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BRISBANE SPORTING CAR CLUB MAGAZINE

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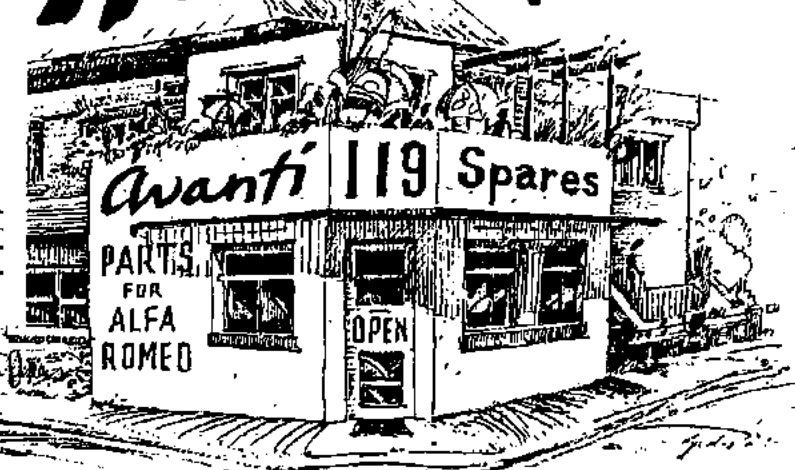
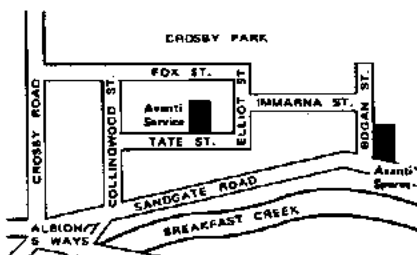
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ZE END OF ZE MONTH!!



Like all months, this one had to end! What this means is that we are all getting older, and subsequently this means that there is less time to enjoy our motorsport.

That is, of course, the reason we are all here on earth.

With this in mind, and with me fast approaching my (gulp) 32nd year. Hard to imagine isn't it, what with me being a young and handsome looking individual. Anyway as I was saying, on the second to last weekend of August my driver (Marky Mark Griffith) and I entered round three of the Queensland Rally Championship on the Gold Coast.

It was sometime during the early afternoon that I attempted to stare death in the face and get away with it. The mighty Shell Galant VR4 had lost it's steering by virtue of a missing bolt and I rode the bonnet like a true European getting ready to quickly dismount and kick the wheels straight again.

Unfortunately this method of steering a Galant is not very successful and we stopped at the Spectator Point and eventually managed to bolt the thing back together to get it back on the road.

After losing some 17 minutes to the other crews, one's chances of a decent placing diminish somewhat. Nonetheless we continued and set some quickest times on the way to the finish that night. It was by all accounts a very demnding event, both physically and mentally.

Congratulations go to Stewie Reid and Ian Hamwood who won the event outright, followed by Dean Tighe/Alan Bates and third place to Craig Lee/Kerrie Hollington.

This means that the QRC goes down to the wire in Gallangowan and the race will be between Dean and Craig.

A full report on the event will feature in next month's magazine.

Our Social Officer Berenice Linton advises me that the BSCC Christmas Party will be held at the Queen's Arms Restaurant, Queen's Arms Hotel, Corner James and Arthur Streets Teneriffe.

The date for the big event is Saturday 11th December (the weekend after Gallangowan) and there will be a buffet dinner and lots of Christmas cheer (know wot I mean!??)

Don't forget to mark it in your calenders or diaries or whatever, because you will be there to enjoy yourselves.

While I think of it I want to publicly thank the person from Northern Districts Sporting Car Club who has arranged for me to receive their monthly newsletter. This is of great help to me and their snippets of news certainly keep me up to date.

Thanks once again to all of those wonderful people who have submitted articles for this month's magazine. One of those is from Viv Gees in Maryborough who, as a competitor asks some questions about the ARC. Whilst I, for one do not agree with everything Viv has to say - he has the right to be heard and his article has been published untouched.

I was reading my copy of Auto Action the other day when I strayed into the report on Kempsey, because I had read everything else. There in the results was a D Kennedy who got a third in class 2. Surely our very own Off-Road Rebel hasn't gotten successful in his old age!

Other names deserved of mention include Doug MacMillan, Terry Rose and Ken Smith (who seems unbeatable in that Rodeo!) Well done to all of you! Yes, all right - Good on you, Derrick.

Well next month I'm off to Rally Australia in Perth so the magazine might be a little sparse. If anyone wants a temporary job, call me!
Bye for now!!!



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HISTORIC RALLY GROUP

The historic group gathering in August was well attended. Richard Anderson was our guest speaker and gave a very interesting talk of his experience in the 1993 London to Sydney Historic Rally. It was certainly a great adventure, and even just making Sydney in one piece was a real achievement. Richard and navigator Mike Ryan, finished 11th in a class field, and although the Alfa may not have the power of the Porsche and Escort entries, they certainly kept them honest!

If you would like an opportunity to see just what preparation went into the car, Richard is planning to display the Alfa at the September Historic Group Meeting, along with other local cars, before he ships it off to PNG for the rally there in October.

Alan Stean, the historic memorabilia expert, also brought along original banners and pace notes from the original London - Sydney Rally. His scrap book on the event was also amazing! Alan also brought along a large array of equipment he has put together over the last 20 years, (is he really that old?) to give the younger enthusiasts an insight on what is available. If you are looking for any of this hard to find equipment, give Alan a ring on (07) 808 2755(bus).

UPDATE

1993 BP Range Rally Classic

We are very pleased to announce that BP Australia are sponsoring the Range Rally Classic this year. Support will come from several areas, and will certainly enhance the quality of the event.

Entries took only days to start coming in, and are mostly from people who haven't tried an event like this before. The first entries are from Peter Whalley / Pete Smith in a 1954 Singer along with Ken and Margaret Philp (the newlyweds) in their Lancia Fulvia Rally.

If you haven't received an entry form call Esme at the club rooms.

NEXT MONTH - September 15 (8.00pm)

Next month will see a small "armchair" rally, with prizes to the winner, some local cars on show, extra historic equipment, classic videos, and more !! Bring your IPSWICH 1:250,000 map for all the hints.

*P.S. BSCC Motorkhana - September 19 - Boondall Entertainment Centre Car Park - 9.30am
... You might need the practise for November !!*

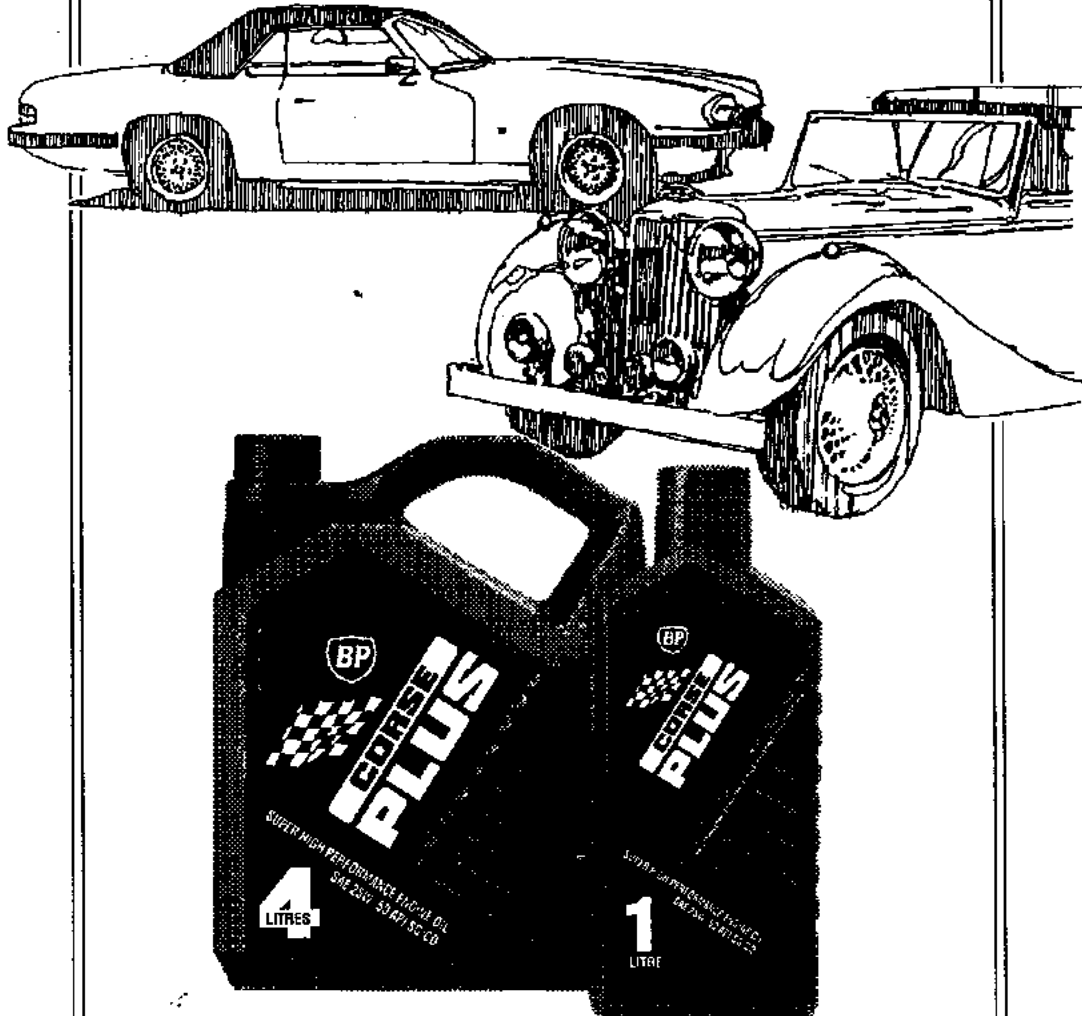


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(contact: Norm Singleton) Burrows St, Mayne. ph-(07) 252 7953.

Sleeping Beauties, Vintage and Classic restoration specialists and Auto Art. They have been recent entrants at Pebble Beach Concourse, while master craftsman, Joe Wilson won the Churchill scholarship for his outstanding restoration work.

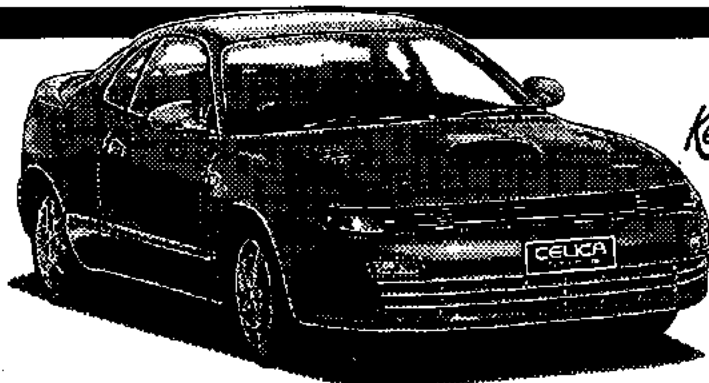
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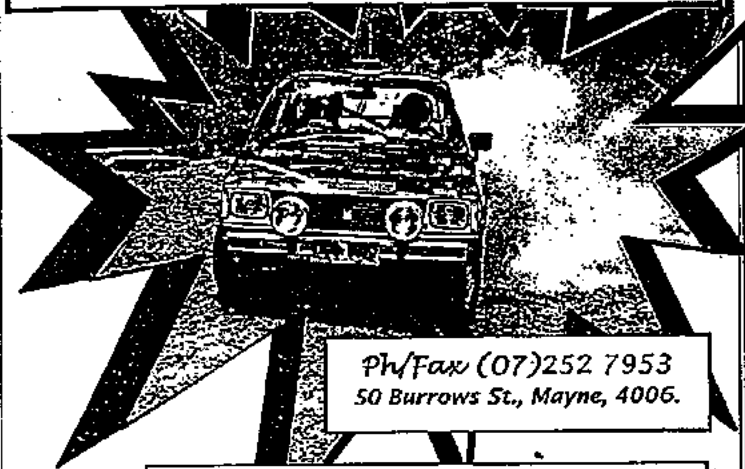
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Where ? Starting at Robina Tavern to secret destination.

When ? Sunday 19th of September

Start 9:00 a.m.

Cost is \$15.00 per car (includes lunch) for driver and navigator
Additional persons in car \$2.00 each. All proceeds go to the
Endeavour Foundation.

Please phone Sharon Pyyvaara (1993 Endeavour Foundation
Bride of the Year Quest entrant) on (075) 960 535 if you are
intending to participate so that catering can be organised.

There will be a trophy for the winner and raffles throughout the
afternoon.

Sponsored by Q-Superstore

CLASS 7 OFF ROAD VEHICLES

For some time now the National Off Road Committee has been concerned at the diminishing number of competitors in Class 7 at both the Australian Off Road Championship and lower levels. As this is one category in which it would seem that there might possibly be some enticement for vehicle manufacturers to become involved, the Committee is anxious to see the current trend reversed, and the four wheel drive category prosper.

There are doubtless many factors contributing to the situation and the following have been identified, although they might not constitute an exhaustive list.

- a. As a generalisation, four wheel drives in "stock" configuration are not well suited to off road competition. For example, modifications have been permitted to vehicle suspensions in order to make the vehicles more durable, as without the freedoms permitted in this area it is doubtful that many Class 7 vehicles would be able to finish long course enduros.
- b. Over recent years Class 7 has been dominated by one particular driver/vehicle combination. Whilst this should not be read as taking anything away from either the driver or the vehicle, such domination does not encourage potential competitors to enter this class. Most people will only enter a class in which they feel they have at least some chance of winning; or at the very least of not finishing too far back in the field. Vehicle manufacturers also tend to have similar attitudes, only even more pronounced as professional reputations are seen as being at stake.

A further consideration is that in Class 7, as well as in Class 8, engine capacity appears to play a large part in finishing orders, re-enforcing a popular catch cry of the 1960's - "There is no substitute for cubic inches!"

One suggestion which has been put to the National Off Road Committee is that Classes 7 and 8 be "amalgamated", and run under the Technical Regulations currently applicable to Class 8. The division between Classes 7 and 8 will be made on the basis of engine capacity with Class 7 being restricted to, for example, a maximum of 3 litres, and Class 8 consisting of vehicles with engine capacities of more than 3 litres.

It is acknowledged that this would in effect remove Class 7 in its present concept from the scene, which would constitute a quite radical change from the present situation. However it is emphasised that at this stage this is not even a plan; it is simply an idea being floated for comment!

What is wanted now is your views. For example, do you or do you not support the overall concept? If so, is an engine capacity of 3 litres a suitable demarcation point? If you do not support the concept, what can be done to encourage more competitors to participate in Class 7?

If you have a better idea than the one being floated, let's hear it. If you can demonstrate support for this from amongst Class 7 competitors, it will obviously help your case considerably. All feedback will be more than welcome.

Feedback should be sent preferably to your state off road panel, or alternatively to the NORC member from your state. It should not be necessary to point it out, but silence on an issue is normally taken as an indication of agreement with the idea being canvassed.

Al Clark

Andy Clark
Executive Officer - Off Road

AC-1w-3794
12th August 1993

1993 AUSTRALIAN OFF ROAD CHAMPIONSHIP

PROGRESSIVE POINTSCORE

After Round 3

	OUTRIGHT DRIVERS	ROUND			TOTAL
		1	2	3	
1	Doug McMillan	10	15	20	45
2	Mark Burrows	12	20	8	40
3	Terry Rose	15	6	15	36
4	Daren Wells	20	-	12	32
5	Russell Robinson	-	12	-	12
6	Keith Owers	-	10	-	10
7	Jamie Robinson	-	-	10	10
8	Hayden Bentley	8	-	-	8
9	Chris Owen	-	8	-	8
10	Mark Warren	-	4	3	7
11	Barry Johnson	6	-	-	6
12	Brett Osborne	-	-	6	6
13	Bob Graham	4	-	-	4
14	Kevin Lee	-	-	4	4
15	Charlie Albins	3	-	-	3
16	Neill Morrison	-	3	-	3
17	Mark Bush	1	2	-	3
18	Bryan Basham	2	-	-	2
19	Stewart Latta	-	-	2	2
20	Richard Bennett	-	1	-	1
21	Les Siviour	-	-	1	1

	NAVIGATORS	ROUND			TOTAL
		1	2	3	
1	Maureen Rose	15	8	20	43
2	Ross Waller	12	-	10	22
3	Ian McPhee	20	-	-	20
4	Nick Shannon	-	20	-	20
5	Jamie Robinson	-	15	-	15
6	Peter Standerwick	-	-	15	15
7	Roger Barr	-	12	-	12
8	Russell Robinson	-	-	12	12
9	Owen Lloyd-Wright	10	-	-	10
10	Matthew Owen	-	10	-	10
11	Daryl Warren	-	6	4	10
12	Phillip Horn	8	-	-	8
13	Mary-Jane Osborne	-	-	8	8
14	Jason Graham	6	-	-	6
15	Scott McNeil	-	-	6	6
16	Craig Hore	4	-	-	4
17	Geoff Heather	-	4	-	4
18	Michelle Basham	3	-	-	3
19	Hick Cowie	-	3	-	3
20	David Worboys	-	-	3	3
21	Aaron Spinks	3	-	-	3
22	Margaret Simmonds	-	2	-	2
23	Peter Isseppi	-	-	2	2
24	Barry Willett	1	-	-	1
25	William Basham	-	1	-	1
26	Les Boaden	-	-	1	1

	CLASS 1	ROUND			TOTAL
		1	2	3	
1	Mark Burrows	15	20	12	47
2	Daren Wells	20	-	20	40
3	Russell Robinson	-	15	-	15
4	Jamie Robinson	-	-	15	15
5	Neill Morrison	4	10	-	14
6	Michael Boaden	-	6	8	14
7	Hayden Bentley	12	-	-	12
8	Keith Owers	-	12	-	12
9	Barry Johnson	10	-	-	10
10	Brett Osborne	-	-	10	10
11	Charlie Albins	8	-	-	8
12	Robert Simmonds	-	8	-	8
13	Steve Willett	6	-	-	6
14	Glenn Owen	-	-	6	6
15	John Spicer	-	4	-	4
16	Michael Collins	3	-	-	3
17	George Bush	-	3	-	3
18	Warwick Mandham	2	-	-	2

	CLASS 2	ROUND			TOTAL
		1	2	3	
1	Terry Rose	20	15	20	55
2	Chris Owen	10	20	-	30
3	Bryan Basham	12	10	-	22
4	Bob Graham	15	6	-	21
5	Andrew Eiams	6	-	15	21
6	Richard Bennett	-	12	-	12
7	Derrick Kennedy	-	-	12	12
8	Phillip Evans	-	-	10	10
9	Ron Vanderhaar	8	-	-	8
10	John Northwick	-	8	-	8
11	Peter Prandergast	4	-	-	4
12	Paul Allport	-	4	-	4
13	Geoff Phelps	3	-	-	3
14	Ray Herrman	-	3	-	3
15	Donald Macarthur	2	-	-	2
16	Stephen Hilton	1	-	-	1

	CLASS 3	ROUND			TOTAL
		1	2	3	
1	Mark Warren	15	20	15	50
2	Stewart Latta	10	6	12	28
3	Geoff Beckett	20	-	-	20
4	Kevin Lee	-	-	20	20
5	Mark Whisker	-	15	-	15
6	Andrew Cheers	12	1	-	13
7	Dean Williams	-	12	-	12
8	Russell Hartnett	-	10	-	10
9	Glenn Hancey	-	-	10	10
10	Robert Moore	-	6	-	6
11	Ted Potter	-	-	6	6
12	Darren Perrin	-	-	6	6
13	Dale Chadburn	-	4	-	4
14	Derek McPhee	-	3	-	3
15	Daxrell Johnson	-	2	-	2

	CLASS 4	ROUND			TOTAL
		1	2	3	
1	Steve McDougall	-	12	20	32
2	Neville Taylor	-	10	15	25
3	Ken Rowston	-	20	-	20
4	Warren Irons	-	15	-	15

	CLASS 5	ROUND			TOTAL
		1	2	3	
1	Graham Smith	-	20	20	40
2	Norman Vesty	-	15	-	15
3	Peter Briggs	-	-	15	15

	CLASS 6	ROUND			TOTAL
		1	2	3	
1	George Croucher	20	-	-	20
2	Peter Trotter	-	20	-	20
3	Ken Houston	-	15	-	15
4	Ian Whisker	-	12	-	12

	CLASS 7	ROUND			TOTAL
		1	2	3	
1	Les Siviour	20	20	20	60
2	Mark Manns	-	15	15	30
3	Bruce Chapman	15	-	-	15
4	Eric Whitbread	-	12	-	12
5	Chris Langham	-	-	12	12
6	Tim O'Sullivan	-	10	-	10
7	Royce Wells	-	8	-	8

	CLASS 8	ROUND			TOTAL
		1	2	3	
1	Ken Smith	15	20	20	55
2	Peter Hadlow	20	12	-	32
3	Fabio Zarfati	12	15	-	27
4	Grahame Baxter	-	10	15	25
5	George Kirkham	-	-	12	12

	CLASS 9	ROUND			TOTAL
		1	2	3	
1	Doug McMillan	20	20	20	60
2	Mark Bush	15	15	15	45
3	Howard Ford	12	-	-	12
4	David MacDonald	-	12	-	12
5	Sabina Brand	10	-	-	10
6	Hick Myers	8	-	-	8

AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER 04/93

INTRODUCTION

Congratulations must go to Doug McMillan, who simply ran away and hid from the rest of the field at Kempsey. A winning margin of 13 minutes against a quality field is nothing if not convincing. The gap between second and third, Terry Rose and Darren Wells, was a little smaller at 10 seconds!

With two rounds to go the championship could go to any one of Doug, Terry, Darren or Mark Burrows.

Doug's sponsors must certainly be more than happy with their entry into motor sport. It is a hard act to improve on, and I suspect that Doug and Kevin Lee are hoping that Firestone are not going to expect this from them at every event!

ROLLOVER PROTECTION

Thanks to the buggy owners who assisted with the survey carried out at Kempsey and allowed their vehicles to be weighed. What emerged from the survey was that very few people appreciated just how heavy their vehicles are. Not very many vehicles with main hoop tube sections less than 45 x 2.5mm weighed less than the 700kg mark!

This begs the question of what is going to be done about it. It would be extremely premature at this stage to attempt to predict the final outcome, but you can be assured that there will be no knee-jerk reaction. Obviously the National Off Road Committee will need to give the matter serious consideration, and also consult with the Technical Committee before any final decision can be taken. You will be kept informed.

As a related issue, many of you will be aware that a number of buggy frames cracked at Kempsey. In one or two of these the cracking was quite extreme, causing the retirement of the vehicles and necessitating considerable work before they can be used again. It was put to me very strongly that CAMS should do something about the situation, and it was also suggested that a certain brand of frame should be banned.

This is unrealistic for a number of reasons; not the least of which is that CAMS Administration has very little background knowledge of the vehicles in question. For example, many frames are built to order, with the buyer stipulating a minimum of bracing in an attempt to minimise weight. If such frames crack, who then is responsible?

Also, after watching one of the buggies in question proceed at a not too gentle pace along Majors Creek I am less than flabbergasted that damage resulted. Maybe there's something I do not understand, but it seems to me that just as engines and gear boxes are not thrashed mercilessly, so too should the frame be given some consideration when traversing rough terrain.

Further, what you get when you buy a buggy frame (or anything for that matter) is between you and the person from whom you buy it. It is a commercial transaction, in which CAMS plays no part. In light of the normal reaction when CAMS attempts to regulate or intervene in an issue, it is unlikely that there will be any strong objection to CAMS not seeking to involve itself in such transactions.

That said, we will be monitoring the situation in future to see if any action is warranted. In the final analysis however, it's your head.....!

ROLLOVER REGULATIONS (PART 2)

The much heralded and much awaited new Rollover Protection Regulations have now been printed, and are being inserted in copies of The Manual of Motor Sport as they are sold.

As a vast majority of people reading this newsletter will already have their 1993 CAMS manuals, and would therefore not ordinarily receive a copy of these regulations until next year, a copy is enclosed with this newsletter. It is acknowledged that they differ little from the 1992 regulations, but at least you now have a current set.

NOISE

It seems to have been a weekend of surveys.

Noise testing was also conducted during Saturday's prologue, and for those of you who are interested there is little cause for concern. Only two vehicles exceeded the permitted 95dB(A). Several were extremely quiet, with the remainder being "acceptable".

LICENCES

As always seems to happen at events, a number of competitors arrived at scrutiny for Kempsey without their competition licences. A variety of reasons were offered, one of the most frequent being that the licence had been applied for some months ago, but never issued.

I was able to substantiate at the time from records in Melbourne that for some of the competitors concerned this was indeed the case, and that they had not received their licences because of a glitch in either Australia Post or CAMS. In view of the pressure upon CAMS with licence renewals in the early months of the year, it is quite possible that the fault lies with the Administration, but this is not always the perfect defence.

One or two of the licences had in fact been applied for in April, which is really quite a long time ago. If you have not received your licence after a reasonable time, say between 3 and 4 weeks, then you do have a responsibility to follow the matter up. If our records indicate that we have sent out a licence, then we are going to assume that you have received it until we are told otherwise. It is not enough to say simply "I sent the application and the money in and have heard nothing back". Your attitude should be the same as it would be if you were expecting CAMS to send you a cheque for \$500. It is quite unlikely that non receipt of \$500 would be treated with the same lack of concern as non receipt of a licence.

Competitors are required to present their licences at events, and have a responsibility to take reasonable measures to ensure that they do. It is also relevant that off road racing is sufficiently demanding without introducing yet a further hassle, even if it is only with regard to production of your licence and sorting the situation out after the event.

FINALLY

At the risk of appearing vaguely mawkish, one of the things for which 1993's Kempsey will be remembered is the almost total destruction by fire of Barry Johnson's buggy. Two things probably warrant comment from someone who is a relative newcomer to off roading.

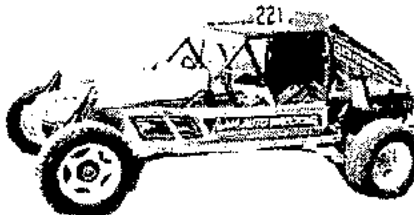
Firstly, and perhaps most importantly, is that whilst the fire served as a graphic illustration of the ever-present risks inherent in our sport, no one was hurt, and this sport will hopefully retain one of its more colorful characters.

The second point is the camaraderie which manifested itself at the presentation dinner. What went into the box at the RSL, together with Doug McMillan's gesture was just incredible. It is quite an experience to learn that what one hears about the spirit of off roaders is much more than just self-generated hype.

Until next time.....

Andy Clark
Andy Clark
Executive officer - Off Road

AC:1W-3563
A16/1A
30th July 1993



CLUB CHAMPIONSHIP AS AT 19.08.93

POS	NAME	MTKNA	NTRN	SPD	RAL	OPRD	TOT			
01	DEAN TIGHE	02	09	11	08		30	DENNIS NOLAN	01	01
02	PAUL GRAY	11	11				22	DESLY COLLINS		01
03	CRAIG LEE			08	11		19	DSTRY RULE	01	01
04	SHAUN GRAY	07	07				14	GARY WYATT		01
05	ALAN BATES		04		08		12	GEOFF HEACHAM	01	01
06	LYNDAL FARR	01	09	01	01		12	GLEN MURDGE	01	01
07	KIRSTY EVANS		11				11	GLEN HANCEY		01
	RON VAN DER HAAR					11	11	GRANT WHITE		01
	TOM SMITH	01			10		11	GREG BARBE		01
10	BRUCE DUMMETT			09	01		10	GREG HORTON	01	01
	GARRY MARSHALL			10			10	GREG TERBLE	02	01
	GEOFF STANAWAY	08		01	01		10	RUGH REARDON-SMITH	01	01
	KEN WARREN	10					10	IAN BAILEY	01	01
15	RODNEY BRAND					10	10	IAN GOLDSWORTHY	01	01
	ANDREW VAN SLOBBE	09					09	IAN GORSKI	01	01
	BRUCE DAWSON			07	02		09	IAN HAMWOOD	01	01
	KERRIE HOLLINGTON				09		09	IAN MOGG	01	01
	MAUREEN ROSE					09	09	JANELLE SVENSON		01
	RUSSELL HARTNETT		01	01	01		09	JANICE McDOWELL	01	01
21	TERRY ROSE					09	09	JODIE HILTON	01	01
	COLLEEN SMITH		07		01		08	JOE FERRIER	01	01
	EMMA STIBLEY		07		01		08	JOHN DARE		01
	RAY EVANS	06	02				08	JOHN MOORE		01
24	DERRICK KENNEDY			06		01	07	JOHN PALMER	01	01
	DOUG McMILLAN					07	07	JOHN PINDER	01	01
	ROB BEKKER			06	01		07	JOHN ROGERS		01
	STEWART REID			06	01		07	JOHN RUTCH	01	01
28	ERROL BAILEY				06		06	KAREN LAWRENCE	01	01
29	ALAN NICOLL					05	05	KAREN ROXSMITH	01	01
	BARRY WILLETT					05	05	KEITH HONOUR		01
	BRYAN BASHAM					05	05	KEVIN BALCH		01
	CRAIG PORTER				05		05	LARRY LITTLEWOOD	01	01
	DON MACARTHUR				05		05	LAURENCE SVENSON		01
	GARY McLANE	05				05	05	LAURIE GARTH	01	01
	GERENE HILL					05	05	LEE EVANS	01	01
	GREG NICOLL					05	05	LEE WILLIAMS	01	01
	JUDY HARTNETT					05	05	MAL CLARKE	01	01
	MICHELLE BASHAM					05	05	MARTIN DENHAM	01	01
	RUSSELL MACARTHUR					05	05	MAURA WATSON		01
	STEVE ABRAHAMSON					05	05	MAUREEN JOHNSTONE	01	01
	STEVE WILLETT					05	05	MICHAEL COLLINS		01
	TIM ANDERSON		01			05	05	MICHAEL VIERITZ	01	01
44	TRICH EVANS	03	02			05	05	MICHAEL WILLETT		01
	ANDREW OWEN		04			05	05	MICK JOHNSON	01	01
	BRIAN EVERITT				04		04	MIKE NEELY		01
	MARTIN GIBSON			03	01		04	MOSS LANE	01	01
47	BEN WATKINS			02	01		03	NEVILLE MARSHALL		01
	DAVID NASH			01	02		03	NOEL GEES	01	01
	JOHN GOASDOUE			01	02		03	P HINE		01
	JOHN LANGE	01	01		01		03	PETER GLENNIE	01	01
	LIAM HAHONEY				03		03	PETER MAPSTONE	01	01
	PETER SALLISBURY			01	02		03	RANDALL BRYSON	01	01
	ROD BROWNING			01	02		03	RAYMOND BANSEMER		01
55	TERRY BOARDMAN		01	01	01		03	RICHARD COLLINGWOOD	01	01
	ALAN STEAN	01	01		01		02	ROBERT CRESDEE	01	01
	BERENICE LINTON		02				02	ROBERT MOWBRAY		01
	BRETT WRIGHT			01	01		02	ROBERT SMITH	01	01
	CAMPBELL SMITH			01	01		02	ROBERTA BARBE		01
	CHRIS CORBEE	01	01		01		02	ROD BAILEY	01	01
	CHRIS LAWRENCE	01	01		01		02	RODNEY CROSS		01
	COLIN O'BRIEN	01	01		01		02	RON PETERS	01	01
	ED FREUDENBERG	01	01		01		02	ROSS WATSON		01
	FIONA McNAUGHTON	01	01		01		02	RUSSELL CREW		01
	GLEN WESTON			01	01		02	SABINA BRAND	01	01
	HAROLD DREWS		01	01	01		02	SCOTT HARRIS		01
	IAN FERGUSON	01	01		01		02	SHANE PILGRIM	01	01
	JIM PILGRIM			01	01		02	SIMON CUNADO		01
	JOHN KERR	01	01		01		02	SIMON RICHMOND	01	01
	JOHN QUINLAN			01	01	01	02	STEVE HILTON		01
	KENNETH PHILP		01		01		02	TERRY BETTS	01	01
	LES MARSHALL			01	01	01	02	TIM CHARALAMBOUS	01	01
	MARK NEARY	01	01		01		02	TODD WARNER	01	01
	MARK NEWBERRY			02	02		02	TONY GALLETT		01
	MICHELLE HENNESSY		01		01		02	TONY McDADE	01	01
	NEAL WESCHE			02	02		02	TROY LINDLEY		01
	NEIL MICHEL			01	01		02	VIV GEES	01	01
	NEV TAYLOR	01	01		01	01	02	WARREN CARRIGAN	01	01
	NORM SINGLETON	01	01		01		02	WARREN PARKER	01	01
	PETER STEWART	01	01		01		02	WENDY KATTERNS	01	01
	ROB REDDIE	01	01		01		02			
	RON VAN OPSTAL	01	01		01		02			
	SHAUN GILL			01	01		02			
	TIM COLLINGWOOD			01	01		02			
	TONY BEST		01		01		02			
	TONY KABEL			01	01		02			
87	TROY CRANE			01	01		02			
	ALEX McKay				01		01			
	ALLAN DUNKELY				01		01			
	ANDREW JOHNSTONE				01		01			
	ANTHONY GARVEY				01		01			
	BARRIE BURR				01		01			
	BARRY HEDLEY			01	01		01			
	BILL WILSON			01	01		01			
	BOB OXLEY					01	01			
	BRADLEY COOK					01	01			
	BRENDAN FORREST			01	01		01			
	BRETT MILTON				01		01			
	BRIAN CRISP				01		01			
	BRUCE BARWICK				01		01			
	BRUCE FULLERTON				01		01			
	BRUCE LILLY				01		01			
	CHANTELLE HANCEY					01	01			
	CHERYL McKINNON				01		01			
	CHRIS LANE				01		01			
	CHRIS MICHEL				01		01			
	CHRIS PENNINGTON					01	01			
	CHRIS STONE					01	01			
	COLLEN McNAGHAN				01		01			
	DANNON WUG				01		01			
	DANNY WILLETT					01	01			
	DARRAN HYLAND			01	01		01			
	DARYL COLE					01	01			
	DAVID BRENNAN	01					01			
	DEL GARBETT				01		01			



OFF-ROAD CHAMPIONSHIP 18.08.93

NIGHT RUN CHAMPIONSHIP AS AT 18.08.93

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 ABRAHAMSON		09	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

POS	NAME	FEB	MAR	ICI	APR	MAY	MAP	JUL	TOT
01	KIRSTY EVANS	11	10		11	11	10	11	74
	PAUL GRAY	11	10		11	11	10	11	74
03	DEAN TIGHE	11	11		09	11		11	64
	LYNDAL PARR	11	11		09	11		11	64
05	COLLEEN SMITH	11	10		07	07		07	52
	EMMA SIBLEY	11	10		07	07		07	52
	SHAUN GRAY	06	07		11	06	10	11	52
08	ALAN BATES	11	10	09	10	11			50
	ANDREW OWEN	11	10	09	10	11			50
10	RAY EVANS	11	11		09		08	10	49
	TRICH EVANS	11	11		09		08	10	49
12	IAN GORSKI				06	11		06	34
13	MICHELLE HENNESSY	11	07		06				24
	TERRY BOARDMAN	11	07		06				24
15	ALAN STEAN			11			11		22
	WENDY KATTERNS					11			22
17	IAN FERGUSON						11	08	19
	KENNETH PHILP			08			11		19
	TONY GALLETLY			08			11		19
20	BERENICE LINTON						07	08	15
21	LAURIE GARTH			11					11
	TONY BEST			11					11
23	HARALD DREWS			10					10
24	JOHN LANGE	05			04				09
	TIM ANDERSON	05			04				09
26	ROD BAILEY						07		07

LADIES CHAMPIONSHIP AS AT 18.08.93

POS	NAME	FEB	APR	TOT
01	LYNDAL PARR	10	10	34
02	TRICH EVANS	11	07	18
03	COLLEEN SMITH		09	17
	EMMA SIBLEY		09	17
05	BERENICE LINTON	09	04	13
	FIONA McNAUGHTON	08		13
06	KERRIE HOLLINGTON			11
	KIRSTY EVANS		11	11
	MAUREEN ROSE			11
	MICHELLE HENNESSY		06	11
10	CHERYL McKINNON			10
	DEL GARRETT			10
	JUDY HARTNETT			10
	MICHELLE BASHAM			10
14	DESTINY RULE			08
	JANICE McDOWELL			08
16	JODIE HILTON			07
17	JANELLE SVENSON			06
	SABINA BRAND			06
19	KAREN LAWRENCE			05
	KAREN SOXSMITH			05
	MAUREEN JOHNSTONE			05
	WENDY KATTERNS			05
23	CHANTELLE HANCEY			04
	DESLEY COLLINS			04
	MAURA WATSON			04
	ROBERTA BARBE			04

POS	NAME	MIKNA	NTRN	SPD	RAL	OFRD	TOT
01	LYNDAL PARR	10	10	11	03		34
02	TRICH EVANS	11	07				18
03	COLLEEN SMITH		09		08		17
	EMMA SIBLEY		09		08		17
05	BERENICE LINTON	09	04				13
	FIONA McNAUGHTON	08			05		13
06	KERRIE HOLLINGTON				11		11
	KIRSTY EVANS		11				11
	MAUREEN ROSE					11	11
	MICHELLE HENNESSY		06		05		11
10	CHERYL McKINNON				10		10
	DEL GARRETT				10		10
	JUDY HARTNETT					10	10
	MICHELLE BASHAM					10	10
14	DESTINY 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

MOTORKHANA CHAMPIONSHIP AS AT 18.08.93

SPEED CHAMPIONSHIP 18.08.93

POS	NAME	MAR	APR	MAY	JUL	TOT
01	DEAN TIGHE		11	10	11	32
02	GARRY MARSHALL		08	08	09	25
03	BRUCE DUMMETT		06	07	10	23
04	CRAIG LEE		10	09		19
05	BRUCE DAWSON		02	03	08	13
06	DERRICK KENNEDY	11				11
	ROB BEHKER		05	06		11
	STEWART REID			11		11
09	MARTIN GIBSON			01		10
10	BEN WATKINS		01	01	07	09
11	JIM PILGRIM		01		06	07
12	NORM SINGLETON		01	01	04	06
	ROD BROWNING		01	05		06
14	BRETT WRIGHT		01	01	03	05
	DAVID NASH				05	05
16	BILL WILSON		04			04
	JOHN GOASDOUE			04		04
18	PETER SALISBURY		03			03
19	BARRY HEDLEY		01	01		02
	CHRIS CORBEE				02	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
	PETER STEWART		01	01		02
	TERRY BOARDMAN		01	01		02
28	BRENDAN PORREST			01		01
	CAMPBELL SMITH		01			01
	CHRIS LAWRENCE		01			01
	GLEN WESTON		01			01
	JOHN ROGERS		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

POS	NAME	FEB	MAR	APR	MAY	JUN	AUG	TOT
01	PAUL GRAY	11	11	10	11	11		54
02	KEN WARREN	04	08	07	08	07	11	45
03	ANDREW VAN SLOBBE		11	08	09	09		37
04	GEOFF STANAWAY		10	09	10	06		35
05	SHAUN GRAY	05	07	11	01	10		34
06	RAY EVANS	01	06	11	07	04		29
07	GARY McLANE	06	09			08		23
08	TIM ANDERSON	02				11	09	22
09	TRICH EVANS	11			03	02		16
10	DEAN TIGHE						11	11
	TROY LINDLEY	10						10
	LYNDAL PARR						10	10
13	MARK NEARY	09						09
14	JOHN LANGE				05	03		08
	KEVIN BALCH	08						08
16	ROB REDDIEK		05			02		07
	RON VAN OPSTAL	07						07
18	DAVID BRENNAN			06				06
	LEE EVANS				04	02		06
	MICK JOHNSON				06			06
21	BERENICE LINTON					05		05
	IAN FERGUSON				05			05
23	JOHN KERR			04				04
24	ED FREUDENBERG	03						03
25	TOM SMITH					02		02
26	FIONA McNAUGHTON	01						01

JUNIOR CHAMPIONSHIP AS AT 18.08.93

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

RALLY CHAMPIONSHIP 18.06.93

POS	NAME	FEB	MAR	JUN	TOT				
01	CRAIG LEE	10	09	11	30	54	ALEX MCKAY	01	01
02	TOM SMITH	08	04	10	22		ALLAN DUNKELY	01	01
03	KERRIE HOLLINGTON	10		11	21		ANTHONY GARVEY		01
04	ALAN BATES	11		09	20		BARRIE BURR		01
06	DEAN TIGHE	11		09	20		BRETT MILTON	01	01
07	ERROL BAILEY	09		09	18		BRIAN CRISP		01
08	CRAIG PORTER		08	09	17		BRUCE BARWICK	01	01
09	BRIAN EVERITT	09	04		13		BRUCE FULLERTON		01
10	LIAM MAHONEY		11		11		BRUCE LILLY	01	01
	DAVID NASH		09	01	10		CHRIS CORBEE	01	01
	JOHN GOASDOUE		05	05	10		CHRIS LANE	01	01
	MARK NEWBERRY		10		10		CHRIS LAWRENCE	01	01
	NEAL WESCHE		05	05	10		COLLEN MONAGHAN	01	01
	PETER GALTSBURY		10		10		DAMON WUG	01	01
16	ROD BROWNING	09		01	10		DEANIS NOLAN		01
	BRUCE DAWSON		09		09		ED FREUDENBERG	01	01
	CHERYL MCKINNON		09		09		FIONA MCNAUGHTON	01	01
	DEL GARBETT				09		GEOFF STANAWAY	01	01
	NOEL GEES	03		03	09		GLEN MURIDGE	01	01
20	HUGH REARDON-SMITH	06		08	08		GREG HORTON	01	01
	JOHN PINDER	07		01	08		IAN HAMWOOD	01	01
	LARRY LITTLEWOOD		08		08		JIM PILGRIM	01	01
	ROB BEKKER	07		01	08		JOE FERRIER	01	01
	TIM COLLINGWOOD		06		08		JOHN KERR	01	01
	TONY BEST	01		07	08		JOHN LANGE	01	01
	WARREN CARRIGAN			08	08		JOHN PALMER	01	01
27	PETER MAPSTONE		07		07		JOHN QUINLAN	01	01
28	GLEN WESTON	05		01	06		JOHN RUTCH	01	01
	HAROLD DREWS			06	06		KAREN LAWRENCE	01	01
	ROB REDDIEK	05		01	06		KAREN SOXSMITH	01	01
31	DARRAN HYLAND	01		04	05		KENNETH PHILP	01	01
	GREG TEBBLE	04		01	05		LEE WILLIAMS	01	01
	TONY KABEL	04		01	05		MARK NEARY	01	01
	WARREN PARKER	01		04	05		MARTIN DENHAM	01	01
35	GEOFF MEACHAM		03	01	04		MARTIN GIBSON	01	01
36	ANDREW JOHNSTONE	01	01	01	03		MAUREEN JOHNSTONE	01	01
	IAN BAILEY	02		01	03		MICHELLE HENNESSY	01	01
	MAL CLARKE		03		03		PETER GLENNIE		01
	RON PETERS	02		01	03		PETER STEWART	01	01
	VIV GEES	06		03	03		RANDALL BRYSON	01	01
41	BRUCE BURNETT		01	01	02		RAYMOND BANSEMER	01	01
	CHRIS MICHEL	01		01	02		ROBERT CRESDEE	01	01
	COLLEEN SMITH	01	01		02		RON VAN OPSTAL	01	01
	DESTRY RULE		02		02		RUSSELL HARTNETT	01	01
	EMMA SIBLEY	01	01		02		SHANE PILGRIM	01	01
	IAN GOLDSWORTHY	01	01		02		SIMON RICHMOND	01	01
	IAN MOGG		02		02		STEWART REID	01	01
	MIKE NESLY	01		01	02		TERRY BETTS	01	01
	NEIL MICHEL	01		01	02		TERRY BOARDMAN	01	01
	RICHARD COLLINGWOOD			02	02		TIM CHARALAMBOUS	01	01
	RODNEY CROSS	01		01	02		TODD WARNER	01	01
	SCOTT HARRIS	01	01		02				
	TONY McDADE	01		01	02				



Britannia Inn

ALEHOUSE RESTAURANT
MUSIC HALL & CABARET RESTAURANT

THE BRITANNIA INN ANNUAL TOURING ASSEMBLY

SUNDAY 10 OCTOBER 1993

Start: BSCC Clubrooms, Cnr Reid & Hawthorne Streets,
Woolloongabba

Book in: 9.00 a.m.

A challenging but fun Day Run course has been set around Brisbane with prizes and trophies to be awarded at a presentation to be held afterwards at the Britannia Inn Alehouse Restaurant, Level 3, Wintergarden Centre, Queen Street Mall.

Invitations to all members of the

- *BRISBANE SPORTING CAR CLUB
- *CHRISTIAN AUTO CAR CLUB
- *GOLD COAST TWEED MOTORSPORT CLUB
- *GOLD COAST MG CAR CLUB
- *HOLDEN SPORTING CAR CLUB
- *IPSWICH WEST MORETON AUTO CLUB
- *MARQUE SPORTS CAR CLUB
- *MG CAR CLUB OF QLD
- *NORTHERN DISTRICTS CAR CLUB
- *QLD MINI CAR CLUB

Club membership, basic licence, third party extension certificate and street directory required.

Director: Ray Evans.

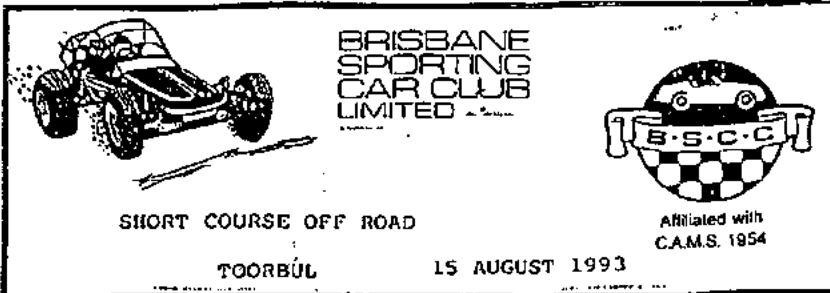
To register - phone Esme on 391 8881

QUEENSLAND SEEDING LIST

WAYNE APLEYARD	0.0251	1 G BERGE	KÄHLER	11-0-0-0
GARY ATTERSON	0.0261	2 WAYNE	HOY	0.0173
MAR BAILEY	0.0492	3 CRAIG	LEE	0.0481
GARRY BAILEY	0.0544	4 DEAN	KNIGHE	0.0420
DAVID BATES	0.0518	5 MAL	CLARKE	0.0795
DARRIN BAUMANN	0.7322	6 BRUCE	DUMMETT	0.0781
ROB BEGER	0.0941	7 PETER	GLENNE	0.0768
GLEN BELL	0.0244	8 ALLEN	JONES	0.0721
DANNY BENSON	0.0488	9 MARK	GRIFFITH	0.0735
ROBIN BENARD	0.0548	10 PETER	PHILLIPS	0.0678
GORDON BISCOF	0.0578	11 CRAIG	LUCY	0.0445
TERRY BOARDMAN	0.0498	12 WARREN	CARRIGAN	0.0647
BIBCOL BOGNIUCA	0.0141	13 MURRAY	COOTE	0.0661
DEAN BOGNIUCA	0.0240	14 ROD	BROWNING	0.0587
TREVOR BOWDEN	0.7128	15 CRAIG	MOLE	0.0506
PAUL BRELSFORD	0.0371	16 DAVID	JOHANSON	0.0528
DAVID BRENNAN	0.7722	17 IAN	BAILEY	0.0522
MICHAEL BRUMROSE	0.0588	18 MICHAEL	THOMPSON	0.0503
ROD BROWNING	0.0587	19 PAUL	LEE	0.0483
TREVOR BURGESS	0.0270	20 PHIL	COLEMAN	0.0478
SIMON CAMPBELL	0.0021	21 GEOFF	KNIGHE	0.0460
JOHN CARELESS	0.0243	22 DAVID	CHARLTON	0.0481
WARREN CARRIGAN	0.0647	23 JIM	KING	0.0411
PETER CARRUTHERS	0.0141	24 K	PAGE	0.0381
TIM CHARALAMBOS	0.0421	25 ROB	BEGGER	0.0384
DAVID CHARLTON	0.0491	26 JEFF	KILBRIDE	0.0374
MAL CLARKE	0.0789	27 GARY	ATKINSON	0.0361
SIMON CLARKE	0.0065	28 DAVID	BATES	0.0318
ALAN CLUNES	0.0070	29 JOHN	SPENCER	0.0301
PHIL COLEMAN	0.0478	30 MARK	TAYLOR	0.0291
TIM COLLINGWOOD	0.0469	31 GUY	DUTCH	0.0287
MURRAY COOTE	0.0644	32 TREVOR	BURGESS	0.0270
CHRIS COURSE	0.7065	33 MYLAN	GEES	0.0263
ROBERT CRASE	0.0204	34 DAVID	FERN	0.0255
TREVOR CRASE	0.0230	35 WAYNE	APLEYARD	0.0254
SHANE CRISP	0.0337	36 GLEN	BELL	0.0244
ROD CRIBS	0.0483	37 DEAN	BOGNIUCA	0.0240
DAVID CUMMINS	0.0532	38 TREVOR	CRASE	0.0230
BRUCE DAWSON	0.0266	39 STEVE	ROSS	0.0221
ROD DAWSON	0.7682	40 JOHN	DODD	0.0214
SHANE DAY	0.0408	41 PAUL	COODWIN	0.0213
CHAD DE BRUEYS	0.0430	42 PERRY	WHITE	0.0207
ANN DRAHEIM	0.7548	43 MALCOLM	LAWLESS	0.0178
BRUCE DUMMETT	0.0781	44 BARRY	NEUHOFER	0.0178
GLEN DUTCH	0.0287	45 GARRY	MARSHALL	0.0190
JOHN EDDY	0.0080	46 LES	MARSHALL	0.0190
HOWIE EFFENBERGER	0.0348	47 PETER	CARRUTHERS	0.0141
B EMMSON	0.0343	48 EARL	BOGNIUCA	0.0141
NEITH FACKRELL	0.0078	49 DAVID	KASH	0.0127
DAVID FERON	0.0246	50 JOHN	CLARKE	0.0090
VAUGHAN FLETCHER	0.0380	51 GUY	DUTCH	0.0080
REX FORD	0.0021	52 PETER	MAPSTONE	0.0073
FABIO FRANCIANI	0.0023	53 ANDREW	HAMILTON	0.0080
BRUCE FULLERTON	0.0091	54 HARVEY	POTTS	0.0048
DEAN FUTCHER	0.0294	55 BEN	WATKINS	0.0032
MICHELLE GATTON	0.7348	56 PETER	KÄHLER	0.0012
MYLAN GEES	0.0260	57 TONY	KABEL	0.0022
JOHN GIBSON	0.0774	58 GLEN	WESTON	0.0022
PETER GLENNE	0.0768	59 BRUCE	DAWSON	0.0005
JOHN GOASDOUE	0.0214	60 ROD	CRIBS	0.0001
IAN GOLDSPORTHY	0.7063	61 SPENCER	YARROW	0.0012
PAUL GOODWIN	0.0213	62 LARRY	LITTLEWOOD	0.0007
AARON GRANT	0.7498	63 BILL	WILSON	0.0005
G GREVELL	0.0482	64 NORM	SINGLETON	0.0001
MARK GRIFFITH	0.0720	65 ALAN	CLUNES	0.0070
JIM GUEST	0.0404	66 JOHN	CARELESS	0.0043
ANDREW HAMILTON	0.0080	67 WARREN	TEGG	0.0031
TONY HOWARD	0.0490	68 PETER	MARSHALL	0.0017
WAYNE HOY	0.0073	69 SHANE	DAY	0.0003

J HUTCHINGS	0.0240	70 JOHN	GIBSON	0.0774
DARRAN HYLAND	0.0458	71 TIM	COLLINGWOOD	0.0689
GRAHAM JACKSON	0.1183	72 ROD	CRIBS	0.0682
ANDREW JOHANSON	0.7381	73 TERRY	BOARDMAN	0.0680
DAVID JOHANSON	0.0523	74 TROY	LINDLEY	0.0680
ANDREW JOHNSTONE	0.0606	75 DANNY	BENSON	0.0680
ALLEN JONES	0.0721	76 KEITH	FACKRELL	0.0678
TONY KABEL	0.0022	77 BRUCE	FULLERTON	0.0081
GEORGE KÄHLER	0.0097	78 DARRAN	HYLAND	0.0088
PETER KÄHLER	0.0012	79	STEWART	0.0058
B KENNEDY	0.0058	80 COLIN	O'BRIEN	0.0027
JEFF KILBRIDE	0.0374	81 ANDREW	JOHNSTONE	0.0608
TREVOR KING	0.0270	82 JIM	KILBRIDE	0.0590
GEOFF KNIGHE	0.0460	83 WILLIAM	WILLIAMS	0.0478
MALCOLM LAWLESS	0.0178	84 MICHAEL	BRUMROSE	0.0506
C LAWRENCE	0.0240	85 ROBIN	BENARD	0.0548
CRAIG LEE	0.0481	86 GARRY	BAILEY	0.0584
PAUL LEE	0.0483	87 B	EMMSON	0.0443
PETER LETTICE BNR	0.0202	88 DAVID	CUMMINS	0.0502
TROY LINDLEY	0.0080	89 SIMON	CAMPBELL	0.0521
LARRY LITTLEWOOD	0.0007	90 GLEN	MURDIE	0.0510
PETER LOGGART	0.0264	91 BRETT	WRIGHT	0.0508
CRAIG LUCY	0.0445	92 JIM	GUEST	0.0464
PETER MAPSTONE	0.0073	93 TONY	HOWARD	0.0410
GARRY MARSHALL	0.0180	94 GEOFF	MEACHAM	0.0444
LES MARSHALL	0.0158	95 TIM	CHARALAMBOS	0.0421
PETER MARSHALL	0.0017	96 CHAD	DE BRUEYS	0.0430
JOHN MARTIN	0.0021	97 ADRIAN	MCWAY	0.0403
ADRIAN MCWAY	0.0403	98 GRAHAM	OFFER	0.0392
KEN MOWHA	0.0384	99 GORDON	BISHOP	0.0378
GEOFF MEACHAM	0.0444	100 PAUL	BRELSFORD	0.0371
NIEL MICHEL	0.7055	101 KER	MOWHA	0.0361
B MLYON	0.0008	102 PETER	LOGGART	0.0364
IAN MOGG	0.0078	103 HOWIE	EFFENBERGER	0.0348
BRENDON MOLE	0.0286	104 RICHARD	TAYLOR	0.0348
CRAIG MOLE	0.0580	105 SHANE	CRISP	0.0337
GLEN MURDIE	0.0510	106 RON	VAN OPSTAL	0.0324
DAVID NASH	0.0127	107 T	SCOTT	0.0312
MARK NEARY	0.7885	108 VAUGHAN	FLETCHER	0.0308
CAMERON NELSON	0.7074	109 B	MILTON	0.0280
BARRY NEUHOFER	0.0178	110 DEAN	FUTCHER	0.0284
COLIN O'BRIEN	0.0027	111 JOHANNE	BRELLY	0.0295
GRAHAM OFFER	0.0392	112 JOHN	MARTIN	0.0291
M OGG	0.0078	113 TREVOR	KING	0.0278
PETER PHILLIPS	0.0415	114 BRENDON	MOLE	0.0290
JIM PHILLIPS	0.0580	115 SIMON	RICHMOND	0.0283
HARVEY POTTS	0.0048	116 J	HUTCHINGS	0.0240
J PROVAN	0.7883	116 B	ROBERTSON	0.0232
SIMON RICHMOND	0.0283	119 ROBERT	CRASE	0.0264
D ROBERTSON	0.0232	120 PETER	LETTICE BNR	0.0202
JOHN ROGERS	0.7120	121 DARRYL	SMITH	0.0198
JM ROSE	0.0411	122 RADLEY	WIKES	0.0197
S ROSE	0.0412	123 IAN	MOKRO	0.0078
STEVE ROSE	0.0412	124	WATERS	0.0054
T SCOTT	0.0312	125 FABIO	FRANCIANI	0.0023
NORM SINGLETON	0.0001	126 ROD	DAWSON	0.0082
JOHANNE SKELLY	0.0295	127 ANDREW	JOHANSON	0.7091
COLLEEN SMITH	0.7321	128 J	PROVAN	0.7883
DARRYL SMITH	0.0198	129 MARK	NEARY	0.7885
JOHN SPENCER	0.0301	130 R	STEVENSON	0.7842
G STANWAY	0.7349	131 CAMERON	HILSON	0.7814
N STEVENSON	0.7842	132 CHRIS	CORBIE	0.7806
STANWAY TAYLOR	0.7349	133 MICHEL	WILLIAMS	0.7055
RICHARD TAYLOR	0.0445	134 ANDREW	GRANT	0.7458
WARREN TEGG	0.0403	135 IAN	GOLDSPORTHY	0.7063
MICHAEL THOMPSON	0.0503	136 DAVID	BRENNAN	0.7722
DEAN THIGHE	0.0480	137 TREVOR	BOWDEN	0.7228
ROH VAN OPSTAL	0.0324	138 GRAHAM	JACKSON	0.7023
GREG WALTER	0.7246	139 DAVID	WILLS	0.7050
WATERS	0.0058	140 ANN	DRAHEIM	0.7048
BEN WATKINS	0.0032	141 COLLEEN	SMITH	0.7521
GLEN WESTON	0.0022	142 NICHELLE	GATTON	0.7348
PERRY WHITE	0.0197	143 DARRIN	BAUMANN	0.7322
LES WILLIAMS	0.0478	144 G	STANWAY	0.7365
DAVID WILLS	0.7050	145 GREG	WALTER	0.7348
BILL WILSON	0.0001	146 JOHN	ROGERS	0.7120
BRADLEY WIKES	0.0197	147 C	LAWRENCE	0.0040
BRETT WRIGHT	0.0508	148 S	ROSE	0.0072
SPENCER YARROW	0.0013	149 G	GREVELL	0.0052
		150 S	KENNEDY	0.0058

QUEENSLAND SEEDING LIST - 11 AUGUST 1993



THE TOORBUL CONNECTION

Sunday 15 August saw the day dawn bright and 26 off-roaders heading North to the new track the "Bribie Boys" had found at Chris Collins' place at Toorbul.

I think Rod Sams "8 km from the highway" was a bit longer but eventually we located the White Besserbrick Gateway and found many happy off-roaders ready to race four laps round the track in four heats.

Rod and Janelle Svenson did a good job "seeding" the vehicles which isn't easy when one vehicle is entered three times! It was good to see Nev Taylor in a different sort of vehicle and you never know he might succumb and leave his Baja at home one day!

A few hard luck stories for Grant White, Danny Willett and Russell Bartnett but one or two managed to get their buggies going again and though out of contention managed to get a couple of runs in. Laurence Svenson lost all but first gear but after "strapping it up" managed to win outright.

A good day's off-reading and I'm sure Alan Clunes will be back to give a hand after thoroughly enjoying himself on the back of the fire truck and marshalling "those things on four wheels".

Thanks to Rod Sams for putting on a good event once again.

TOORBUL SHORT COURSE 15 AUGUST 1993
PROVISIONAL RESULTS

Published at 12 noon 17 August 1993 - any protests to be in accordance with NCRs.

CAR	ENTRANT*/DRIVER	NAVIGATOR	HEAT 1	HEAT 2	HEAT 3	HEAT 4	TOTAL	O/R	CI
171	WARWICK MENDHAM*	DESMOND ROWE	00:03:37	00:03:37	00:03:38	00:03:42	00:14:29	4	
182	DANNY WILLETT*	BARRY WILLETT	00:03:43	DNS					
210	DES ARMITAGE*	PENNY ARMITAGE	00:04:16	00:04:33	DNS				
210A	BRETT FARGHER		00:04:10	00:04:15	00:04:07	00:04:12	00:16:44	13	
240	RON VAN DER HAAR*		00:03:32	00:03:35	00:03:34	00:03:39	00:14:20	2	
244	DERRICK KENNEDY*	IAN FERGUSON	00:03:39	00:03:42	00:03:40	00:03:40	00:14:41	5	
248	DONALD MACARTHUR*		00:03:46	00:03:49	00:03:58	00:03:57	00:15:30	8	
248A	RUSSELL MACARTHUR	STUART HARRIS	00:03:43	00:03:52	00:03:56	00:03:56	00:15:27	7	
266	TROY CRANE*	GOLIN REID	00:03:36	00:03:43	DNS				
266A	SCOTT GARDNER*		DNF	00:05:24	00:05:31	DNS			
303	RUSSELL HARTNETT*		00:03:31	DNF					
321	DAVID ARMITAGE*	DAVID RYAN	00:03:58	00:04:35	00:04:06	00:04:14	00:16:53	14	
430	STEPHEN SELICK**	DEAN BUCHNER	00:04:16	00:03:55	00:04:41	00:04:11	00:17:03	15	1
616	M VIERITZ*	CHARMAINE ROGERS	00:03:57	DNF	(3.55)	(4.19)			
616A	GARY WYATT		00:03:59	00:03:55	00:03:52	00:04:01	00:15:47	=10	-
617	GEORGE CROUCHER*		00:03:41	00:03:42	00:03:49	00:03:40	00:14:52	6	1
617A	PETER BEST		00:03:50	00:04:05	00:03:52	00:04:00	00:15:47	=10	-
617B	NEV TAYLOR	C TAYLOR/R TAYLOR	00:03:49	00:03:48	00:03:59	00:03:58	00:15:34	9	2
696	ANDREW HICKSON		00:03:54	DNF	DNF	(3.55)			
715	GRANT WHITE*	SIMON DANN	DNF						
740	JEAN-PIERRE BOULLAN	ER*	00:04:28	00:04:26	00:04:36	00:04:38	00:18:08	17	1
852	CHAD DE BRUEYS	COLLEEN MONAGHAN*	00:04:00	00:03:54	00:04:33	00:04:13	00:16:40	12	1
868	TY WEEDON*	PAUL BOUDAR	00:04:02	00:04:03	00:05:00	00:04:27	00:17:32	16	2
914	NEVILLE MARSHALL*		00:03:31	00:03:39	00:03:34	00:03:40	00:14:24	3	2
917	IAN MACDONALD*		00:03:38	DNS	(3.40)	(3.48)			
939	LAURENCE SVENSON*		00:03:29	00:03:46	00:03:25	00:03:32	00:14:12	1	1

Congratulations to Laurence Svenson on his outright win and to all class winners.

I would also like to congratulate all drivers on their performance and thank them for the way in which they conducted themselves during the event. It was a pleasure for us to run the day without hassles.

I would like to say "THANK YOU" to all the crew who helped with the running of the Event, in particular my Assistant Director, Janelle Svenson and Secretary Jim Sams.

Time Keepers: Esme Gibson, Pat Murray, Janelle Svenson
Marshalls: Greg Bernard, Greg Deanne, Alan Clunes
Starter: Martin Gibson
Scrutineer: Dennis Denning
Recovery: The Pick Crew
Track Set-up: Michael Vieritz, Robert Smith, Laurence and Janelle Svenson, Derrick Kennedy
Stewards: John Jones, Ann Thomson, Peter Niehan, Terry Hilton

A special "THANK YOU" to Chris Collins for the use of his property and the "Bribie boys" Michael Vieritz and Robert Smith for their assistance with finding the track.

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RALLYING IN 1905

by Tony Best.

I imagine that most readers of 'Erisport' would have heard of the early city to city motorsport competitions in Europe such as the Paris - Madrid event in 1903, but how many of you would be aware that events which became the fore-runners of the long distance reliability trials were held in Australia as early as 1905, which is even before Henk Kable and Jim Reddix got their driving licences.

My wife is a keen student of history, and spends a bit of time doing research into early Australian publications which helps to keep her busy while I am away on rallies. She came across a copy of an article printed in the "Sydney Daily Telegraph" in November 1905, relating to one of these early events.

This event was one of two that were held in 1905, both conducted by the Dunlop Rubber Company. The first event was run in February and attracted twenty-three entries and went from Sydney to Melbourne and then to Ballarat and back to Melbourne.

The second one was run in November with twenty-eight entries, and was originally scheduled to run from Melbourne to Sydney, followed by a run to Medlow Bath in the Blue Mountains and back. However, of the nineteen cars that made it to the finish, there were still six in equal first place. The competitors decided that the only way that they could sort out a winner was to turn around and head back to Melbourne.

At the time the event created a considerable amount of media interest, with reports in the newspapers every day (presumably much the same as the interest in the round Australia rallies of the 1950's). The report in this article would therefore be one of the many that appeared in the local newspapers, and is exactly as it was printed in the "Sydney Daily Telegraph". It refers to the last day of the competition, from Albury to Melbourne. The photograph shows one of the vehicles that competed in the rally. Can anybody identify the vehicle? I am fairly certain it is not a Mercedes.

The keen interest taken in the motor contest is something more than a sporting interest. It is the recognition that in the development of the motor lies the solution of many transit problems of the future, and among these the problems of our great 'dry' spaces west and south-west. The fascinations of speed are almost irresistible once they have been tasted, but what is really wanted for outback conditions is a car that will be modestly capable of 20 m.p.h., with engine and tyres warranted to withstand the roughest bush tracks. Any car that could survive fast work on the Victorian 'main' roads north and south of Euroa, as many did in this contest, should be able to handle all the rough station work asked of it.

Unfortunately the article does not go into much detail on the types of cars that were competing. Apart from mentioning that the winner drove a Mercedes, the reporter concentrates on the

drivers rather than the cars although he mentions that there were three different classes (presumably based on engine size), and that Syd Day drove a car with a single cylinder engine.

Although cars were produced in Europe in the late 1800's their first appearance in Australia was in 1900, these being a Benz imported in Melbourne and a De Dion imported in Sydney. Some of you may be surprised to know that the Australian motor car manufacturing industry also started in this year. Early makes included Shearer, Pioneer, Thompson (a steam car) and Ziegler, but I do not have any production volumes.

Anyway, back to the Melbourne - Sydney - Melbourne rally of 1905.

If there were six competitors classed as equal leaders at Sydney I would assume that pointscores were calculated on the basis of only losing points if the time allowed for the section was exceeded. However it would appear that the scoring for the trip back to Melbourne was done on elapsed times (certainly the newspaper reports concentrated on elapsed times), although all five finishers were regarded as being good enough to get their names on the Dunlop Cup. Obviously in 1905 the ability to even finish an event such as this was regarded as a considerable achievement.

G. Hobbs, in his powerful Mercedes, with Tom Scott of Sydney as observer, created quite a sensation in the districts through which he passed, the car passing through the various townships at a tremendous pace. The first to reach Euroa was Syd. Day, who rattled through the town at 10.32 a.m. Next came Wilkinson at 11.22, Grimwade at 11.24, Tarrant at 11.54, and, finally, Hobbs, at 11.46. The latter caught Tarrant some minutes later, and between that time and 12.16 p.m. he overhauled all the better, the last to give way, Hobbs being Day, with improved roads Hobbs put on a nice race and after a performance which has never before been equalled in the Commonwealth he reached the finishing post at Coburg at three o'clock, the journey from Albury being completed in 7 hours 30 minutes or an average of 27 m.p.h. That included 13 1/2 minutes that were lost at closed railway gates. The last sixty miles were covered in 1 hour 40 minutes, which is at the rate of 36 m.p.h. Wilkinson arrived at 3.27, after a journey of 9 hours 55 minutes; Grimwade at 3.49, after a riding time of 9 hours 57 minutes; Day at 3.59, riding time 11 hours 44 minutes; Tarrant at 4.4, riding time 10 hours 9 minutes.

Altogether on the trip from Melbourne to Sydney, Sydney to Medlow Bath and back, and Sydney to Melbourne, the competitors traversed 1276 miles, of which 883 were run under conditions which did not even allow the engines to be stopped or repairs to be effected. Hobbs's time for the full journey was 49 hours 12 minutes, Wilkinson 61 hours 55 minutes, Grimwade 64 hours 43 minutes, Tarrant 64 hours 59 minutes, and Day 75 hours 23 minutes.

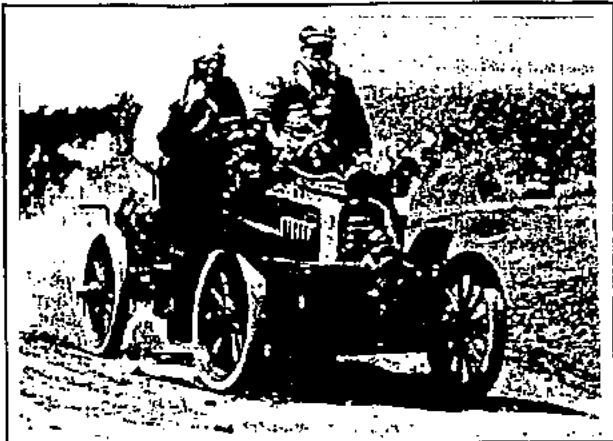
One of the best performances of the whole trip was that of Syd. Day, who came right through from Albury to Melbourne with both front springs broken, and with them simply tied up with string. The steering rod of his car was also bent, and he could only steer to the left. One spring was broken during yesterday's stage, but another has been broken for four days.

The performances of the five remaining in the contest are regarded as equal to, if not superior to, those reported from other parts of the world.

With the consent of the competitors, it was decided that the first prize, the Dunlop Cup, should be inscribed with the performances of all five cars that finished in Melbourne yesterday, and be handed over to the Automobile Club for twenty months, in the event of the cup being won next year by any of those who have established a claim this year, it will become his property.

Mr George Hobbs, who had no points debited against his Mercedes in Class A, was awarded the Dunlop blue ribbon for the year, and a special gold medal. Messrs W. Russell, Grimwade, W. B. Wilkinson and H. Tarrant, all of Class B, were given a trophy of equal value, and a medal commensurate of the event. Mr Syd. Day, who put up such a fine performance in his single-cylinder car, won the Hurst trophy, value eighteen guineas, and a medal.

From my previous articles in 'Brisport' you may remember how in the 1980's we changed from time allowed per section to elapsed time, mainly so that it would be easier to sort out the winner of an event and nobody realised that it had all been done in 1905.



As well as the report on the event, the 'Sydney Daily Telegraph' ran a few comments in it's editorial, a copy of which is also shown. The editor has been proved to be absolutely correct in his remarks, and even in 1905 it could be said that involvement in motorsport competition helped to show the manufacturers ways that they could improve their products.

Some time I will endeavour to obtain more information on this event and on the earlier one from Sydney to Melbourne (or try to get my resident historian to do it) There must be a lot of early motor sport history in the archives of the early newspapers, and Dunlop may possibly still have some early records.

Meanwhile have any of you heard of George Hobbs or Syd Day or any other competitors. I admire them for their efforts, and often wonder about other things they may have done.

I also wonder what happened to the 'Dunlop Cup'.

Tony Best.

FOR SALE!

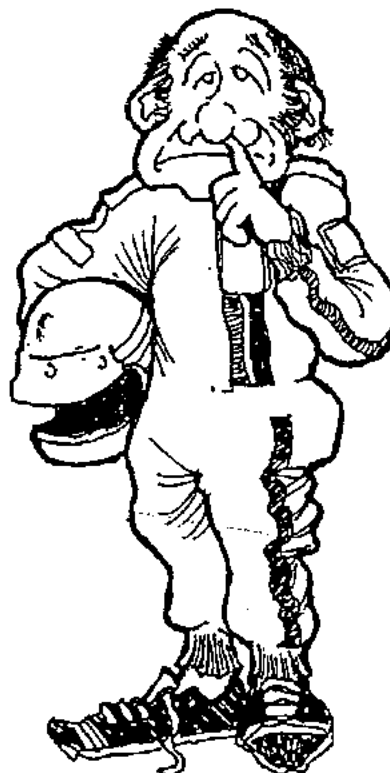
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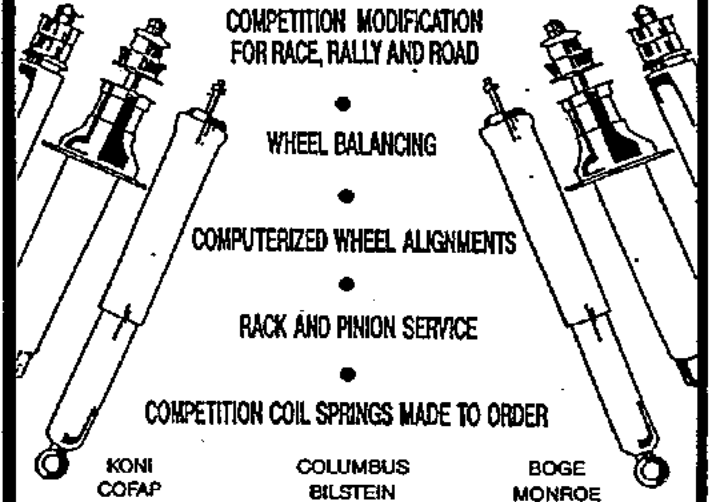
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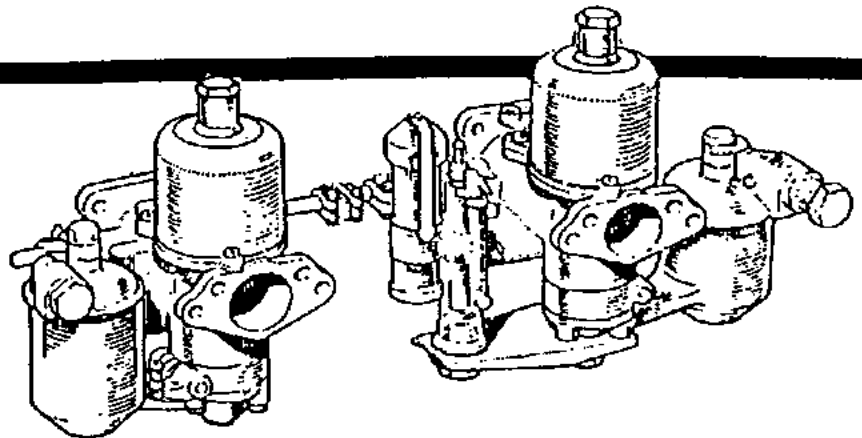
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VALUE FOR MONEY RALLYING - ARE WE GETTING IT??

By Viv Gees

Now that the Queensland round of the ARC has been run and won there are a few questions I feel need to be asked. The following is no way meant to detract from a superbly run event but I feel someone needs to stand up, be counted and say it - have it printed instead of just complaining about it to each other during the event and accepting it.

I feel I am qualified to comment having entered every QRC round since my first in 1984, failing to start in only one due to unforeseen circumstances on the way to the event (not my fault) and have also competed in numerous other events.

I have read in a number of articles about the disappointing number of entries for the Qld round of the ARC and one must ask why? I would suggest cost is one of the main factors and also value for money. For this event I feel the cost was too high and the value for money too low.

The main reason most of us participate in this sport (apart from insanity if this can be given as a reason) is enjoyment of the sport and when the costs involved become exorbitant people will look elsewhere to get their enjoyment of the sport - Club Rallies, Sprint Rallies or maybe even retire from the sport.

Look down the entry list of this year's Queensland round of the ARC and see who was there. Those chasing an Australian title, both outright and in their class. Those who can obviously afford it, the ones with the expensive vehicles who enter the event because it is a round of the Australian titles.

Those who are chasing a state title, again usually with expensive machinery and those like myself who are trapped into entering this event because we are chasing a state class championship for the year and are being used by the organisers to build up the entry numbers by having the event included as a round of the State Championship. If the event was left only as a round of the National Championship how many entries would it get?

Those like myself who enter the event because it is included as a round of the State Championship would rather not do the event because of the cost but enter the event hoping to score some points for the class championship for the year.

Draw a line through the entries just mentioned and who do we have left.....very few. Ask ourselves where are some of the other QRC regulars, I asked them before writing this and I got the same answer. They did not enter because of the cost involved mainly in the entry fee. Bear in mind that a V8 Falcon can use a lot of fuel and a lot of tyres during an event like this and the entry fee still comes up as the largest single cost and no sponsorship help with this one.

What did we get for our \$440.00 entry fee????

Club Rally roads at Australian Championship prices!

I am not saying the following because I damaged my vehicle, I drove to the conditions and no damage was done.

The Supplementary Regulations stated that the roads are "approximately 200 kilometres of the best rally roads in South

East Queensland" and "The course chosen for this event will set a new standard in road conditions and format for Queensland rounds of the ARC - the roads are as good as any in Australia, and anyone who is considering entering would be mad not to!". Whoever wrote this had a vivid imagination.

What we actually got was rough, rutted dusty tracks that got worse with the passage of each car and each passing of the entire field. We in fact got roughly (pun intended) 100 km of roads that we competed on three times, Saturday afternoon, Saturday night and Sunday morning most of which have been used before including the first and last forestry stages which were the same as last year.

The organisers seem to get locked into a "the show must go on at any cost mentality" when the competitors are asking for three and four minute dust gaps. The problem gets worse the further down the field you are placed and in this case worsened by the number of times the field used the roads. Isn't car 49 entitled to the same conditions as car 1.

The cost of asking us to race in these dusty conditions when it can be solved by 4 minute dust gaps is enormous - vehicle damage and possible tragedy, personal injury. Just ask/read the number of competitors who gave the reason for their crash as losing their way in the dust and also of the 'moments' caused by the dust. Don't tell me we should slow down - we enter the event to race and should not be slowed by elements that can be controlled to a large extent by giving us better roads, not re-using them and turning them into powder and giving us larger time gaps when dust becomes a problem. It's only fair the last car be given as close as possible the same conditions as the first car. If this is done then the last car is at least getting the same value for money as the first car.

I would suggest the best value for money event we have had in recent times was the 1992 IWMAAC round of the QRC. The roads were superb, maybe the organisers of the ARC could look at using some of these roads next year. The publicity for this event was also great and all for a realistic entry fee of \$170.00.

Where did our \$21,560 go? (that's \$440.00 x 49 entries) plus the event also had sponsorship from Yokohama.

If some of it went into pre event scrutineering in King George Square forget it. The only people who noticed were those whose path across the square was blocked by these rally cars being in their path. Another cost involved here for those only interested in the event as a QRC and that is being on a Friday - another day off work.

If some of the entry fee paid for the Driver's Briefing at the Mayfair Crest forget it. A Driver's Briefing at the BSCC Clubrooms will do me or at the event start the next day.

If some of the entry fee paid for the Super Special at Westfield Shoppingtown Toombul Forget it. That was almost as exciting and entertaining as nailing your right foot to the floor, (pun intended) and turning around in circles twice and only succeeded in giving people who saw it on TV the wrong impression as to what car rallying was about.

This brings me to the finish at Southbank probably needed for the media but the only people who seemed to watch it were those already involved in the event.

Another cost involved but thankfully one we have a choice in is the presentation. From a point of view of one who is only interested in the QRC side of the event I hadn't been to a presentation for a few years because I have to travel some distance home and go to work the next day (another cost if you don't go) but the main reason I haven't been to a presentation for some years is they all concentrate on the ARC and one presentation in particular ignored the QRC.

We were told to collect our trophies on the way out. Imagine what sort of embarrassing situation that placed me in when I had taken my main sponsor to the presentation and didn't get the opportunity to say a word of thanks to him. On a value for money basis if 60% of entries are at the state championship level then 60% of the presentation should be devoted to them. These people, the QRC competitors have tried just as hard, some harder to achieve their result.

In summing up I would like to say for the sport to continue we need importantly competitors.

How do we get them??

Keep the costs down and give us value for money. Keep/reinstate the five PRC classes so we can choose our vehicle according to budget.

Leave out the -for want of a better word - the bullshit that seems to now be involved with the event if it is costing us money.

Give us quality - not three times around the same rough dusty road - that's off-roading!

Give us four minute dust gaps if conditions require it.

Give us an ARC rally at Club Rally entry fee not a Club Rally event at ARC prices.

There I've said it, I haven't intentionally set out to criticise/offend anyone. Someone had to say it (many have but not had it printed).

VIV GEES.

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1993 RANGE RALLY CLASSIC

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The event is a one-day event, to be held on Saturday, November 13th 1993.

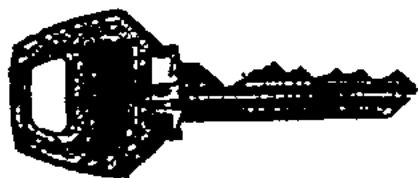
This year the event will take on a 'Monte-Carlo' theme, with competitors starting at one of two locations, of either Nerang, in the Gold Coast Hinterland, or Grafton in central Northern New South Wales. The route will be travelling through some scenic countryside on their way to Lismore for lunch. Several special tests are also planned throughout the route. All crews will then travel on a common route, before finishing on the Gold Coast. This format is unique in Australia and keenly anticipated by competitors.

Cars which will be competing range from Historic Austin Healeys, MG, Lancia and Lotus sports cars to Alfa Romeo, BMW and Mini Coopers Saloons. The rally has been restricted to cars built up to December 1975. It is anticipated that between 50 and 80 cars will compete in the rally.

Keen interest has already been shown from a number of Queensland crews and two Sydney based crews in starting from Grafton, while the majority of the Queensland crews are expected to start from Nerang.

For more details please contact the Director of the Range Rally Classic, Mr Tony Galletly on phone (07) 848 5130 a/h, or the assistant director Mr Ken Philip on phone (07) 229 0494 bus. The club's administrator, Mrs Eime Gibson, can be contacted at the club rooms between 9.30 - 2.30 daily, at Woolloongabba on phone 391 8861 and Fax 891 1401.

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YOKOHAMA RALLY QUEENSLAND 1993

Here is a report from the B.C.C. - the Browning - Burr Camira.

The day dawned bright and clear for the GP CARS Rally Team very early - 6.15am (when one is usually kipping in).

But this was the day that Rod and myself had waited long for!

The transformation of one blue shopping-type Camira into a rally-type Camira was going to be put to the test. Not only was the car tarted up for the occasion, but also the crew. To go with the Vauxhall almost lookalike colours, we had ourselves new Flamecrusher race suits in blue and shiny white, new helmets (a Nigel Mansell replica for me and an Arai open face for Rod). Well, at least we looked the part!!!

Stage one - a quick two laps of the Toombul shopping centre lower carpark - just the thing to get rid of those pre-match nerves.

Prior to the event Rod and I were realistically looking at winning our class (P2) in the QRC part of the event. Little did we realise that at the end of SS2 Woodford, we were 3rd in class for the ARC. 25 Seconds away from Wayne Bell/Dave Boddy and just 1 second from David West/Tony Best in the Suzuki Swift (?-Ed.).

Stage 3 Twins was to give the suspension a real workout. At 7 kilometres into it, a rough bridge was hit at high speed. For want of a better description the right front shockie was broke where it bolts to the shockie tower. I stopped my watch at 5.15 for this 8.5 km stage. Just as well too because the clocks had failed to record a time for us and also for West/Best.

From this stage we had a liaison to the Ettamogah Pub regroup. The shockie on the off side was making noises that we didn't want to hear. It was at this point that Rod and I discussed the possibility of an early retirement which was a bit of a disappointment to us because this was our fifth event together and we had not yet been beaten in our class. So the plan was to have a big go on the next stage (Borumba, at 34.84 km) being the longest stage of the rally.

Dust was a problem in parts of the stage (I'll drink to that - Ed.) particularly towards the end. A fast downhill with a 90 degree right at Tee. A slight overshoot here - 5 seconds lost. The suspension was getting very noisy but with a liaison to Roadcraft and service, we could get that far.

We phoned ahead on the mobile to get our mechanics ready for some work to do. On our arrival at Roadcraft the right front strut was removed, a missing part was put in place, strut back in - 17 minutes. Into the next control 2 minutes late - 10 second penalty!

So with one strut fixed (the other one was OK but would get the same repair job later) we set off after class leaders Steve Winwood/Lofty Drews in the Ford XR8 Falcon. We managed to swap fastest times over the first 10 stages with them. After stage 10 Winwood/Drews had a 19 second buffer over us. Stage 11 - U-Traversal at 21 kilometres long, they took a

massive 50 seconds off us. And we thought we were trying pretty hard!!! The Bell/Boddy Lantra retired on stage 3, so Rod and I were still in 2nd place for P2 class.

Then disaster struck the B.B.C. that had everyone back at the scoring nerve centre at the Mayfair crest aghast with shock. A 9 minute penalty had been imposed upon us at TC11, the finish of the Brooyar-Schacht's stage.

At this point I would like to give all navigators some advice. Whether you use this or not depends on your driver's disposition. If said driver is one who is prone to commit severe G.B.H. (Gross Bodily Harm-Ed.) upon you, then I would suggest you don't touch this with a barge pole.

Quite simply you inform said driver of your early book-in error and you have incurred a hefty penalty - 9 minutes is quite hefty enough I feel. This can either work for you or against you depending on your driver's ability behind the wheel. In my case my driver is Rod Browning, no slouch behind any wheel of a competition car.

The effect of telling him that we now had a 9 minute penalty was like feeding him an instant laxative with the nearest loo some 30 kms away and only 10 minutes to get there!!! Boy doesn't it make him go!

Stage 12 Cutters 1 was a bit dusty for us, causing an overshoot at a 90 degree right at Tee. Being a road that had been used in the GP CARS Rally Clinic earlier this year, Rod tried to make up time in the clear parts of the stage. From here on to the finish of the rally I was absolutely "gob-smacked" at the commitment and talent behind the wheel of the Camira. In a 4x4 car Rod would be a threat to any driver in Australia and I'm sure many would agree with this (Yes, Barry and that's exactly why we won't let him have one-Ed.)

After stage 12 it was a liaison back to Roadcraft and a 30 minute service. Time to give the left side strut some attention before putting the car into pare-ferme overnight. A quick look at the scoreboard had us in 13th place outright. Would we remain there??

After a good night's sleep (for me anyway) we arose at 0600 and made our way back to the Roadcraft HQ. The positions on the leader board had changed and we were now at position 25 instead of 13. Discussions with officials took place about my 9 minute penalty but at our due time out it was still unresolved.

At this point the Winwood/Drews Falcon XR8 was 1 minute 18 seconds in front of us. Today was to see Browning in 'Maximum Attack' mode. This meant that I was going to call upon my 25 years of experience and call the 'notes' as I have never done before to keep up with Rod. An in-car camera would have been great to have in order to share the experience I had in the car.

This, without a doubt was the most incredible ride in a rally car in my life. Winwood/Drews took a further 8 seconds off us in stage 13 Woodland to increase their lead to 1.28. We took 3 seconds back on SS14 Mitchells 2, bringing the gap

back to 1.23.

Now rallying, like a lot of sports can be swings and roundabouts. Stage 15 Cutters 2 at 25.84 was the longest stage of the day and it was time to really have a go.

We emerged from the stage 1.43 in the lead of the PR2 class for the ARC. Having taken a whopping 3 minutes 6 seconds from Winwood/Drews. The XRS had punctured a left rear tyre.

I was drenched in sweat, but Rod still looked quite cool and calm.

With two stages left to run the XRS took just 6 seconds back off us. At the final control at the finish of the last stage I has tear in my eye, the emotion of having been part of a race to claw back time was wonderful!

The last time I had a tear in my eye in a car driven by someone else was back in 1975 - my missus had just written off my new car over a 30 foot drop and my ribs were so sore.

Rod had won for us the PR2 class in the ARC through his brilliant driving. I lost us that same win by brain fade and a nine minute penalty. As a consolation we won our class in the QRC and finished 19th overall.

While I have your attention I feel I must pay tribute to some other people who helped make the Yokohama Rally Queensland the success that it was. Firstly Brian Mennis and all the people from WICEN whose efforts in producing up to the minute results was astounding.

All the scoring was done via radio out in the forests, relayed back to Brisbane, the information was then fed down to the 3rd floor to 3 computer operators. The only time I have seen anything like this was on the Lombard RAC Rally in the UK.

A first class effort!!!!!!

The other person who deserves mention is someone who was on the event organising committee was a co-sponsor, arranged the carwash at the Mobil Aspley in order for us to present our cars in a more pristine condition to the public at the Southbank finish. He was also a competitor and he and his brother had exhaust problems with the car during the week prior to the rally - 3 experts failed to fix it.

He and his brother fixed it the night before scrutineering. They started last car, they finished last car. That's a 100 % finish record for the neatest and well prepared Galant. At the Southbank finish I spoke to Neil Michel and he had a smile on his face that would make a Cheshire cat redundant. "I had a ball!" he told me.

A big thanks to Neil Michel and his wife Angela, and Mobil Aspley. We need more guys like this in rallying.

And a big thank you to everyone else who was involved in the Yokohama Rally Queensland.

BARRIE BURR.

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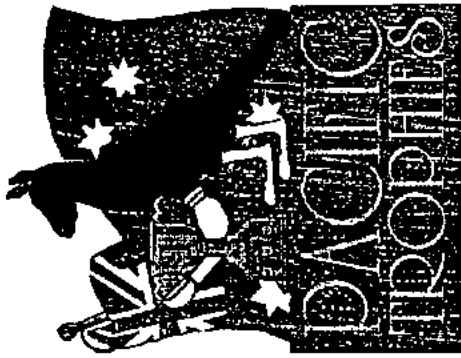
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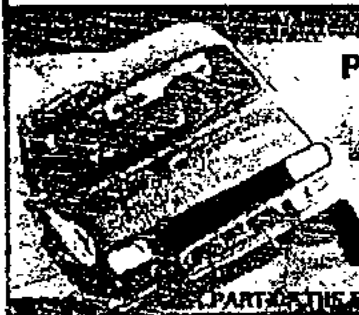
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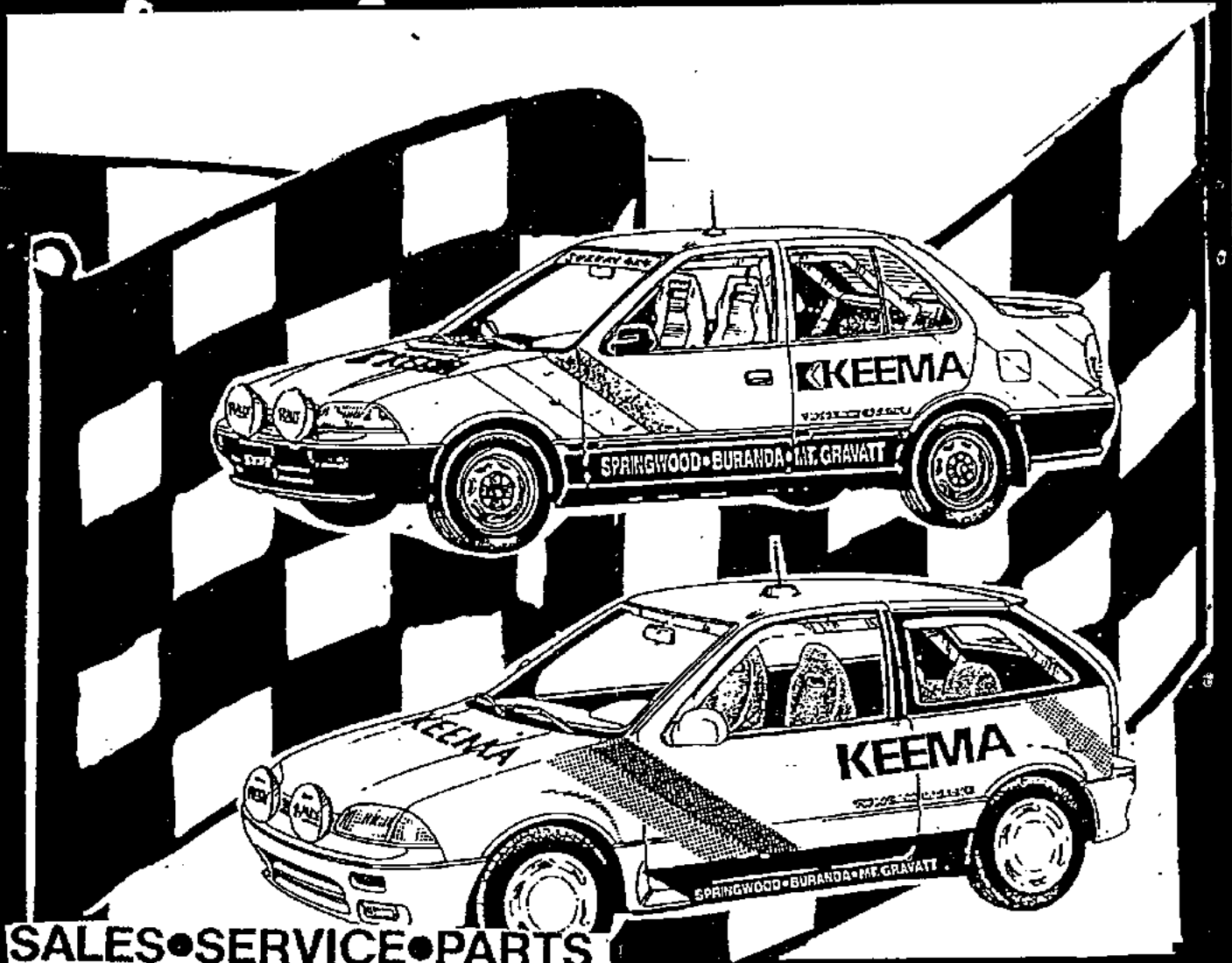
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● **HYUNDAI-SUBARU-VW** 1532 Logan Rd.
Mt. Gravatt

● **JAGUAR ROVER** 1532 Logan Rd, Mt Gravatt

● **SUZUKI** 222 LOGAN ROAD, BURANDA

Pacific Hwy, Springwood

PH 393 1200

PH 208 4333

PH 343 5888

PH 343 5888

PH 393 1200

PH 208 4333

A/hrs Henk Kabel Ph. 300 2617

PROPOSED B.S.C.C. CALENDAR

WEDNESDAY 1 SEPTEMBER NIGHT RUN - Directed by Ian Bremner
Remember that 3rd Party Extension!

SUNDAY 5 SEPTEMBER REVOLUTION ROAD & RACE RALLYSPRINT
LOCKYER FOREST.
Travel on Warrego Highway from
Brisbane by-passing Ipswich.
Approx. 1 km after overbridge for
GATTON AGRICULTURAL COLLEGE TURN
RIGHT SP ESK travel approx. 3 km TURN
LEFT into MILLERS ROAD further 8 kms
on TR HQ and SERVICE AREA near Gravel
Pit

TUESDAY 7 SEPTEMBER BOARD MEETING 7.30 p.m.

SUNDAY 20 SEPTEMBER MOTORKHANA - BOONDALL CAR PARK -
DIRECTOR JOHN LANGE

TUESDAY 5 OCTOBER BOARD MEETING

WEDNESDAY 6 OCTOBER NIGHT RUN

FRIDAY 8 OCTOBER "EVENING OF CELEBRATION" 40 YEARS OF
MOTORSPORT

SUNDAY 10 OCTOBER BRITANNIA INN DAY RUN - THIRD PARTY
EXTENSION WILL BE REQUIRED

SAT/SUN 16-17 OCT BAILEY POWERLINES RALLY - IMBIL

SUNDAY 17 OCTOBER MOTORKHANA - BOONDALL CAR PARK

Have you seen the NEW B.S.C.C. CAR BUMPER STICKER??

ON SALE NOW - \$2.00 each

