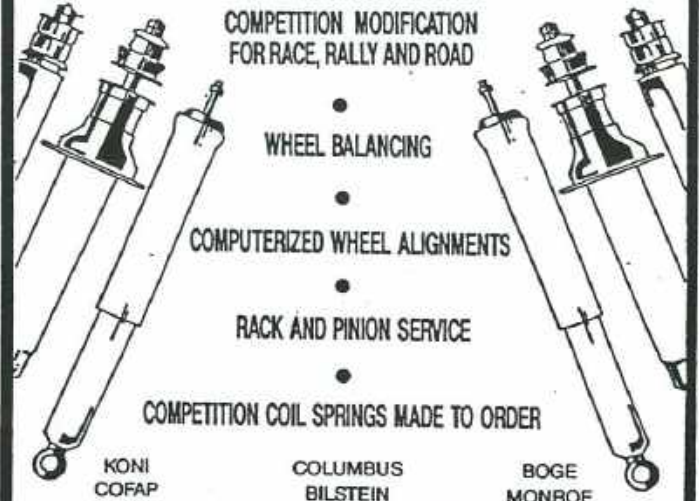
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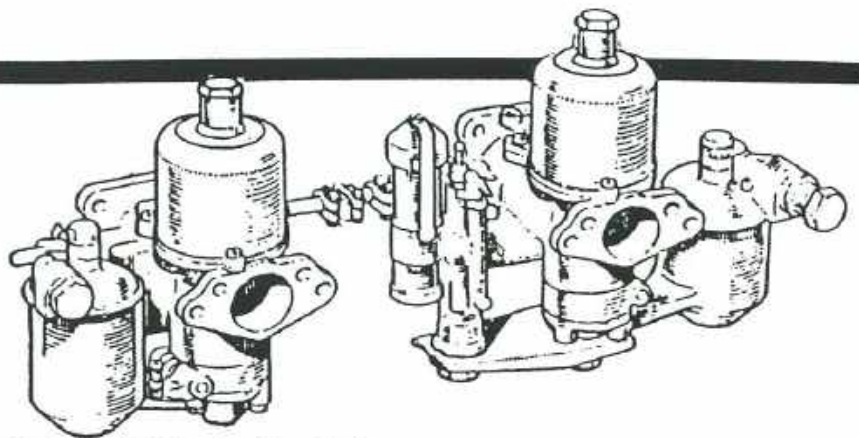
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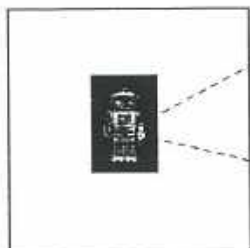
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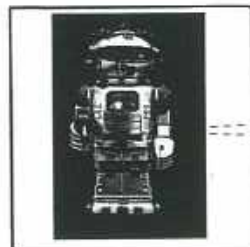
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CAR	ENTRANT/DRIVER	NAVIGATOR	CAR	CLASS	SS1	SS2	SS3	SS4	TOTAL	BY	CLAS
1	DEAN TIGHE	ALAN BATES	NISSAN	4	2.33.7	1.58.9	2.33.7	1.56.5	9.02.0	3	3
2	CRAIG LEE	BRAD WINKS	MAZDA	4	2.37.5	2.03.7	2.33.0	1.55.7	9.09.9	4	4
3	STEWART REID	IAN HAMWOOD	TOYOTA	4	2.29.4	1.53.8	2.28.6	1.50.9	8.42.7	1	1
4	CRAIG LUCEY	DEL GARBETT	TOYOTA	4	2.38.3	1.58.3	2.30.4	1.55.7	9.02.7	2	2
5	GARRY MARSHALL	ALAN STEAN	DATSUN	3	2.44.7	2.04.2	2.43.0	2.00.0	9.31.9	5	1
6	CRAIG LEE JOHN GOSDOUE	K. HOLLINGTON	TOYOTA	1	2.53.4	2.12.1	2.52.7	2.12.3	10.10.5	14	2
7	HARVEY POTTS	MARIA MOUTT	LANCER	MOD	2.50.2	2.49	DNF				
8	BARRY COOK	DAVID AMBROSE	DATSUN	3	2.45.2	2.11.8	2.47.3	2.10.4	9.55.0	10	2
9	MARK TAYLOR	ANDREW CRAWFORD	MAZDA	2	2.46.3	2.04.2	2.43.4	2.04.5	9.40.0	8	2
10	BRUCE DURNETT	J. FERRIER	DATSUN	2	2.44.6	2.03.2	2.43.4	2.05.5	9.36.7	6	1
11	ROD BHOWRING	JOHN HAYDEN	CAMIRA	2	2.51.7	2.10.8	2.50.0	2.11.0	10.03.5	12	3
12	HOB BEKKER	T. WILSON	TOYOTA	1	2.48.7	2.10.0	2.49.6	2.09.2	9.57.5	11	1
13	G. WILSON	LUKE HARE	DATSUN	MOD	2.45.0	2.06.8	2.45.6	2.03.2	9.40.6	7	1
14	KEEMA SPRINGWOOD TONY KABEL	GREG TEBBLE	SUZUKI	4	3.00.4	2.19.0	3.04.9	2.18.9	10.43.2	22	5
15	TONY BURGESS ALAN JONES	JOHN SLATTERY	DATSUN	1	3.08.0	2.27.3	3.09.3	2.22.3	11.06.7	33	8
16	BRUCE DAWSON	CHERYL MCKINNON	DATSUN	3	3.01.2	2.19.3	2.57.3	2.13.2	10.31.0	18	4
17	DEPEK YARROW EMENDER YARROW	DEREK YARROW	TORANA	3	2.52.6	2.13.5	2.55.2	2.10.4	10.11.7	15	3
18	BOB VAN OSTAL	BEN HAYDEN	SUBARU	4	2.50.8	2.17.9	DNF				
19	PERRY WHITE	P. BELLINGHAM	DATSUN	MOD	17L 2.50.1	2.12.1	2.51.9	2.09.9	11.19.0	39	12
20	HE BODYWORKS JILL KILKINIE	N. DANIELS	GALANT	MOD	DNF						
21	MICHAEL PAGE	IAN SYME	FORD	MOD	2.43.4	2.06.8	2.42.5	2.13.0	9.45.7	9	2
22	SHANE CRISP	D. SORENSEN	TOYOTA	1	DNF						
23	JOHN GIBSON	DAVID GIBSON	LANCER	MOD	DNF						
24	BEN WATKINS	LEE KILLER	GEMINI	2	2.57.9	2.20.8	2.57.0	2.22.3	10.40.0	24	4
25	GLEN TAGAMI	JOHN COLEMAN	NISSAN	MOD	2.55.4	2.13.8	2.50.4	2.16.2	10.23.8	16	4
26	M. LAWLESS	M. LAWLESS	DATSUN	MOD	3.01.0	2.20.2	3.01.1	2.21.3	10.44.6	23	8
27	PAUL BERGMAN SEAN GILL	DAVID OVENDEN	DATSUN	MOD	3.03.~	2.14.1	2.48.0	2.21.1	10.37.0	19	6
28	P. HETHERMAN D. HETHERMAN	RUSSELL MCKENNA	MAZDA	2	3.07.2	2.23.5	3.00.8	2.18.7	10.50.5	26	5
29	JOHN EDDY	GARY MITCHELL	GEMINI	1	3.02.9	2.21.3	3.02.7	2.21.2	10.48.1	25	4
30	GRAIT YARROW	BRAD MCCULLOCH	GEMINI	MOD	3.00.4	2.17.8	2.55.6	2.16.6	10.30.4	17	5
31	RALLY CONNECTION BRETT WRIGHT	GARY MCLANE	GEMINI	2	3.01.2	2.19.8	3.00.8	2.20.1	10.41.9	21	3
32	B. EDDYVEAN THEVOR EDDYVEAN	JUSTIN DYERELL	NISSAN	MOD	3L 3.09.3	2.23.3	3L 3.01.0	2.18.6	11.22.2	42	13
33	RALLY CONNECTION HOB SINGLETON	HICK SINGLETON	GEMINI	1	3.07.6	2.23.5	3.04.4	2.21.6	10.57.1	28	5
34	LEVIN BOARDMAN	ROBIN BERARDI	DATSUN	2	3.05.0	2.25.8	3.04.6	2.23.5	10.58.9	29	6
35	ROBERT SIMPSON	DONNA HEITHANN	DATSUN	MOD	3.01.3	2.18.9	3.00.1	2.18.0	10.38.3	20	7
36	RALLY CONNECTION LE'S MARSHALL	JOHN QUINLAN	GEMINI	1	3.12.1	2.29.6	3.11.2	2.27.6	11.20.5	40	13
37	GEOFF STANWAY	MICHAEL MOTT	GEMINI	1	3.09.3	2.28.4	3.12.2	2.27.5	11.17.4	38	12
38	BOB FORD	D. WALSH	DATSUN	1	3.07.1	2.25.5	3.06.1	2.25.0	11.03.7	32	7
39	S. CLARKE	ANDREW LOCKWOOD	GEMINI	MOD	7L 3.06.9	2.21.4	3.01.7	2.21.3	11.26.3	43	14
40	PETER STEWART	JOHN RUTCH	FIAT	1	6L 3.09.7	2.28.1	3.11.1	2.25.3	11.44.7	45	14
41	MARTIN GIBSON	TODD WARNER	GEMINI	1	3.11.4	2.25.9	3.09.9	2.25.6	11.12.8	35	10
42	DAVID MELES	IAN COCHRANE	GEMINI	1	3.57.7	3.04.1	DNF				
43	HE BODYWORKS M. EFFENBERGER	MICK HARDEN	GALANT	2	6L 3.12.8	2.24.4	3.10.6	2.25.5	11.44.3	46	8
44	DAVID MILLER	H. COLE	DATSUN	MOD	3.14.0	2.25.2	3.09.0	2.27.1	11.15.3	37	11
45	G. MILBURN	ROBYN BARTER	FORD	3	5L 3.03.4	2.25.9	3.09.0	2.21.2	11.26.5	44	5
46	MARTIN BURROWS	L. SKINNER	GEMINI	1	3.05.9	2.26.9	3.03.4	2.24.1	10.59.5	30	6
47	C.A.C.A. PETER KAHLER	ROSS COLLEDGE	GEMINI	1	3.08.1	2.24.3	3.08.2	2.32.1	11.12.7	34	9
48	NEIL MICHEL	BARRIE BURR	GALANT	1	3.12.9	2.28.0	3.08.7	2.25.2	11.14.8	36	11
49	FABIO FRANZINI	STEPHEN POCOCK	P/GEOT	2	3.12.8	2.27.2	3.13.6	2.27.4	11.21.1	41	7
50	COMP. CAR CLUB COL O'BRIEN	D. MAGUIRE	TOYOTA	1	DNF						
51	T. ANDERSON	T. KAY	FORD	MOD	DNF						
52	BARRY HEDLEY	NOEL GEES	DATSUN	2	3.08.0	2.25.9	DNF				
53	LYNDAL PAAR	MANDY TOMKINSON	SUZUKI	1	3.26.6	2.53.7	3.33.1	2.47.6	12.41.0	47	15
54	P. SALISBURY	M. NEWBERRY	MAZDA	MOD	9L 2.54.7	2.13.9	2.52.5	2.13.4	10.59.5	31	10
55	PAUL BOUDAR		MAZDA	MOD	DNF						
56	JOHN KERR	SIMON BUNKER	FORD	MOD	DNF						
57	B.A. SCHAFER R. SCHAFER	D. SCHAFER	DATSUN	2	DNF						
58	MICK BARRY	CHRIS MASON	GEMINI	MOD	3.01.6	2.25.1	3.03.7	2.26.6	10.57.0	27	9
59	M. SUTHERLAND	S. SUTHERLAND	MAZDA	MOD	2.55.1	2.13.3	2.51.0	2.10.1	10.09.5	13	3
60	BRENDAN FORREST	D. JACKSON	FIAT	1	**	**	3.32.3	3.00.4	**	**	**



UP



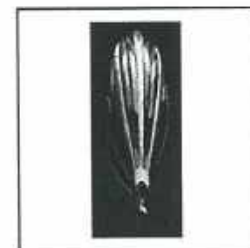
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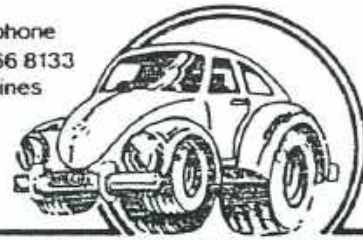
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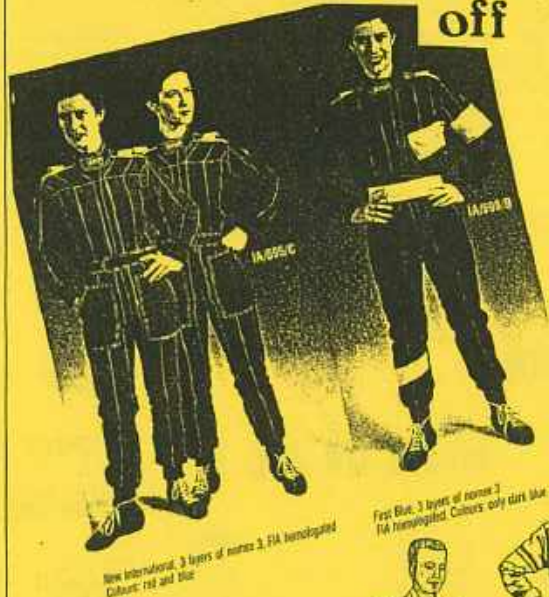
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WAYNE LESTER AUTOMOTIVE KALPOWER RALLY

Herr Commandant of Camp Bailey and a couple of the inmates were feeling that life in the big city was a bit dull after the wild west and so decided to head north for a rally in an old powerline construction area.

After waiting 40 minutes for Alan to have his morning shower, we left Brisbane in the fast sweep Landcruiser towing the Formula 1 Laser (complete with four brand new, state-of-the-art Dunlop rally tyres).

The Bailey Powerlines Lancer was ready and waiting at Brian Everitt's Rally Car Preparation Clinic at Gympie and the convoy duly proceeded to Kalpower State Forest.

The Central Coast Car Club were running the event and supplying the navigators. Alan drew the long straw and Dominic navigated for him while Herr Commandant scored the gorgeous, twenty-one year old Maria. This must have gone to his head because when he left for the start his helmet was just too tight. He had to come and swap it for Errol's which just happened to be with us.

It was Herr C's first competitive drive since trying to fly a creek at low altitude in 1986. Maria helped things along by gaily telling him throughout the drive how many times she had rolled the family rally car in this area and on which corners. The Lancer chased the Laser all night with Maria's father close on it's heels, probably to make sure there were no breakdowns.

Alan finished first in the under 1600cc class and fifth overall, a fine effort amongst the other cars, mainly over 2.0 litre Datsun 1600's. Maria was able to take home the trophy for second navigator in the under 1600cc class.

The rally started at 6.00pm and finished at 2.00am. The presentation and re-hash started at 2.00am and finished at 6.00am. Maria was dragged, kicking and screaming to her tent about dawn. By whom I will not say.

To sum up, an excellent rally, approximately 30 kilometres transport, 120 km competitive over interesting terrain, with smooth but slippery

roads, extremely demanding, a central service area, flat and grassed, good both for camping and servicing and with buildings for catering and HQ.

All members of the team wish to thank Wayne Lester Automotive for sponsoring the event, Trevor Burgess and his rally team and all members of Central Coast Car Club for a truly memorable event and hope that there will be many more southerners to participate in their events in the future.

It is well worth the trip north.

Finally "Daylight" and Alan would like to especially thank Maria O'Brien and Dominic Corkeron for their gutsy performances in the silly seats.

BETTY MELTON >

CAR NO.	DRIVER	CAR	GRADE	1	2	3	4	5	6	7	8	9	TOTAL
1	P. LEE	L200 UTE	1600+	16.01	11.56	8.50	12.05	6.37	11.01	19.17	11.31	10.47	1.48.05
2	J. MARTIN	TORANA	1600+	11.51	11.48	8.47	12.13	6.51	11.27	19.32	12.15	10.54	1.45.38
3	J. HUTH	DATSUN	1600+	12.43	12.11	8.51	11.57	6.35	10.52	19.00	11.18	10.35	1.44.02
4	R. MAKELA	DATSUN	1600+	13.24	13.05	9.25	13.03	7.09	12.16	21.28	---- RETIRED ----		-----
5	P. GOODWIN	LANCER	1600-	13.03	12.35	9.18	----- RETIRED -----						-----
6	T. SCOTT	DATSUN	1600+	12.15	12.11	9.02	12.10	6.38	11.00	19.21	11.56	11.05	1.45.38
7	B. CROWBURST	DATSUN	1600+	12.56	12.52	9.44	12.51	6.56	12.01	21.11	12.59	11.49	1.53.19
8	S. SCOTT	DATSUN	1600+	12.35	12.24	8.59	12.21	6.59	11.15	20.05	12.59	11.06	1.48.31
9	A. CLUNES	LAZER	1600-	12.39	12.27	8.54	12.17	6.48	11.24	20.14	12.34	11.39	1.48.56
10	R. BAILEY	LANCER	1600-	12.59	12.36	9.37	12.52	6.56	11.40	20.33	12.21	11.29	1.51.03
11	T. O'BRIEN	200B	1600+	13.58	13.37	9.28	13.21	7.08	11.48	22.27	12.38	12.32	1.56.57
12	K. MC NEALE	COROLLA	1600-	12.50	12.49	9.05	12.49	7.08	11.42	21.02	14.59	15.00	1.57.24
TIME ALLOWED (MIN / SECS.)				11.32	10.23	8.00	11.32	7.14	10.17	19.12	11.03	10.17	1.39.01

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HOW TO 'LIGHTWEIGHT' YOUR MINI!

An interesting story came to light recently about the activities of one of our favourite members.

The tale begins with some relevant background. The unnamed member and his young son (also unnamed to protect the innocent) have acquired a Mini Minor in which the aforementioned young son shall become, by hook or by crook, a motorkhana expert ('x' being an unknown quantity, and 'spurt' being a drip under pressure!) of the highest degree.

When one gets one's Mini at the right price, as did the mystery pair, one has to do some work - so they did a bit of panel beating and some tidying up and finally some rust repairs with that most dangerous of household items, the good old gasaxe! (oxy-acetylene welder to the uninitiated).

"La De Da De Da! Off we go," said father, "let's cut the rust out of this rear pillar while everybody is watching."

Luckily they were because someone had the sense to say, "Excuse me, but isn't the roof lining on fire, just a bit?" Yes indeedy, we had set fire to our car, hadn't we!

Fortunately there was a brand new fire extinguisher sitting handy (waiting to go into the new Escort rally car) and that was quickly dumped into the 'brick' to quell the flames. Enough excitement for the whole family!

Well there you have it, the secret of easy roof lining removal and subsequent Mini lightweightening procedure all in one simple step!

And you know, Ray and Lee Evans, I didn't mention your names once!!

WHERE WERE THE TAG HEUER CLOCKS??

It would seem that some people were questioning the fact that the Tag Heuer timing clocks were missing for the last round of the '4 R's Rallysprint Series' (The Big Fish).

The full explanation is quite simple! Last year (a full twelve months ago), the organisers of the incredibly successful 'TARGA TASMANIA' hired those clocks for their event and were so impressed with the equipment they booked them for the 1993 event in advance.

Anyone who has used them would know just how functional they are on bitumen events, just like the 'TARGA'.

Whilst the BSCC's own events do, of course, take priority in most cases, the club had agreed to supply the Tag Heuer's and couldn't back out of that agreement when it became obvious that the two dates clashed. Let's face it, we didn't even know there was going to be a Rallysprint Series until about February this year. I hope this explanation satisfies any doubts. **RALLY ON!!!!**



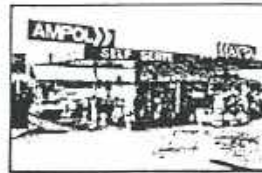
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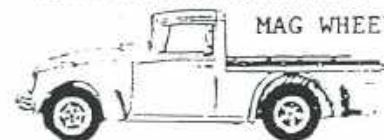
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The BSCC's newest contributor continues with this latest offering:

THE QUEENSLAND ROUND OF THE ARC TWENTY-FIVE YEARS AGO!

The Australian Rally Championship was first run in the year 1968, twenty-five years ago.

Previous to this year there were state championships but following a number of meetings a set of guidelines for a national Rally Championship was agreed to. This was a great step forward in Australian Rallying. A number of major events in different (but not all) states were selected to form the Championship.

The Queensland round was the Ampol Warana Rally, then an important part of Brisbane's annual Warana Festival in September, and was organised by the Brisbane Sporting Car Club. (These days the Warana Festival Committee does not seem to want to know about car rallies. Neither does Ampol!)

My involvement with the event came about when I was at a motorkhana in Ipswich and I was asked by an old bloke called Henk Kabel if I was able to help. Yes, even in 1968 I thought Henk Kabel was an old bloke, but I was a lot younger then and I guess that age differences are purely relative.

The rally was held on the weekend of 21/22 September. It started at 7 am on the Saturday morning and finished at 9 am on the Sunday morning with virtually no major

breaks. (Refer to my comments last month on the length of rallies these days.) Actually some present day rallies are probably as long as this, but they are run over three days and have overnight stops and longer service breaks.

I lived in Warwick at the time and was nominated to do a control just outside Killarney at the end of a competitive section over the Head Road. First car was due at 1 pm on the Saturday. The idea of running a competitive section on this road in the middle of the day would be considered extremely dangerous now, but was acceptable in 1968.

The entry list was reasonably impressive, even though a number of top crews did not enter as they were preparing for the first London-to-Sydney Marathon. There were a total of 74 entries of which 28 were in the competition category and 46 in the touring category.

The competition category was for Australian Championship competitors, fifteen of whom were from interstate. There was a semi-official (Victorian based) Holden Dealer Team of three vehicles, Lunn/Haas (Torana), Watson/McAuliffe and Roberts/Osbourne (HKs). Sydney dealer Pat Cullen Motors entered two identical red Holden Monaros for the Garard brothers. The Ford Motor Company entered a Lotus

Cortina for Firth/Hoinville and Cortina GT's for Kilfyle/Rutherford and Vaughan/Forsyth. Volvo entered two cars for Keran/Meyer and Winkless/Collier. Top Queensland crews included Lloyd Robertson/Brian Gemmell (VW) Evan Thomas/Tom Gillespie (Datsun) Barry Harrison/Bob Dancer and Mike Chapman/Peter Hines (Holdens).

The touring category consisted of local Queensland crews similar to those would be competing in Clubman rallies today. No single make of vehicle appeared to stand out as being the most popular. There were Holdens, Falcons, Valiants, Cortinas, Minis, Datsuns, Mazdas, Corollas, etc. Most vehicles were close to standard which reinforces what I said a couple of months ago about Group N being nothing new.

A noticeable difference from present day fields was the fact that there were hardly any vehicles more than four years old! Names which may be familiar to present day club members included Ann Thomson driving a Valiant, Mick Barry driving a Corolla, Laurie Garth navigating in a VW, Charlie Blake navigating in a Corolla and Murray Coote who was the third crew member in a Holden Ute navigated by his brother John and driven by Gary Meyers.

A lot of the crews in the competition category managed to complete the section without loss of points, while the slower ones only lost one or two minutes. The only ones who lost more than this time were those who had trouble and had to stop during the section. This indicated the

problems associated with timing to the minute and not allowing greater than 80 kilometres per hour averages (which was 50 mph in those days). The touring category was given an even longer time to complete the section, which almost all competitors were able to do without losing points.

From Killarney the route went to Warwick then north to Toowoomba and eventually back to Brisbane. Competitive sections were on Shire and Forestry roads. I do not have the results of this event but from memory first place was a tie between Harry Firth/Graham Hoinville and one of the other Ford Team cars (another problem caused by only being able to time cars to the minute).

Firth/Hoinville went on to win the 1968 (and first ever) Australian Rally Championship. The Pat Cullen Motors Monaros were involved in a head-on accident. I think that both were off course and one driver had realised his mistake and made a u-turn.

On my way back to Warwick after my control had been closed down I came across a couple of touring class competitors who were lost. The instructions did not seem to be too hard and I managed to put them back on course. This helped to convince me that I should seriously take up navigating.

It was not until 1971 that I actually got to compete in a round of the Australian Rally Championship, but that's another story!

All the best,
TONY BEST.

BARRIE WHO????

Having been a member of the BSCC for only a short period - 12 months- I was duly nominated, elected and accepted as a member of the Board at the recent AGM. (At least you were there, Barry!-Ed.)

The first Board meeting was held on April 6th and during that meeting many things pertaining to the running of the club were discussed and voted upon.

One of those 'things' was my elevation to Chairman of the 'Rally Sub-Committee'.

Before I go any further on this, I guess a short story on my involvement with rallying may be called for. I first got into the sport in 1968 when 'works' cars were Minis, Mk 1 Escorts and Saabs and the 'gun' drivers were Paddy Hopkirk, Rauno Altonen, Eric Carlsson, Per Eklund and a very young Roger Clark.

25 years down the track and Per Eklund is still a



top line driver!!

Back in those days I was an F1 officianado. Then one day a bright young lad joined the technical office I was working in.

He spoke in a strange tongue - even for a Pom - with words like Halda, Cibie, sideways, opposite lock. This lad was a Rally Fanatic!!

He had to be because he drove a 'works' replica Mini.

In next to no time I was asked to attend a meeting of the B.A.D.S.O.D.C., the Buckingham And District Sporting Owner Drivers Club.

Meetings back then were held at a pub convenient to most members and very convenient to the landlord 'cos he made money on the night with all the extra drinkers in!

I became a

B.A.D.S.O.D. (ain't that the truth!-Ed.) and was soon competing in small events in my Mini.

Not a 'replica' but a real one! But as soon as the opportunity arose, I jumped into the navigator's seat. I took to it like the ol' proverbial 'duck to water' and have remained on that side of the car ever since. Not for me the limelight and fame of an international rally driver.

The R.A.C. Rally was a big thing for the B.A.D.S.O.D.C. in preparing 3 club Mini's for the event along with a multitude of service crews and cars.

But for me those halcyon days of a wonderful era came to an end.

I became a ten pound tourist in 1972 and headed for warm climes - Australia.

In 1973 I settled in Rockhampton and in 1976 I joined the C.Q.M.S.C., becoming President of that club in 1983.

From then until now I have navigated for 12 different drivers from club level to international events. If I have a highlight it would have to be the 1992 Cleanaway Rally Queensland ARC round 4, and a 9th outright in a Commodore VH SS with Steve Winwood from Reynella in S.A.

I also navigated for three other drivers in '92. John Martin from Gladstone, fellow club member Neil Michel and Rod Browning of GP CARS fame. The latter two I will be doing selected events with in 1993.

So I have gained a fair amount of experience during the past 25 years of rallying.

Now I told you all that so I could tell you all this...it is my goal to keep rallying in our area up to a standard. What I would like is for 4 or 5 'volunteers' to step forward to assist me in this endeavour.

There is no hard laborious work or long hours involved in this!

Quite simply, I need anyone who attends rallies that I myself may or may not attend, to file a report to me on just how the event went.

Any problems encountered, any innovative aspects that could be put to good use at other events etc.

Any negative points can be looked at and turned into positives. There's a saying that goes - "How can we fix it if we don't know it's broke!"

These reports are then discussed at the monthly Board meeting with any real relevant points aired in detail.

I feel then, that a brief report could be sent to the Directors of the event in question so that they get feed-back from the competitors and can act upon that information for the next time.

Basically it is an exercise in good communication!!

So, if you are interested in helping rallying to stay healthy in our own region, I can be contacted on the number at the back of this issue of 'Brisport'.

I look forward to hearing from you!!

BARRIE BURR
CHAIRMAN, RALLY
SUB-COMMITTEE.



NASH'S ROUNDABOUT
TOURS
OR
NOSEBLEED ALLEY
OR
"WE'RE ALL GOING
TO DIE!"



When Richard Anderson and Mike Ryan decided that they were going to head off to strange countries to compete in the Lombard London to Sydney Marathon, there was no way we were going to sit back and let them do it all by themselves.

Unfortunately without the resources to get to London or any other overseas port of call, a decision was made to head south and meet up with the event in the climes of sunny northern Victoria and Canberra.

David Nash, tour-leader extraordinaire, called up the lucky travellers and made arrangements to leave the Nash ranch in Beaudesert on Thursday 13th May to get to Wangaratta in time to see the action on Friday night.

The crew consisted of Nashy, Greg Wright, John Goasdoue, Alan Bates and myself (Tom Smith). There was supposed to be a sixth in the Toyota Troop Carrier, but luckily for everybody that person Rod Browning, scored a lift down with Fred and Mark Thompson in the Mazda MX6. Had we squeezed the six in, we would have been very friendly with each other by the time the trip was over.

One important item to point out is that if Richard and Mike had fallen out of the event by the time it reached the east coast, we weren't going - the trip was to support our local effort!!

Having all met at the pre-arranged time at Nashy's, we indulged in a few light ales and a magnificent pasta dinner (prepared by

David's much-better half Trudy), along with a Lambrusco or two, before hitting the road.

The overnight driving was handled by Nashy, John and Greg while Alan and I sat in the back and had our bums flattened. Not s u p e r b l y comfortable those troop carriers, but with a lot of stops it was bearable.

Come daylight we pulled off the highway into a lovely little spot and enjoyed a magnificent bacon and egg breakfast, joined by Rod, Fred and Thommo. That Nash man was incredible - talk about being fully prepared!! We didn't cook the export quality rib fillet steak then, preferring to wait.

After rejoining the highway, we noticed that the Toyota was making a bit of a noise

that was coming from the general region of the transmission. After preliminary investigations, nothing was obvious so we decided to continue until we reached Wangaratta, detouring just enough to visit the Campbell's Winery, where some stock was taken on board.

After booking into the hotel at about lunchtime, and having a counterlunch we planned the afternoon, which for some was a visit to another winery, and for Nashy and Greg a visit to the local 'Wang Motors' (Wangaratta Motors-Toyota Dealers).

Actually, Richard and Mike had made arrangements with local rallyist Bruce Robertson to use his workshop and/or 'Wang Motors' during the overnight halt. Word had filtered through that the 'wombat was on his back' during that afternoon's stages and we were to find a windscreen and sundry other suspension items.

Whilst Nashy was at 'Wang Motors' the mechanics had

a look and a listen to the big Troopie and decided that the noise was a terminal rear diff bearing. The simple solution was to take out the rear propshaft and bingo, we had the country's only front wheel drive Troop Carrier (and we still had 2000 k's to go).

Unperturbed we carried on and found Bruce Robertson, who took us out to the start of that evening's special stage. After a short wait, the first cars arrived at the control and we were agog!

There we were, in the company of the marathon cars and people like Roger Clark, Mike Kirkland, Bruce Hodgson and that Richard Anderson character. The Alfetta had indeed been over a second time (the first time is explained in a separate story in this magazine) and was looking decidedly second-hand.



It certainly needed a new windscreen, but trying to find one in Wangaratta for a 25 year old Alfa Guilia Super was not easy.

Nonetheless, Nashy found that someone knew someone else who had a wreck in his backyard and after the local 'Windscreens O'Brien' couldn't help, we had to go 'second-hand'. The screen had a crack but it was a whole heap better than the one the boys didn't have.

When the Avanti team booked in we ushered them to the workshop and went hunting for the screen. After removal, we headed off to do about five hours assistance on the car. Remember, we were only there to spectate as prearranged servicing was not permitted. As we all just happened to be in the right place at the right time, there was no question but to get in and get our hands dirty!

While the car was cleaned out and the roof bashed out and the screen fitted and the rear suspension bush re-made and the rear shocks changed and some

tyres put on and the doors made to close, Richard and Mike got some much needed sleep.

Eventually the car was ready to rock and roll and we left it parked outside the motel room with some petrol in it, ready to go next morning. The motel we were in had told us they would cook us some dinner when we got back, no matter what the time so a booking for six was made for 11.30 pm.

Although the rules called for no pre-arranged servicing, on the way back we could not help but notice the gentlemen with Rhodesian accents who had swarmed all over Mike Kirkland's Peugeot 504 and had changed just about everything under the car, ensuring the East African entry was going to be in pristine shape for the last sections.

The hotel chef must have killed a cow for us because we had some huge rump steaks and a bowlful of salad, before crawling into a warm bed (did I mention that it was about 6 degrees - that's

cold!). We were going to see some action the next morning, come hell or high water!

We got about four hours sleep before getting up with the proverbial sparrow's fart and heading out to the early specy point where we experienced the closest thing to a mass orgasm you'll ever expect. One of the slow, but reliable Peugeot 504's was coming up to the spectator point at warp speed (about 80kph) and was half way through the tight left hander when this sound of a screaming 1600 BDA broke the still morning air. Roger Clark had caught up to the Pug in the stage and was on his date as they came up to the crowd.

As much as the French car looked like a lurching tank, the ultimate Escort was almost perfect as Clark through it through the corner just seconds afterwards.

Richard and Mike came through in about tenth on the road and the Alfa sounded just as crisp as it did when it was first built. Team Avanti were still going strong and after the previous night's repairs everything was working reasonably well.

That was the only spectator point of the morning so we headed off to Bright to see the cars on their lunch break. Just as we arrived, the Alfa pulled out and continued on it's merry way. Rod, Fred and Thommo had spoken with the guys and everything was hunky dory.

I went into a bakery and bought some bread and some jam donuts and then Alan came in and said "Buy those lavish looking chocolate eclairs you bastard!" - so I did, and we ate them!

Lunchtime on the way over to Canberra was atop



a big mountain with the most beautiful views of Alpine country that one could imagine. Once again Mr Nash supervised the production of a delicious barbeque which filled us all and kept us going till whenever.

After once again hitting the road we drove round the highway and went through the Tumut dam area down and up these twisty roads with the fronty Landcruiser performing admirably ("We're all going to die!"). Eventually we reached sea level once again at the Kiandra turnoff and made a decision to take the straightest line to Canberra. We could have taken 2 hours 20 mins by going down to Cooma and then up the Monaro Highway, or 2 hours 20 mins by going up to Tumut and then across OR we could have taken the all weather road on the map which was just over half the distance.

A vote was taken and we decided that some excitement was needed so we took the road on the map. When we

eventually found it after passing it once (although it must be pointed out that Al. said "That'll be it!" and we all said "No that's not it!") we travelled and travelled and travelled, with Nashy putting heaps on John and I (but mostly John!).

It was towards the end of this minor marathon that Alan suffered a minor nose bleed, probably from the enormous stress we were all under. Hence the name was born - we tried 'Nash's Shortcut', but 'Nosebleed Alley' suited the situation much more appropriately.

We eventually came out onto a major dirt road after spending much of the trip shouting "We're all going to die!" (Nashy was driving) and when we pulled into Canberra at the Lakeside Hotel the short cut had taken 2 hours 15 mins (a worthwhile saving!).

There were all the remaining cars including the Alfa still going strong into the last day and we saw some incredible stuff including Andrew Cowan's Hillman

Hunter and some of the best looking Moskvitch Y108's you're ever likely to lay eyes on!

The car needed nothing so we caught up with Wombat and Slackie after dinner for one light ale and left them to have some well-earned sleep. We had dined on two of the Pizza Hut's best efforts that night and a couple of the best Toohey's Blue's so we retired to the hotel for a comfortable night's kip before the spectator point the next morning.

It was amazing the number of very short skirts attached to very long legs which were present in cold Canberra that night while we were freezing in multi-layer clothing and rally jackets.

Early the next morning we headed out to see the stage just 30 minutes out of Canberra with a reasonably sized crowd of about 150 people. Unfortunately the crowds during the weekend were not huge at all!

After seeing all of the cars

through the downhill corner, we had a vote and decided that as long as the Alfa was okay we would head straight home from Canberra instead of going into Sydney and fighting the traffic to the finish at the Opera House.

This time we decided to go up the New England Highway as it probably isn't much quicker but there is a lot more to look at! At Nepean Dam we stopped for lunch and Nashy once again supervised a massive feed consisting of steaks, sausages, bacon and a pot of stuff consisting of potatoes, peas and onions. This worked out to be ideal ammunition for Nashy to torture us throughout the afternoon with those individual bodily odours.

The trip up the highway was uneventful except that just outside of Armidale we asked John (who was driving) to stop for us to do what we had to do, and we were serious! Greg said there was a servo just up ahead and John said we could wait, but we

couldn't and threatened him with death or assault. He stopped and we all hopped out to relieve ourselves then hopped back into the big rig.

About 20 seconds up the road the servo was where it was promised and we stopped for our last coffee. The rest of the trip went quietly but for some abysmal jokes and some great stories to keep everyone awake. Did I mention that for some of us in the back of the Troopie, our bottoms were deteriorating quickly and we were in much pain.

Upon arrival at the Nash residence, we unpacked everything but Al.'s bag was not there. Panic set in as we tried to remember the last place we had seen it. Through the 013 number Nashy found the telephone number for the servo at Armidale, to no avail.

It wasn't there, and we couldn't think straight at 1.30 in the morning. We said our goodbyes and headed back to our respective homes,

Al staying with John at Brown's Plains for the night and me travelling for the one hour trip across town to McDowall.

The next day, Alan called to say that he had phoned the Motel in Canberra where we had stayed on Saturday night and they had the bag, ready to be collected.

Alan and everyone else was mucho relieved and there ends our trip.

We had seen the Marathon cars and supported Richard and Mike in their big effort. The car is a little bent but generally in good shape after the 16,000 kilometre journey. We tried hard to figure out what Richard will do with the car and it is eligible for the next PNG Safari or historic rallies or Targa Tasmania.

Alternatively he could save it for the next anniversary marathon rally in 25 years time. There is some word that there will be a re-run of the London-to-Mexico Rally in 1995 and we were all working out our respective teams

for that event. John and I will be in an Escort Mexico Replica and Nashy and Alan will be driving our Escort Van or Ute chase car!

We can hardly wait!!!!

TOM SMITH



THE MARATHON MEN

Well the adventure is over for Richard Anderson and Mike Ryan after their jaunt through a number of rugged countries in an effort to reach the splendour of the big finish of the London-to-Sydney Marathon at the picturesque Opera House.

They had a number of interesting occurrences along the way including passing a pair of policemen in a red Porsche in Austria, only to be re-passed with the light flashing - UH,OH!! At least the fine was only minor!

They shared a few meals with the Aussie clown Ross Dunkerton and his co-driver Harry Mansson, and were part of a taxi race in Turkey somewhere.

Then there was the mystery rollover in Australia just outside of Perth. The story goes that the team had just finished some wet and muddy stages and the windscreen of the Alfa was dirty. Unfortunately the washer bottle was empty so Richard spotted a long puddle by the side of the road and edged over to drop the lhf wheel in, and subsequently wet the car.

When the car found the water, it turned 90 degrees left and aquaplaned before rolling and continuing on it's roof for some distance, then falling back on it's wheels. The car and everything in it filled with water and mud but it was virtually undamaged. In fact the team had trouble convincing everyone that they had been over!!

Luckily a local sparky was able to get the water out of everything and the car was ready to continue.

As I write this the Avanti team are an unconfirmed eleventh outright which is a magnificent result for essentially a low budget effort. They just miss out on a trophy but the memories will remain forever and they have made some great new friends.

Whether they get back into a car together in the immediate future is anyone's guess!!!!

BRISBANE SPORTING CAR CLUB LIMITED

CLASSIC MAPPING TOURING ASSEMBLY

4 JULY 1993

1. INTRODUCTION

1.1 NATURE OF EVENT

The event shall be known as "The BSCC Classic Mapping Touring Assembly" (hereinafter referred to as the "event") and shall be a touring assembly with special tests. The event shall be conducted over public and private roads in South East Queensland on the 4 July 1993.

1.2 AUTHORITY

The event shall be run under the provisions of the International Sporting Code of the F.I.A., the National Competition Rules of the C.A.M.S., the attached B.S.C.C. rules for touring assemblies, these Supplementary Regulations or any Further Regulations which may be issued. The C.A.M.S. Permit No. is Q93/0407/0.

1.3 PROMOTER

The event will be promoted by the Brisbane Sporting Car Club Ltd.
P O Box 347, WOOLLOONGABBA Q 4102

1.4 ORGANISING COMMITTEE

a) The Organising Committee is: Tony Galletly, Ken Philp, Alan Stean, Esme Gibson

Tel

b) Clerk of Course: Tony Galletly 07 848 5130 (h)

Assistant Clerk

of Course: Ken Philp 07 371 5652 (h) 224 0494 (w)

Secretary Esme Gibson 07 391 8881 07 891 1401 fax

c) Address for all correspondence and entries is:

The BSCC Classic Mapping Touring Assembly P.O. Box 347
WOOLLOONGABBA Q 4102

1.5 JUDGES OF FACT

1. Scrutineers shall be deemed to be Judges of Fact relative to:

- (a) the safety of equipment and vehicle;
- (b) ensuring all documents are current and correct;
- (c) the measurement of emitted vehicle noise.

2. Control officials shall be deemed to be Judges of Fact relative to:

- (a) time of arrival at and departure from control;
- (b) direction of entry to and departure from control;
- 3. Police Officers on duty shall be deemed to be Judges of Fact relative Reg 6.3

1.6 STEWARDS

The Stewards are:

2. COMPETITORS and ENTRIES

Entries will open 25 May 1993 and close 1 July 1993

Entries must be made on the official form, which should be fully completed and signed and forwarded to the Secretary. Attention is drawn to the section referring to vehicle classification.

2.2 ENTRY FEE

(a) The entry fee is \$10.00

Personal & Public Risk Insurance has been effected by the Promoters through CAMS.

The organisers reserve the right to refuse any entry without assigning any reason therefore in accordance with NCR 83.

Acceptance of entries will be in order of receipt.

2.4 Starting order will be seeded with the most experienced starting at the rear of the field.

2.6 Parental Consent

If any entrant or driver is under 18 years of age, the consent of his/her parent/guardian must appear on the entry form.

2.7 Persons Eligible

The event shall be open to holders of at least a C.A.M.S Basic Licence or superior licence.

2.8 Crews

Crews shall consist of at least two persons and the same crew shall be required to compete throughout the entire event. There shall be no limit on crew members, subject to vehicle capacity and road traffic regulations.

3. VEHICLES and SCRUTINY

3.1 CLASSES

(i) Sports cars up to 1960

(ii) Sports cars 1961 - 1969

(iii) Sports cars 1970 - 1979

(iv) Touring cars up to 1967

(v) Touring cars 1968 - 1979

3.2 VEHICLE ELIGIBILITY

All vehicles must be registered and roadworthy. For Queensland registered vehicles a certificate of Third Party extension for this event is required, such certificate to specify cover for 4/7/93. No special preparation is required and road conditions are generally excellent. Vehicle type eligibility is as laid out in class information above. By signing the entry form the entrant signifies that the vehicle is in a roadworthy condition.

3.3 SCRUTINY

All vehicles must be scrutineered before competing in the event. Scrutiny will be carried out at the start. Entrants are reminded of the following items which will be checked:

a) Entrant's Club membership and C.A.M.S. Licence

b) C.A.M.S. licence of at least one crew member

c) Club membership of at least one crew member

d) Driver's civil licence

e) Vehicle registration

f) Extension to Third Party Insurance in respect of Queensland registered vehicles

g) Special attention will be paid to noise level and other "anti-social" aspects.

4. RUNNING DETAILS

4.1 START

This will be at Griffith Rd. Ipswich on 4th July 1993 at 8.30 a.m.

- 4.2 **ROAD SURFACES**
The road sections will be on bitumen.
- 4.3 **FINISH**
First car should finish mid-afternoon.
- 4.4 **REFUELLING**
Ample opportunity for refuelling is available along the route.

5. **GENERAL.**
- 5.1 **Maps**
1st Official map to be supplied by the competitor. (Available from Sunmap - if help required in obtaining same please contact Event Secretary.)

- 5.2 **Controls**
Manned controls will open with the arrival of the control official and close with the departure of the official at the time nominated by the organisers and advised in route instructions.

- 5.3 **Signs**
Major Control - Red "M" on a white background
Passage Control - Red "P" on a white background

6. **SCORING**
- 6.1 **Touring sections:**
Major Control correctly entered - + 6 points
Passage Control correctly entered - + 4 points
Observation correctly noted - + 4 points
Incorrect entry to manned control - + 2 points

Average speed sections:
- 1 point for every 15 seconds fast or slow at a manned control
- 10 points for stopping within sight of a control

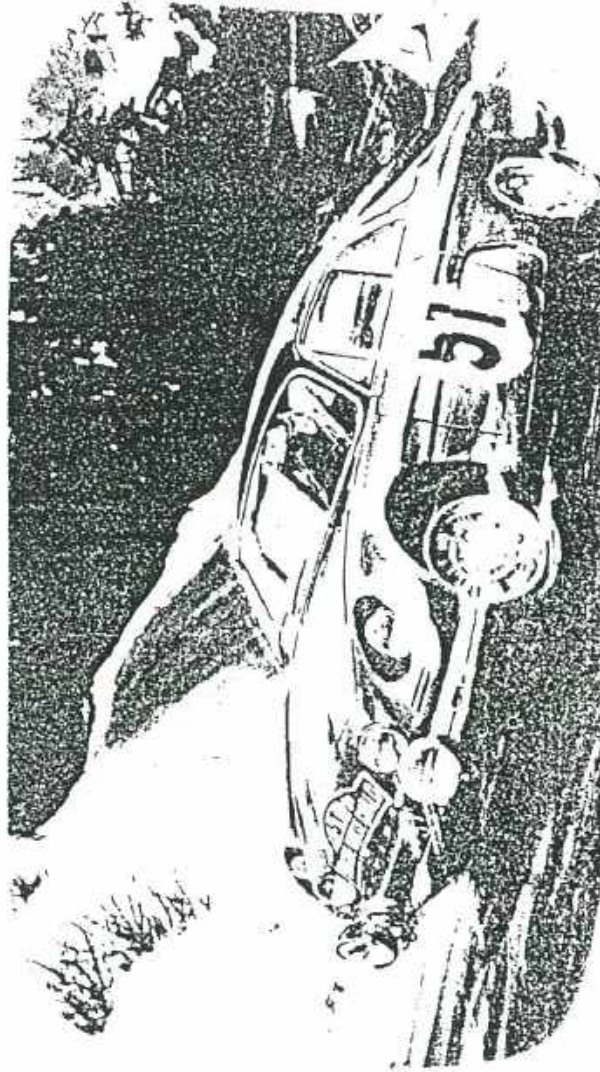
- 6.2 **SPEEDING PENALTIES**
As in all events that do not use closed roads, competitors are required to obey the road laws at all times when on the open road. In the case of the touring sections the organisers will give competitors ample time and points would only be lost if they were to break down or get horribly lost (unlikely). For the Economy Run competitors should take note of the average speed required before they start and adjust their speed accordingly.

We are required by C.A.M.S. to apply the following penalties for exceeding the speed limits at any time. These will apply to Rally radar as well as Police radar.

POINTS	
0 - 10 km/h -	First offence - 20
0 - 10 km/h -	Second offence - 50
10 - 20 km/h -	First offence - 100
20 km/h and higher -	First Offence - 500

The third offence for 0 - 10 km/h will mean exclusion as will the second offence for the higher speeds.

- 6.3 **AWARDS**
These will be in the form of trophies for First Outright and in each of the classes for the overall event. Extra trophies may be awarded.



PROPOSED B.S.C.C. 1993 CALENDAR

6	JUNE	RALLYSPRINT 3 - POSTPONED	
26/27	JUNE	YOKOHAMA RALLY QUEENSLAND	
		AUSTRALIAN RALLY CHAMPIONSHIP	GYMPIE
4	JULY	CLASSIC MAPPING TOURING ASSEMBLY -	Historic
24	JULY	RALLYSPRINT 4	TBA
15	AUG	SHORT COURSE OFF ROAD	LANDSBOROUGH
5	SEPTEMBER	RALLYSPRINT 5	TBA
16/17	OCTOBER	BAILEY POWERLINES CLUB RALLY	IMBIL
13	NOVEMBER	RANGE RALLY CLASSIC - Historic	
21	NOVEMBER	FINAL ROUND RALLYSPRINT	
		We thank Toowoomba Auto Club for kindly agreeing a change of date.	
27/28	NOVEMBER	Tentatively Ladies LONG COURSE O/R	TBA
4/5	DECEMBER	KEEMA CLASSIC/KEEMA CLUB	GALLANGOWAN

~~NIGHT RUNS - WEDNESDAY 2 JUNE 1993 8.00pm:~~ **CANCELLED -**
~~Remember your Third Party Extension and UBD...~~ **NO DIRECTOR**

MOTORKHANAS - Third Sunday each month -
 19 JUNE BOONDAL ENTERTAINMENT CAR PARK 9.30 a.m.

CLUBROOMS OPEN EVERY WEDNESDAY EVENING FROM 8.00 p.m.

1 JUNE BOARD MEETING 7.30 p.m.

 * *NEW DATE - FRIDAY 8 OCTOBER 1993* *
 * *
 * FOR THE 40th YEAR OF THE BRISBANE SPORTING CAR CLUB *
 * CELEBRATION *
 * to be held at the Royal Australian Institute of *
 * Architects, 70 Merivale Street, South Brisbane *
 * *
 * An evening to remember.. DO KEEP THIS DATE FREE *
 * - More details later. Esme Gibson *

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	01	09
	JUDY HARTNETT	09		09
	MICHELLE BASHAM		09	09
	RUSSELL MACARTHUR	05	04	09
	STEVE WILLETT	01	08	09
18	DERRICK KENNEDY	07	01	08
19	BOB OXLEY	06	01	07
	GREG BARBE		07	07
	MICHAEL COLLINS		07	07
	NEV TAYLOR	06	01	07
23	SIMON CUNADO		06	06
24	JANICE McDOWELL		05	05
25	JODIE HILTON	01	03	04
	KEITH HONOUR	04		04
	STEVE HILTON	01	03	04
28	JOHN QUINLAN	03		03
	NORM SINGLETON	03		03
30	DARYL COLE	02		02
	JANELLE SVENSON	01	01	02
	JOHN DARE	02		02
	LAURENCE SVENSON	01	01	02
	NEVILLE MARSHALL	01	01	02
	SABINA BRAND		02	02
36	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 VIERITZ	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
7	STEVE ABRAHAMSON		09	09

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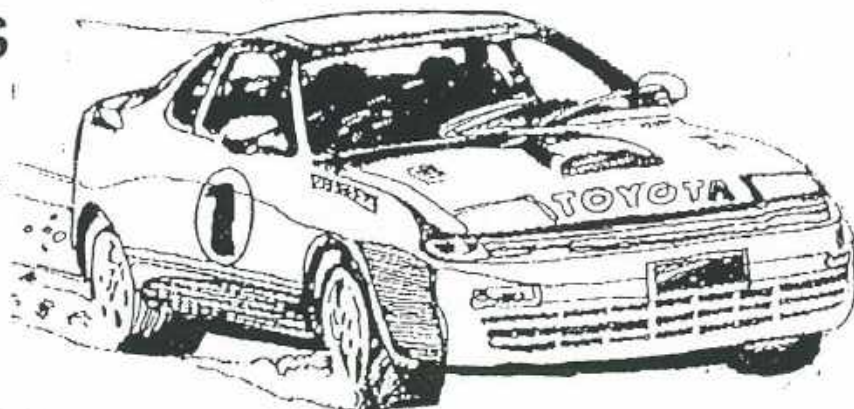
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RALLY CHAMPIONSHIP

POS	NAME	FEB	MAR	TOT
	IAN HAMWOOD		01	01
	JIM PILGRIM		01	01
	JOE FERRIER		01	01
	JOHN KERR		01	01
	JOHN LANGE		01	01
	JOHN PALMER		01	01
	JOHN QUINLAN		01	01
	JOHN RUTCH		01	01
	KAREN LAWRENCE		01	01
	KAREN SOXSMITH		01	01
	KENNETH PHILP		01	01
	LEE WILLIAMS		01	01
	MARK NEARY		01	01
	MARTIN DENHAM		01	01
	MARTIN GIBSON		01	01
	MAUREEN JOHNSTONE		01	01
	MICHELLE HENNESSY		01	01
	MIKE NEELY	01		01
	NEIL MICHEL	01		01
	PETER STEWART		01	01
	RANDALL BRYSON		01	01
	RAYMOND BANSEMER		01	01
	ROBERT CRESDREE		01	01
	RODNEY CROSS		01	01
	RON VAN OPSTAL		01	01
	RUSSELL HARTNETT		01	01
	SHANE PILGRIM		01	01
	SIMON RICHMOND		01	01
	STEWART REID		01	01
	TERRY BETTS		01	01
	TERRY BOARDMAN		01	01
	TIM CHARALAMBOUS	01		01
	TODD WARNER		01	01
	TONY BEST	01		01
	TONY McDADE	01		01
	WARREN PARKER	01		01

NB. The Rallysprint Series has now been scored as a Speed Event, therefore those who were in the Rally Championship points last month have been moved into the Speed Championship. Navigators have been removed as they do not score points in Speed events as per Club pointscore policy as set down by the board.

My apologies to those affected by the change.

Trish Evans
Registrar.

RALLY CHAMPIONSHIP

POS	NAME	FEB	MAR	TOT
01	CRAIG LEE	10	09	19
02	BRIAN EVERITT	09	04	13
03	TOM SMITH	08	04	12
04	ALAN BATES	11		11
	DEAN TIGHE	11		11
	LIAM MAHONEY		11	11
07	KERRIE HOLLINGTON	10		10
	MARK NEWBERRY	10	10	10
	PETER SALISBURY	10	10	10
10	BRUCE DAWSON	09	09	09
	CHERYL McKINNON	09	09	09
	DAVID NASH	09	09	09
	DEL GARRETT	03	09	09
	ERROL BAILEY	09	09	09
	ROD BROWNING	09	09	09
16	CRAIG PORTER		08	08
	LARRY LITTLEWOOD		08	08
18	JOHN PINDER	07	07	07
	PETER MAPSTONE	07	07	07
	ROB BEKKER	07	07	07
21	NOEL GEES	06	06	06
	TIM COLLINGWOOD	06	06	06
	VIV GEES	05	06	06
24	GLEN WESTON	05	05	05
	JOHN GOASDOUE	05	05	05
	NEIL WESCHE	05	05	05
28	ROB REDDIE	05	05	05
	GREG TEBBLE	04	04	04
	TONY KABEL	04	04	04
30	GEOFF MEACHAM		03	03
	MAL CLARKE		03	03
32	ANDREW JOHNSTONE	01	01	02
	COLLEEN SMITH	01	01	02
	DESTRY RULE	02	02	02
	EMMA SIBLEY	01	01	02
	IAN BAILEY	02	02	02
	IAN GOLDSWORTHY	01	01	02
	IAN MOGG	02	02	02
	RON PETERS	02	02	02
41	SCOTT HARRIS	01	01	02
	ALEX McKAY	01	01	02
	ALLAN DUNKELY	01	01	02
	BRETT MILTON	01	01	02
	BRUCE BARWICK	01	01	02
	BRUCE DUMMETT	01	01	02
	BRUCE LILLY	01	01	02
	CHRIS CORBEE	01	01	02
	CHRIS LAWRENCE	01	01	02
	CHRIS MICHEL	01	01	02
	COLLEN MONAGHAN	01	01	02
	DAMON WUG	01	01	02
	DARRAN HYLAND	01	01	02
	ED FREUDENBERG	01	01	02
	FIONA McNAUGHTON	01	01	02
	GEOFF STANAWAY	01	01	02
	GLEN MURIDGE	01	01	02
	GREG HORTON	01	01	02

CLUB CHAMPIONSHIP

POS	NAME	MKNA	NTRN	SPD	RAL	OFRD	TOT	POS	NAME	MKNA	NTRN	SPD	RAL	OFRD	TOT
01	DEAN TIGHE		07	11	08		26		CHERYL McKINNON				02		02
02	CRAIG LEE			10	11		21		CHRIS LAWRENCE			01	01		02
03	PAUL GRAY	11	09		08		20		COLIN O'BRIEN			01	01		02
04	ALAN BATES	10	11	01	01		19		DAVID NASH				02		02
05	GEOFF STANAWAY	07	11		01		12		DEL GARRETT	01			01		02
06	ANDREW OWEN		04				11		ED FREUDENBERG	01		01	01		02
09	RON VAN DER HAAR				10	11	11		FIONA McNAUGHTON			01	01		02
11	BRIAN EVERITT	09			01	10	10		GLEN WESTON	01		01	01		02
	RODNEY BRAND						09		JIM PILGRIM				01		02
	ANDREW VAN SLOBBE				01		09		JOHN KERR	01			01	01	02
	BRUCE DUMMETT			08	01		09		JOHN QUINLAN		01	01	01		02
	GARRY MARSHALL		09	09			09		KENNETH PHILP			01	01		02
	KIRSTY EVANS		07	01	01		09		LES MARSHALL				01		02
	LYNDAL PARR				01		09		MARTIN GIBSON		01	01	01		02
	MAUREEN ROSE			01	01		09		MICHELLE HENNESSY				01		02
	RUSSELL HARTNETT			01	01		09		NEIL MICHEL			01	01		02
	TERRY ROSE				09		09		NEV TAYLOR			01	01		02
20	TOM SMITH			07	09	01	09		NORM SINGLETON	01		01	01		02
	DERRICK KENNEDY				08		08		PETER STEWART				01		02
	KEN WARREN	08		07	01		08		ROB REDDIE	01		01	01		02
	LIAM MAHONEY			07	01		08		SHAUN GILL				01		02
	ROB BEKKER	06	02	07	01		08		TIM COLLINGWOOD	01		01	01		02
	SHAUN GRAY				01		08		TONY BEST				01		02
	STEWART REID			07	01		08		TONY KABEL			01	01		02
27	TRICH EVANS	04	04		01		07	85	TROY CRANE				01		02
	COLLEEN SMITH		06		01		07		ALEX MCKAY				01		02
	DOUG McMILLAN				01		07		ALLAN DUNKELY			01	01		02
	EMMA SIBLEY		06		01		07		ANDREW JOHNSTONE				01		02
30	PETER SALISBURY			01	05		06		BARRY HEDLEY				01		02
	ROD BROWNING			04	02		06		BOB OXLEY				01		02
32	ALAN NICOLL				02		05		BRADLEY COOK			01			02
	BARRY WILLETT			03	02		05		BRENDAN FORREST				01		02
	BRUCE DAWSON				02		05		BRETT MILTON				01		02
	BRYAN BASHAM				02		05		BRUCE BARWICK				01		02
	DON MACARTHUR				02		05		BRUCE LILLY				01		02
	GARY McLANE	05			05		05		CHANTELLE HANCEY				01		02
	GRAEME HILL				05		05		CHRIS CORBEE				01		02
	GREG NICOLL				05		05		CHRIS MICHEL				01		02
	JUDY HARTNETT				05		05		CHRIS PENNINGTON				01		02
	KERRIE HOLLINGTON				05		05		CHRIS STONE				01		02
	MARK NEWBERRY				05		05		COLLEN MONAGHAN				01		02
	MICHELLE BASHAM				05		05		CRAIG PORTER				01		02
	RUSSELL MACARTHUR				05		05		DAMON WUG				01		02
	STEVE ABRAHAMSON				05		05		DANNY WILLETT				01		02
	STEVE WILLETT				05		05		DARRAN HYLAND				01		02
47	BILL WILSON			02	01		03		DARYL COLE				01		02
	JOHN GOASDOUJE'			02	01		03		DAVID BRENNAN	01			01		02
	JOHN LANGE	01	01		01		03		DESLEY COLLINS				01		02
	MARK NEARY	02			01		03		DESTRY RULE				01		02
	RON VAN OPSTAL	01	01	01	01		03		ERROL BAILEY				01		02
	TERRY BOARDMAN		01		01		03		GARY WYATT				01		02
	TROY LINDLEY	03			01		03		GEOFF MEACHAM				01		02
54	ALAN STEAN			01	01		02		GLEN MURIDGE				01		02
	BEN WATKINS			01	01		02		GLENN HANCEY				01		02
	BRETT WRIGHT			01	01		02		GRANT WHITE				01		02
	CAMPBELL SMITH			01	01		02		GREG BARBE				01		02

CLUB CHAMPIONSHIP

CLUB CHAMPIONSHIP

POS	NAME	MKNA	NTRN	SPD	RAL	OFRD	TOT	POS	NAME	MKNA	NTRN	SPD	RAL	OFRD	TOT
	GREG HORTON				01		01		SIMON RICHMOND				01		01
	GREG TEBBLE				01		01		STEVIE HILTON				01	01	01
	HAROLD DREWS								TERRY BETTS				01		01
	IAN BAILEY		01		01		01		TIM CHARALAMBOUS				01		01
	IAN FERGUSON				01		01		TODD WARNER				01		01
	IAN GOLDSWORTHY	01			01		01		TONY GALLETLY		01		01		01
	IAN GORSKI				01		01		TONY McDADE				01		01
	IAN HAMWOOD		01		01		01		VIV GEES				01		01
	IAN MOGG				01		01		WARREN PARKER				01		01
	JANELLE SVENSON				01	01	01		WENDY KATTERNS		01		01		01
	JANICE McDOWELL				01	01	01								
	JODIE HILTON				01		01								
	JOE FERRIER				01		01								
	JOHN DARE				01		01								
	JOHN MOORE				01	01	01								
	JOHN PALMER				01		01								
	JOHN PINDER				01		01								
	JOHN ROGERS			01	01		01								
	JOHN RUTCH				01		01								
	KAREN LAWRENCE				01		01								
	KAREN SOXSMITH				01		01								
	KEITH HONOUR				01		01								
	KEVIN BALCH				01		01								
	LARRY LITTLEWOOD	01			01		01								
	LAURENCE SVENSON				01		01								
	LAURIE GARTH				01		01								
	LEE EVANS	01			01		01								
	LEE WILLIAMS				01		01								
	MAL CLARKE				01		01								
	MARTIN DENHAM				01		01								
	MAURA WATSON				01		01								
	MAUREEN JOHNSTONE				01		01								
	MICHAEL COLLINS				01		01								
	MICHAEL VIERITZ				01		01								
	MICHAEL WILLET				01		01								
	MICK JOHNSON	01			01		01								
	MIKE NEELY				01		01								
	MOSS LANE				01		01								
	NEIL WESCHE			01	01		01								
	NEVILLE MARSHALL				01		01								
	NOEL GEES				01		01								
	P HINE				01		01								
	PETER MAPSTONE				01		01								
	RANDALL BRYSON				01		01								
	RAYMOND BANSEMER				01		01								
	ROBERT CRESEDEE				01		01								
	ROBERT MOWERAY				01		01								
	ROBERT SMITH				01		01								
	ROBERTA BARBE				01		01								
	RODNEY CROSS				01		01								
	RON PETERS				01		01								
	ROSS WATSON				01		01								
	RUSSELL CREW				01		01								
	SABINA BRAND				01		01								
	SCOTT HARRIS				01		01								
	SHANE PILGRIM				01		01								
	SIMON CUNADO				01		01								

MAY NIGHT RUN

THERE WERE ONLY SIX PEOPLE BRAVE ENOUGH TO FACE THE RIGORS OF ANOTHER BSCC NIGHT RUN. SERIOUSLY IT WAS A VERY EASY ONE THAT MOST OF THE RUNNERS HAVE DONE AT LEAST TWICE BEFORE WITH DIFFERENT QUESTIONS TO ANSWER OF COURSE. NO-ONE VOLUNTEERED TO DIRECT THIS ONE SO WE DUG OUT AN OLD TO RUN AS THERE WAS NOT ENOUGH TIME FOR US TO SET A NEW ONE. DEAN TIGHE AND LYNDAL PARR WIZZED AROUND IT SO FAST THEY HAD TIME TO STOP IN FOR A PIZZA.

RESULTS WERE: ANDREW OWEN / ALAN BATES = 1
 IAN GORSKI / WENDY KATTERNS = 1
 DEAN TIGHE / LYNDAL PARR = 1
 PAUL GRAY / KIRSTY EVANS = 1
 EMMA SIBLEY / COLLEEN SMITH 5
 SHAUN GRAY / MICHAEL GRAY 6

DIRECTORS: RAY & TRICH EVANS

APRIL MOTORKHANA DRIVER	Straight		Open		Crossover		Eccentric		Corridor		T6		Position
	T1	Slalom	T2	Slalom	T3		T4		T5		1	2	
PAUL GRAY	21.471	21.723	25.745	25.893	47.86	49.72	37.54	36.21	29.60	29.19	DATSUN 1600		2
SHAUN GRAY	19.57	19.36	27.33	25.64	53.52	47.65	37.34	42.15	29.19	29.56	DATSUN 1000		1
KEN WARREN	22.58	20.73	28.84	29.19	52.09	WD	37.16	36.53	32.82	33.34	HONDA ACCORD		6
DAVID BRENNAN	34.52	24.06	43.86	29.50	63.74	73.19	41.67	48.26	43.26	33.26	CELICA		7
TRICH EVANS	31.75	29.48	44.50	40.20	71.36	65.74	84.46	63.20	38.94	37.83	CORTINA WAGON		10
IAN FERGUSON	23.88	27.78	38.18	35.10	54.04	54.91	47.23	42.92	37.24	41.10	SAAB		8
ROGER WILLIAMS	21.89	22.98	28.39	31.81	48.96	49.57	37.93	42.66	41.15	30.16	DATSUN non BSCC		5
ANDREW VAN SLOBBE	22.16	21.70	27.16	28.33	DNF	49.73	41.35	37.00	31.64	34.11	HONDA CIVIC		4
JOHN KERR	WD	34.27	37.42	35.82	55.10	WD	42.75	42.49	47.38	51.94	ESCORT		9
GEOFF STANAWAY	31.15	20.92	26.45	27.39	76.90	47.58	38.23	36.08	32.18	32.09	HONDA CIVIC		3

MOTORKHANA CHAMPIONSHIP

POS	NAME	FEB	MAR	APR	MAY	TOT
01	PAUL GRAY	11	11	10	11	43
02	GEOFF STANAWAY		10	09	10	29
03	ANDREW VAN SLOBBE		11	08	09	28
04	KEN WARREN	04	08	07	08	27
05	RAY EVANS	01	06	11	07	25
06	SHAUN GRAY	05	07	11	01	24
07	GARY McLANE	06	09			15
08	TRICH EVANS	11		03		14
09	TROY LINDLEY	10				10
10	MARK NEARY	09				09
11	KEVIN BALCH	08				08
12	RON VAN OPSTAL	07				07
13	DAVID BRENNAN			06		06
	MICK JOHNSON				06	06
15	IAN FERGUSON			05		05
	JOHN LANGE				05	05
	ROB REDDIEX		05			05
18	JOHN KERR			04		04
	LEE EVANS				04	04
20	ED FREUDENBERG	03				03
21	TIM ANDERSON	02				02
22	FIONA McNAUGHTON	01				01

NIGHT RUN CHAMPIONSHIP

POS	NAME	ICI	FEB	MAR	APR	MAY	TOT
01	ALAN BATES	09	11	10	10	11	50
	ANDREW OWEN	09	11	10	10	11	50
03	KIRSTY EVANS		11	10	11	11	43
	PAUL GRAY		11	10	11	11	43
05	DEAN TIGHE		11	11	09	11	42
	LYNDAL PARR		11	11	09	11	42
07	COLLEEN SMITH		11	10	07	07	35
	EMMA SIBLEY		11	10	07	07	35
09	RAY EVANS		11	11	09		31
	TRICH EVANS		11	11	09		31
11	SHAUN GRAY		06	07	11	06	30
12	MICHELLE HENNESSY		11	07	06		24
	TERRY BOARDMAN		11	07	06		24
14	IAN GORSKI				06	11	17
15	ALAN STEAN	11					11
	LAURIE GARTH	11					11
	TONY BEST	11					11
	WENDY KATTERNS					11	11
19	HAROLD DREWS	10					10
20	JOHN LANGE		05		04		09
	TIM ANDERSON		05		04		09
22	KENNETH PHILP	08					08
	TONY GALLETTY	08					08

JUNIOR CHAMPIONSHIP

POS	NAME	MKNA	NTRN	SPD	RAL	OFRD	TOT
01	KIRSTY EVANS		11				11
	LEE EVANS	11					11

SPEED CHAMPIONSHIP

POS	NAME	MAR	APR	MAY	TOT
01	DEAN TIGHE		11	10	21
02	CRAIG LEE		10	09	19
03	GARRY MARSHALL		08	08	16
04	BRUCE DUMMETT		06	07	13
05	DERRICK KENNEDY	11			11
	ROB BEKKER		05	06	11
	STEWART REID			11	11
08	ROD BROWNING		01	05	06
09	BRUCE DAWSON		02	03	05
10	BILL WILSON		04		04
	JOHN GOASDOUE'			04	04
12	PETER SALISBURY		03		03
13	BARRY HEDLEY		01	01	02
	BEN WATKINS		01	01	02
	BRETT WRIGHT		01	01	02
	COLIN O'BRIEN		01	01	02
	GEOFF STANAWAY		01	01	02
	LES MARSHALL		01	01	02
	LYNDAL PARR		01	01	02
	NEIL MICHEL		01	01	02
	NORM SINGLETON		01	01	02
	PETER STEWART		01	01	02
	RON VAN OPSTAL		01	01	02
	TERRY BOARDMAN		01	01	02
25	BRENDAN FORREST			01	01
	CAMPBELL SMITH		01		01
	CHRIS LAWRENCE		01		01
	GLEN WESTON		01		01
	JIM PILGRIM		01		01
	JOHN ROGERS		01		01
	MARTIN GIBSON			01	01
	MOSS LANE	01			01
	NEV TAYLOR	01			01
	RUSSELL HARTNETT	01			01
	SHAUN GILL		01		01
	TIM COLLINGWOOD		01		01
	TONY KABEL			01	01
	TROY CRANE	01			01

LADIES CHAMPIONSHIP

POS	NAME	MKNA	NTRN	SPD	RAL	OFRD	TOT
01	LYNDAL PARR		10	11	03		24
02	COLLEEN SMITH		09		08		17
	EMMA SIBLEY		09		08		17
04	FIONA McNAUGHTON	10			05		15
	TRICH EVANS	11	04				15
06	KERRIE HOLLINGTON				11		11
	KIRSTY EVANS		11				11
	MAUREEN ROSE					11	11
	MICHELLE HENNESSY		06		05		11
10	DEL GARBETT				10		10
	JUDY HARTNETT					10	10
	MICHELLE BASHAM					10	10
13	CHERYL McKINNON				09		09
14	DESTRY RULE				08		08
	JANICE McDOWELL					08	08
16	JODIE HILTON					07	07
17	JANELLE SVENSON					06	06
	SABINA BRAND					06	06
19	KAREN LAWRENCE				05		05
	KAREN SOXSMITH				05		05
	MAUREEN JOHNSTONE				05		05
	WENDY KATTERNS		05				05
23	CHANTELLE HANCEY					04	04
	DESLEY COLLINS					04	04
	MAURA WATSON					04	04
	ROBERTA BARBE					04	04



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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
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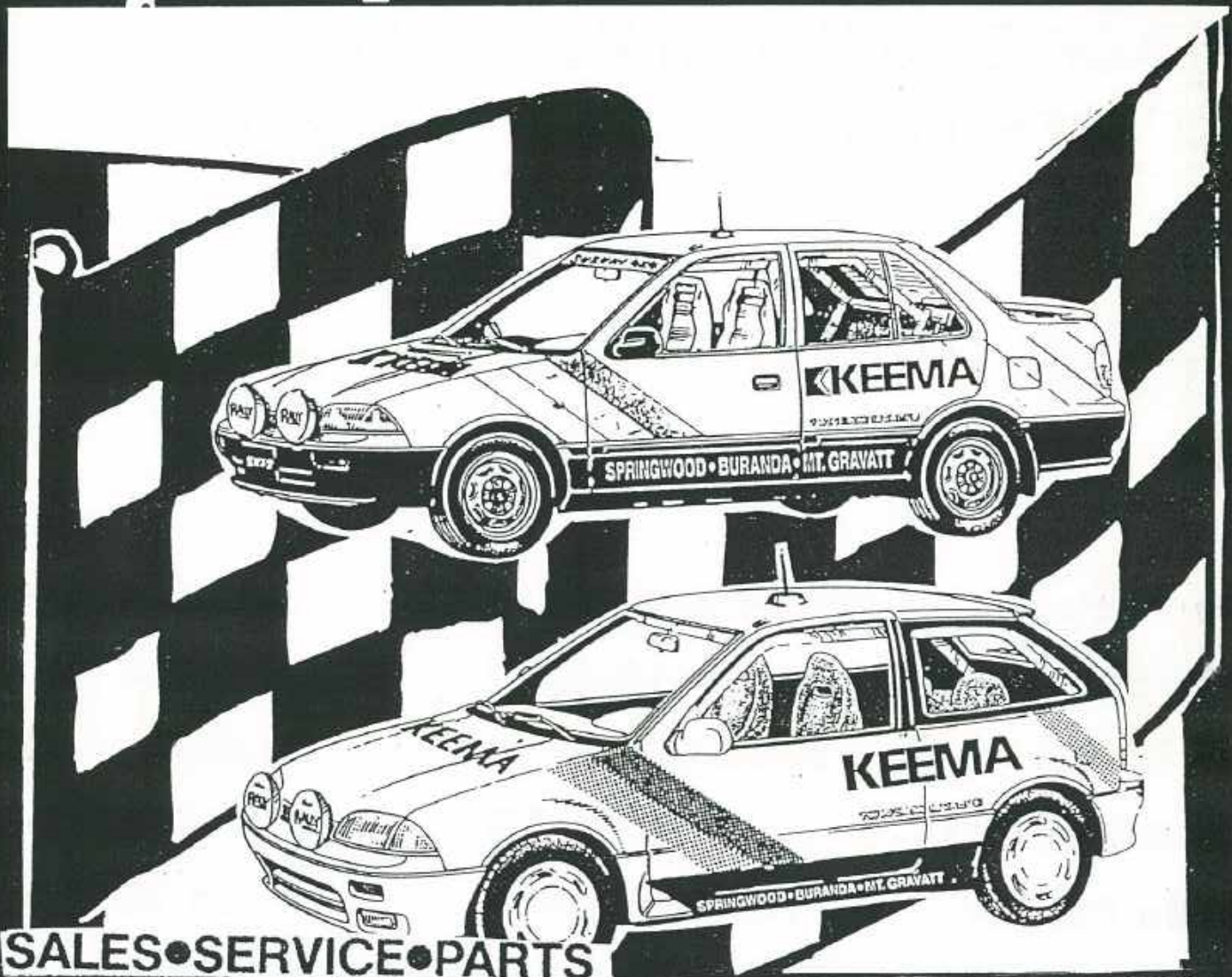
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