

BRISPORT



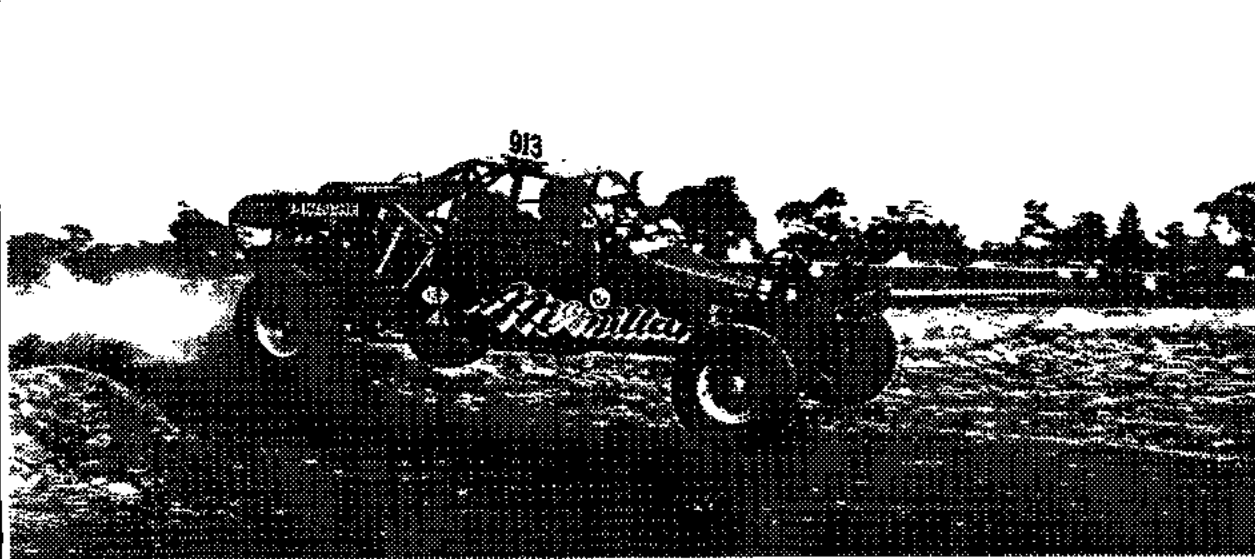
BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

Taste the Performance

The 205 GTI from Peugeot, winner of the 1985 and 1986 World Rally Championship.

The first of its kind in Australia.
The best of its kind in the world.



 **PEUGEOT**

See our outstanding selection of new SAAB and Citroen vehicles, and our top quality, prestige used cars.

205GTI
Champagne on Wheels

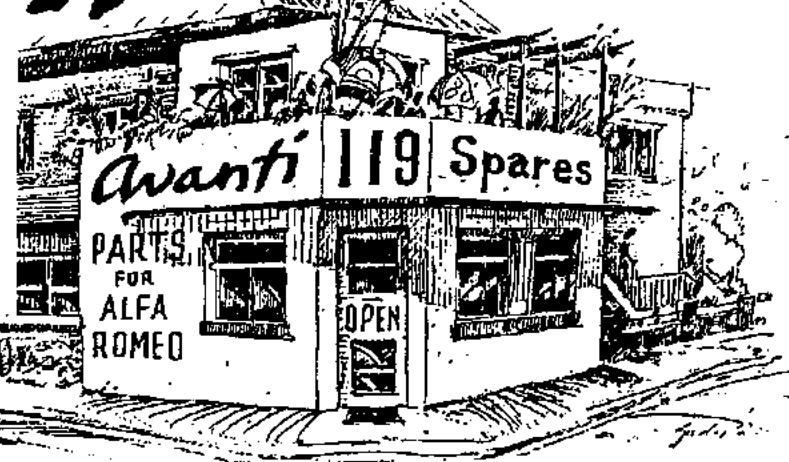
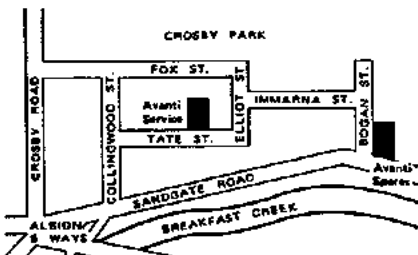
maxim motors

42-52 Abbotstford Rd., Bowen Hills, BRIS. Q4006.
Phone (07) 2527177

Avanti



Spares



New & Used Parts to suit
alfa romeo

Richard Anderson

119 Sandgate Road, Albion Qld 4010
Ph: (07) 262 1222 • Fax: (07) 262 1243

NOVEMBER NATTERINGS!



Since I last entertained you all with my superlative literary wit (read rambled on unintelligibly!)- a lot has transpired.

Unfortunately not all of it has been positive.

The final rounds of the RRRR Rallysprint Series has been cancelled and the final round of the GP CARS -Cibie Club Rally series has been lost.

Once again the terribly dry weather of the late part of the Queensland year is to blame with fire dangers too high to allow the use of the roads.

As I write this though, news has filtered through that the Keema Club Rally on Sunday 5 December may be granted status as the final round of the 'Club' 'title fight'.

This would be great news for the competitors who had hoped for a good result to bring them closer to the pointy part of the scoreboard.

In the Rallysprint arena, there are just no dates left to re-schedule the final deciding round so this means the anticipated showdown between Dean Tighe and Bruce Dummett will not eventuate.

Accordingly the title of RRRR Rallysprint Champions for 1993 should go to Dean and co-driver Alan Bates.

I was speaking to Alan about the impending showdown last month and the discussion centred around Bruce's Datsun 1600. I reminded A.B. that Bruce also had possibly the meanest Mazda 323 on the east coast in his shed as well, which would have made for a great battle!

The Keema Classic Rally will also be on the threshold by the time you read this and a certain Mr Tighe is also in the running for his first Qld State Championship title.

The other contender Craig Lee will not let anything slip away though and Gallangowan will produce some fireworks indeed.

I was fortunate enough to join Marky Mark and the team for an assault on the Esanda Rally of Canberra this month and in our second ever pacenoted event we managed to come home in sixth outright.

We were in fifth with two stages to run and 14 seconds away from Wayne Hoy but the mighty VR4's gearbox spat out first gear and we were forced to back off.

The mere fact that the car drove some 45 kilometres with no gearbox oil and a hole in the casing is testament to the strength of the Mitsubishi product.

Not that the gearbox will be much good after that stress and strain, but we made it to the finish!

On the subject of the Esanda, most readers would know that it was also the deciding round of the Australian Rally Championship and that Neal Bates and Coral Taylor are the new '93 title holders.

Coral is well known to many of the past BSCC members and I would like to take this opportunity to congratulate her and Neal on this achievement.

The Toyota was beaten by Ed Ordynski in his Ralliart VR4 Group A car but Neal only needed to finish fifth or better to take the crown, which they did!

A number of Queenslanders were there in the ACT including the unfortunate Laser TX3 of Warren Carrigan/Hugh Reardon-Smith which rolled out of the event, providing some spectacular TV footage.

Other faces I saw included Richard Anderson, David Nash and John Spencer on one of the 'Nash Roundabout Tours', Andrew Crawford, Allen Jones and Craig Lucey working as officials and David Grundy and Tony Graham who were also co-opted into working while Moley went spectating.

Out of interest, Mark actually towed down the Shell Geebung Mazda 323 which we have run for the past three years as this was sold to Andrew Murfett of Tasmania who will be running the car in his local state rounds.

Onto other things and the Club Christmas Party is coming up fast, so those who wish to attend had better order their tickets soon.

The Party promises to be a regular end-of-the-year 'hoot' so come one come all.

The previous weekend at Gallangowan should also be pretty wild as the Saturday night post-rally party has a reputation for stamina-testing fun.

It may be safer not to go to sleep than to risk the practical jokes of the all-nighters.

Even if you're not competing in the QRC or the Club Rally, come on up to assist and have a weekend you'll not forget.

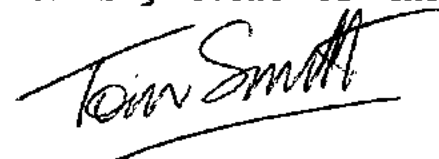
In my absence due to the Canberra trip, I believe I have John Lange to thank for directing the November Motorkhana at Boondal. I know my name was on the roster but these things happen.

I am told that the event was very well attended and that Dean Tighe Tighe took Lyndall's MG Midget around the hats for a win.

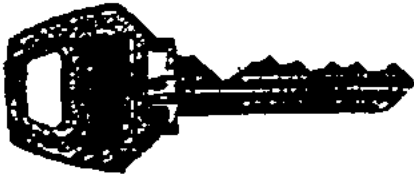
In closing I would like to thank Tony Best again for his interesting contribution to this month's issue of 'Brisport'.

Tony and his driver David West took Class N1 honours in the ARC this year and with Tony moving to Brissy in 1994, he will again join Westy for the season, as well as providing some more stories for this magazine.

I hope you enjoy this episode and take the time to support the Keema Classic as the final big event of the year.



John Barnes & Co (Qld)



LOCKSMITH

- DEAD LOCKS FITTED
- KEYS CUT



**AUTOMOTIVE LOCK
SPECIALISTS**



844 1800

MURRAY GOOTE AUTOMOTIVE



PERFORMANCE WITH RELIABILITY.

- *TERRATRIP STOCKIST
- *MARSH SEATS *HEAD PORTING
- *TIG AND MIG WELDING
- *LATHE AND MILL WORK
- *SHEET METAL FOLDING

**GENERAL AUTOMOTIVE
SERVICE AND REPAIRS.**

**31 HIGH STREET,
KIPPA RING 4020**

TEL: (07) 284 2311

**COMPOMOTIVE
WHEELS**



SPV racing

MOTORSPORTS EQUIPMENT

A.C.N. 003 029 445

Call Toll Free **008 804 482**
SUPPLIED COD POST AND MAJOR
CREDIT CARDS ACCEPTED

6 Alban Street, Lidcombe, NSW 2141, Australia. Phone: (02) 648 5619.
P.O. Box 126, Botany, NSW 2019, Australia. Fax: (02) 648 5679.

**AP
RACING
Lockheed
BORG & BECK**

ORIGINAL EQUIPMENT
CLUTCHES AND
BRAKE SYSTEMS
COMPETITION AND
HEAVY DUTY
ROAD PRODUCTS

FERODO
RACING DISC PADS
GENUINE IMPORTED DISC PADS
FOR ALL COMPETITION USE



**BRAIDED HOSE,
BRAKE LINES
AND FITTINGS**

Performance Plumbing
GOODRIDGE
At our best under pressure

goldline

**BEARINGS
and ROD ENDS**



**HELMETS
HARNESSES
SHOES
GLOVES
SUITS
WINDOW NETS**

**PERFORMANCE
FRICTION** Carbon
Metallic

*Disc brake pads
for road and competition*

HEWLAND
SALES AND SERVICE

- Rebuild, Repair and Spares
- All Gearboxes current and historic

All racing accessories:

- ✓ Filters
- ✓ Plugs
- ✓ Switches
- ✓ Timing
- ✓ Equipment
- ✓ Pyrometers
- ✓ Suspension
- ✓ Instruments
- ✓ Pit Boards
- ✓ Tyre Gauges
- ✓ Race Tape
- ✓ Insulation
- ✓ Tape
- ✓ Vehicle
- ✓ Tie Downs



HISTORIC RALLY GROUP

BP RANGE RALLY Classic

The 1993 BP Range Rally Classic has been successfully run and won.

Although only a club event, the pre-event promotion ensured that the profile of the event would be known nationally. Competing crews came from as far as Sydney, Sunshine Coast and Roma. Radio FM101 with Chris Lane's assistance ran a 15 minute feature on the Classic. The event started from Nerang at 7.30am and Grafton at 8.00am. While the majority started from Nerang, the most impressive start was probably at Grafton. The Grafton City Council closed off the main street outside the Civic Centre, with Mayor Bruce Sahlqvist flagging the crews away with much enthusiasm. A lot of crews were on a steep learning curve from the start to Lismore and most arrived in good spirits. The leaders at Lismore were Peter Smith and Peter Whalley in the mighty Valiant even after blowing a head gasket!

The special driving tests at the Lismore Showgrounds were certainly challenging and saw the lead change several times during the lunch stop. Brian Symons in his Renault Dauphine won the special driving test section, closely followed by Dean Tighe. The TV stations of NBN (Lismore/Ballina) and NRTV (Tweed - Lismore - Coffs Harbour) both covered the special tests along with detailed coverage of the 'special interest' vehicles taking part. Meanwhile, the Lions Club of Lismore handled the catering, with spectators, rally enthusiasts and officials supporting the local club. All the local car clubs helped enthusiastically in support roles during the day. Despite the presence of the Governor-General in Lismore for the day, NRTV again covered the afternoon restart at BP Lismore. TV footage was shown on both Saturday night(NBN) and Monday night (NRTV) News programs.

From Lismore the crews headed south-east following grid references, in some of the most enjoyable roads in the area. A short map trace brought competitors out at Teven and then on towards Byron Bay. After a short transport section to North Byron Bay, the economy section started. The route then went via Mullumbimby and on to the BP at Tweed Heads for the finish.

<i>The outright results were:</i>	<i>1st</i>	<i>Dean Tighe / Lyndall Parr</i>	<i>1968 MG Midget</i>
	<i>2nd</i>	<i>Graham Brown / Ray Wallin</i>	<i>1954 Austin Healey 100/4</i>
	<i>3rd</i>	<i>David Burnett / Rick Castle</i>	<i>1974 BMW 2002</i>

The Team Award was a very close affair, but was won by Team BSCC (of course!) represented by Ted Peel/Laurie Garth (Datsun 240Z), Peter Smith/Peter Whalley(Valiant) and Rod Bailey/Peter Marshall(Holden HQ). Well done!

Thanks must go to all who helped on the day, particularly Esme, Alan Stean, Ian Ferguson, the Stewards (David Nash and Chris Lawrence), the control officials from Brisbane, Lismore and Grafton especially Max Ormerad from the Summerland Car Club. A big thank you to all the sponsors especially BP Australia.

NEXT MEETING - WEDNESDAY January 19th, 1994 (8.00pm)

The Historic Rally Group will meet again in January, with a full calendar of events to be finalised at the meeting. The first event will be in March / April. After the tremendous response to the BP Classic and 'historic' group meetings we are set for a bigger and better year in '94.

See you in '94.....

Tony Galletly.



Protection for your pride and joy



ALL B.S.C.C. members are cordially invited to,

1993 BP RANGE RALLY *Classic*

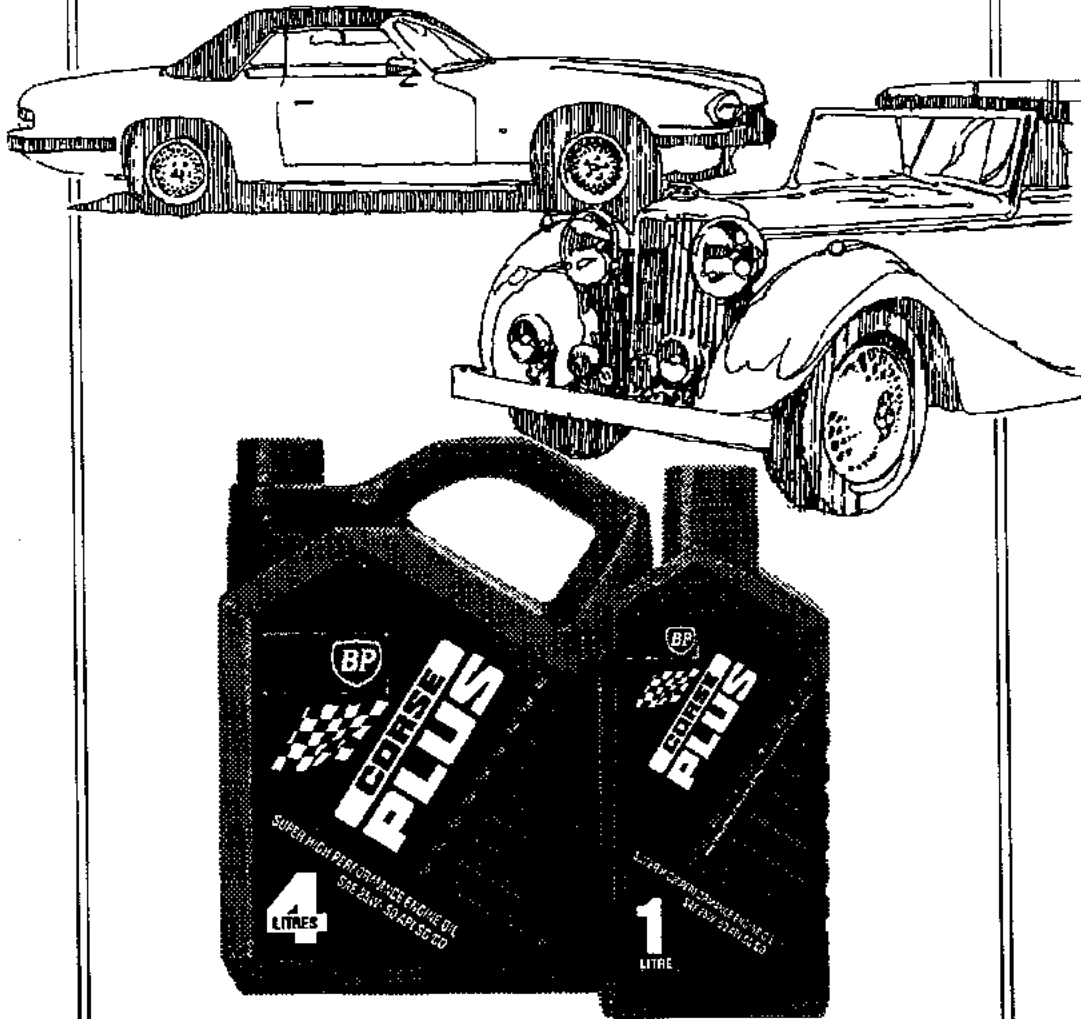
Trophy Presentation Night.

Thursday, December 9th, 1993. (8.00 pm)

B.S.C.C. Club Rooms

**BP Corse Plus a classic
high performance engine oil
for classic marques**

AVAILABLE FROM BP SERVICE STATIONS



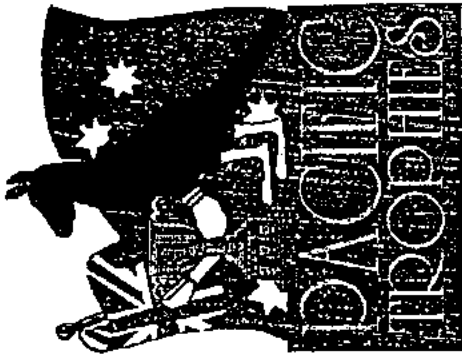
**BP Corse Plus
Protection for your pride and joy**

Thanks again to our supporters !!

BP Australia

Nissan Z Car Workshop (Underwood)
Sleeping Beauties (Yeronga)
Chapman and Chapman Automotive (Coorparoo)
Parts and Services Co. (Woolloongabba)
Key Lodge Motel (Grafton)

The Rally Connection (Mayne)
Refrigeration Parts Qld. (Salisbury)
Lionel Otto Instruments (Salisbury),
Sports Car Services (Hawthorne),
Gold Coast Auto Electrics.



Jim & Sandi Currie

125 OLD CLEVELAND RD.
CAPALABA Q. 4157
PH: (07) 390 3949
FAX: (07) 245 4421

DJK REFRIGERATION & AIRCONDITIONING

Domestic • Commercial • Industrial • Sales & Service

DERRICK KENNEDY

TELEPHONE:
(07) 892 4682
24Hr Service:
(07) 830 4884

18 MONASH RD.
TARRAGINDI, QLD, 4121

MATT SIMPSON

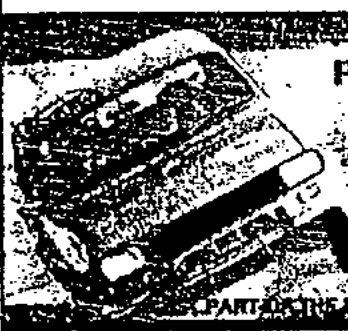
Telephone: 353 1718



• Plumber • Drainer 8 Voigt St
• Roofing • 24 Hr. Service Mc Dowall 4053

Pager (leave Phone No.) (07) 016 070 No. 01671 9244

French Wrecking



Guaranteed Used Parts
**PEUGEOT, RENAULT,
CITROEN**
ph 854 1224
fax 262 2127
184a Abbotsford Rd,
Bowen Hills, Qld. 4006
PART OF THE SUBURBAN WRECKING GROUP

K C F RALLYSPORT

C A M S APPROVED - A N D R A APPROVED
DEPARTMENT OF TRANSPORT APPROVED
Lic. No. 107185 - Spec. No R1-R5



31 High Street, Kippa Ring 4020

- ROLL BARS • FUEL TANKS • RACE APPAREL •
- CAR ALARMS • CHILD RESTRAINTS •
- APPROVED VEHICLE MODIFICATIONS •

Phone: (07) 284 1546 Keith Fackrell, J.P.

ALL FABRICATIONS - RACE & RALLY - STREET & STRIP.

EVANS INSTRUMENTS

Medical • Surgical
Industrial • Automotive
Optical • Marine • Electronic
General Instrument Repairs

Ray & Trish Evans
(07) 209 1432

52 Hope Street
Kingston Qld. 4114

DENNING CAR RADIOS

607 LUTWYCHE ROAD,
LUTWYCHE 4030

357 6429 357 9331

SALES — SERVICE — INSTALLATIONS



33 SPINE STREET
SUMNER PARK
PHONE : 279 3601

NICOLI'S auto repair service pty. ltd.

86 Colchester St., SOUTH BRISBANE, Qld. 4101

PHONE 844 6797 • AFTER HOURS 355 4676 COLIN
349 8402 BARRY
355 6145 GREG

Panel Beating — Spray Painting — Mechanical Repairs

Courtesy Car available, Free Pick-up and Delivery

All Insurance Companies, Private, Security Systems,
Rust Repairs, Detailing, Rust Proofing, Windscreens Fitted





BRISBANE SPORTING CAR CLUB

1993 B P RANGE RALLY CLASSIC

13 NOVEMBER

	No	ENTRANT*/DRIVER	NAVIGATOR	VEHICLE	YEAR	CLASS	POINTS
D/R							
	1	24 DEAN TIGHE	LYNDALL PARR*	MG MIDGET	1968	2	135
	2	27 GRAHAM BROWN*	RAY WALLIN	AUSTIN HEALEY	1954	1	150
	3	7 DAVE BURNETT*	RICK CASTLE	BMW 2002	1974	5	251
	4	8 BRIAN KRIEGER	GARY GRAY*	FORD CORTINA	1967	4	256
	5	31 STUART RATCLIFF*	STUART JONKLAAS*	AUSTIN 1800	1968	5	299
	6	29 JOHN McKEON*	ROXANNE McKEON	BMW 3.0	1971	5	330
	7	32 NEVILLE DAVIS*	PHILL O'CALLAGHAN	ALFA ROMEO	1974	5	366
	8	22 TONY SLATTERY*	SARA SLATTERY	MG MIDGET	1971	3	419
	9	25 LIAM COLLINS*	TONY BEST	AUSTIN HEALEY 3000	1959	1	427
	10	26 E R PEEL*	LAURIE GARTH	DATSUN 240 Z	1971	3	429
	11	6 TERRY DEVANTIER*	ROGER GRAY	VOLKSWAGEN BEETLE	1968	5	442
	12	21 PETER SMITH*	PETER WHALLEY	CHRYSLER VALIANT	1970	5	460
	13	28 MURRAY ARUNDALL*	ROB BAYLIS	MG MGB GTV8	1975	3	524
	14	14 DICK REYNOLDS*	DAMIAN HINE	LOTUS EUROPA	1969	2	535
	15	10 ROD BAILEY*	PETER MARSHALL	HQ HOLDEN	1973	5	558
	16	12 BRIAN SYMONS	ALAN MOORE	RENAULT DAUPHINE	1964	4	666
	17	20 DAVID CHAMBERS*	MARTIN CHAMBERS	TRIUMPH MKI	1969	5	679
	18	18 DON BIGGAR*	JOHN NORDEN	AUSTIN A 35	1956	1	701
	19	5 ALAN CUTTS*	GRAHAM CLARK	JS VW	1960	2	786
	20	30 MARGARET PHILIP	KENNETH PHILP*	LANCIA FULVIA	1965	2	869
	21	2 CHRIS DOBSON*	SU ARANDT	MORRIS COOPER	1963	4	916
	22	1 JIM MILLER*	CHRIS LAKE	MG BGT	1975	3	1224
	23	9 FRAN MOORE	STEPHEN MOORE*	MORGAN	1973	3	1273
	24	17 PAUL DOUMANY*	JOANNE DOUMANY	LANCIA FULVIA	1969	2	1344
	25	19 STEVE FAWCETT*	JEFF SATTLER	MG MGB GTV8	1974	3	1364
	26	11 WAYNE HENMAN	SIMON WILMORE	MGC GT	1969	2	1566
	27	4 BRIAN FRIEND*	WENDY FRIEND	ALFA ROMEO GTV	1975	5	1841
	28	16 JOHN HORNABROOK	LORRAINE HORNABROOK	MG B KMI	1963	2	1890
	29	13 IAN MILINOVICH*	ALLAN CARTER	FORD ESCOT	1975	5	2496
		3 KEVIN PULLEN*	SCOTT HAWKLESS	JAGUAR MKI	1958	1	DNS
		15 PETER WILLIAMS*	AMANDA WILLIAMS	AUSTIN HEALEY 100M	1956	1	DNF
		23 GREG FLYNN*	DAVID STAVLEU	ALFA ROMEO	1967	4	DNS

BRISBANE SPORTING CAR CLUB

1993 B.P. RANGE CLASSIC RALLY - 13th NOVEMBER

DIRECTOR : TONY GALLETTY

DAD'S LITTLE HELPERS : ALAN STEAN & IAN FERGUSON

VALIANT WHALLEY TEAMS TO SUCCESS
or "History is written by the winners" (W.T.SHERMAN)
by Peter L. Smith (Life Member)

I did my first rally in England during October of 1962, an era when events took place on the public road and were largely navigational although the more remote events were thinly disguised road races. The age of stage events had just begun, but the R.A.C. International was the only event that had timed to the second sections in the forest.

My apprenticeship was served over a hot mapboard in such swift cars as the 850cc Mini, Triumph Herald or even an MGB capable of over 100mph - Now I Big Time (We spun off on an unmarked S bend and fell navigator downmost into a giant East Anglian ditch full of water - I was only saved by my leather saxophone). So some nights over the maps I could do no wrong, and other nights I couldn't have found the edge of the bed I longed for, but time lends enchantment and I've looked at the rise of historic rallying in Europe, both stage events and navigational, with a great deal of envy.

I'd fallen out with the BSCC in 1988 when a tumultuous committee meeting decided that Berenice Linton had better legs than me. But I went to Esme's excellent BSCC 40th Birthday celebrations and resolved to enter Tony Galletty's 1993 BP RANGE RALLY CLASSIC. The Incredible Mrs Smith recommended Peter (Mr Northern Rivers) Whalley as navigator and the only problem was choice of car.

The Lotus-Cortina Mk1 was away to have it's fake leopard skin steering wheel muff fluffed up, I do have a 1954 Singer Sedan so ugly it grows on you, (like a visually disadvantaged mongrel), but it peaks at 110kmph and it's a bit heavy for uphill and brake shy for downhill, but what made it a really doubtful runner was that we weren't sure PW would fit in the seat, not of course that he's large, well not by comparison with what we saw on Jurassic Park, so at the Historic Rally Meeting I cornered the Director.

Now I was wrong here, totally wrong, and it's all because I come from a solid working class background and I can spot 'nobbliness' whether it's there or not, and I'd convinced myself that the historic rally crowd only wanted elite vehicles on their events. Of course the old rally films shown during Esme's excellent BSCC 40th Birthday Celebrations showed vin ordinaire like Standard 10s, Ford Prefects and Holdens competing, so by the time I cornered the Director I was ready for a fight because I wanted to use my 1970 Valiant. There was no fight to be had, Tony agreed readily that I could use the Valiant (collapse of stout party) and I heard the Singer give a great sigh of relief as it

was relieved of the task to carry 30 stone of blubber uphill and down. (Rod Bailey did tell me how I could lose 8 kilos of unsightly fat but I want to leave my head on my shoulders).

I purchased the Valiant last year for \$1600 mainly as a joke as my relatives have Jaguars and the like, and there's a lot of prejudice about them because the Aborigines know a good car when they see one. Since then the only failure has been to the brake master cylinder and I've done things like re-bushing the front suspension. It has a 6 cylinder 4 litre engine, accelerates well but doesn't have the slightest talent at veering from straight ahead - this car needs all the tyre technology it can get, to cure terminal understeer I fitted Falkens on the front and retained 'supervans' on the back. Before the event I fitted PW's Halda and purchased a container of every chemical preparation known to man (I could cause the oil or water to flow faster or seize up altogether), then TMS and I polished it until the paint squeaked - if you're going somewhere in the cheapest car then it must look as good as you can get it.

THE BIG DAY - Up at 4.30 as the local avian life began to cough and scratch, TMS supplied the scramblers then off to collect the navigator (awful without his make-up) and off to the start at Nerang. On the freeway we saw Rod Bailey walking around his HQ Holden - shaking six human skulls on a stick at the carburettor - there was magic in the air that morning, how we laughed as we sped past, "Poor saps" we cried. We just didn't have enough petrol to get us to Nerang so I stopped at Springwood for \$5 worth (PW hid in the toilets) and we saw RB and Peter Marshall lurch past with the HQ wreathed in blue smoke, so we jumped in determined to catch him in case we could offer the phone number of a local wrecker. I cranked the Valiant up to 150kmph (Only on the speedo Officer, Chrysler always allowed for 50% speedo error) but after about 15 mins I smelt steam, and a glance at the temp. gauge showed that Hemi-Head the Valiant Dreamtime Serpent had abandoned us. We stopped and let it steam for ten minutes, then PW took the radiator cap off (I'd had an inkling and by now I was in Gladstone watching all this on Sky Channel), releasing the heartiest geyser I've ever seen, it thundered up against the bonnet and PW thought it'd help if he did the wardance of the Tikki-Takki tribe, part of which ceremony involves flinging the radiator cap down the embankment. We finally made it to the BP Nerang about 10 minutes before the first car started. I filled the tank (PW hid in the toilets) and we ogled the talent - BSCC people were Dean Tighe/Lyndall Parr in a 1968 MG Midget, Tony Best was navigating in my choice - Liam Collins ex-works Austin-Healey 3000 all bumps and air scoops, Ted Peel had 'Mr Tenterfield Radio' Laurie Garth in with him in a Datsun 240Z, Rod Bailey had brought Peter Marshall for his Bush mechanic skills and they were adjusting the Super Cheap Satellite Navigation System that had them somewhere in the South China Sea, Kenneth Philp was navigating in Margaret's superb Lancia Fulvia and Ian Milinovich was in a Ford Escort. Lots more MGBs, Austin-Healeys, Cortina's etc but the three that really caught my eye were Alan Cutts in an outrageous old Beach Buggy, Don Biggar in an Austin A35 and Brian Symons in a Renault Dauphine that had all the right Gordini bits including 88 degrees of neg on the back wheels.

Division 1 - Well the weather was perfect, overcast with purple patches of cloud highlighting the peat burning natives of Tierra del

Wales as they crouched on the ridges. It was sinful having PW navigating for me as he knew every junction by heart, both from memory and having done a recce the week before, everytime we passed a garage I'd say "We'll fill up here" and PW would hide in the Valiant's toilet. On the road we led Division 1 as we cleaned it all including the average speed section - it was 9 seconds per tenth of a KM and the control was run by a mate of mine "Reg the Average", the fact that I know this mans awful secrets including what happened with the Lion Tamers costume, the french stick and the Bishop of Durham in 1967 doesn't influence his judgement one bit.

Good Dices - The biggest surprise was that the Austin A35 could run away from me on the twisty bits, although if provoked enough you could get it to lift a front wheel. The black Austin-Healey 100M with much louvred bonnet sounded ace and all the cars that passed us - well we knew we'd see them at the next crossroads. Our closest companions were David and Martin Chambers in a Triumph 2000 Mk1 to whom we did all the old tricks - ie:- indicating left approaching a T junction then turning right at the last moment, draining sump oil and dynamiting holes in the bitumen. I tried to have a mano a mano with a truck even bigger than the Valiant and he made me hide up a vertical bank.

A young lady power-walking in the hinterland made our eyes pop - although she popped even further. At the Lismore break Peter Marshall showed no interest in the 4 passage controls we made up, or the solid gold trophy I'd predicted we'd be taking home, but he was aghast he'd missed the "39c's" as PW called them. (In these equal times I'm sure Tom Smith will include tales of Fabulous Men in any article written by a lady member).

Halfway - At the Lismore Showgrounds we did 2 slalom tests. Touching a marker equaled a loss of 50 minutes so it behaved to tread carefully, the Valiant wasn't really in its element on the slaloms, if only the markers were 400 metres apart. When I parked the car PW was peering suspiciously at the Lismore Lions Club perfectly reasonable bill of fare, he tried to dodge into the toilet but I got a grip on him and ate at his expense - food never tasted better. Rod, Peter Marshall, PW, Laurie Garth and myself are all navigators by trade so we enjoyed a lunchtime game of 'rally drivers', O boy that gravel's pretty rough on the knuckles. With all the fabulous machinery about the Northern Rivers TV chose me to film. I had to close the bonnet then get in and drive off, what they didn't know was that they'd stumbled on someone with considerable acting skills - my "Haroun al Rashid - Caliph of Baghdad" would still be the talk of St.Pauls Secondary Modern (Islington) if they hadn't pulled the place down. So on "take 1" I hunched my shoulders, slammed the bonnet and stalked round the car saying "Now is the winter of our discontent, neither a borrower nor a lender be, out damned spot, I have a very cunning plan, it'll ride up with wear" - the cameraman beamed "Super Ducky" - strike a light I thought so on Take 2 I did it straight with just a touch of early Marlon Brando. What a shame that when I started the car up it produced a great burst of blue smoke, reducing all the onlookers (singing "All I've got to do is, act naturally) to paroxysms of fake (?) coughing. After wiping the last of PWs gravy off of my chin we went down to the BP Lismore to re-fuel (Just where did PW disappear to?) and watched the Dauphine driver filling his school port sized tank, he kept shaking the car and adding a drop, O

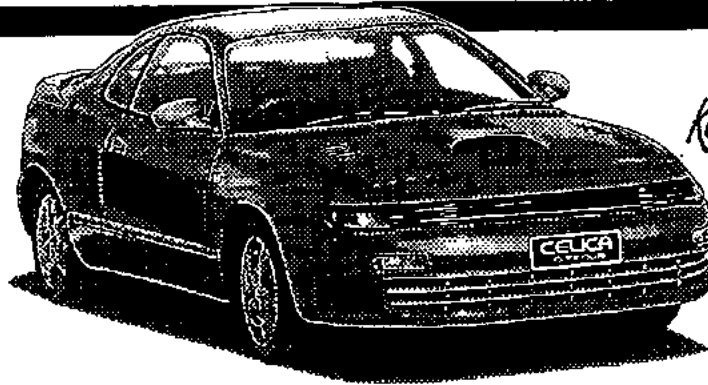
those European cars with 6 gallon tanks and 16mpg.

Division 2 - The first Division was for soaks, this was the big time. The Grafton starters had joined us, including a fabulous replica of a works Austin 1800 SuperLandcrab that had about \$10,000 on the dashboard, and we set off on the meat of the event. Fabulous mountain roads that abounded in my favourite piece of driving, the fast corner followed by a 50 metre straight and a 90 right, swing it round the corner, stand on the brakes and hug the left side in case there's anything coming, we had to retrace our footsteps for 2 questions (the Haida was having a siesta) and I think one Fulvia went underneath us. One peculiar episode took place at a railway STOP sign. We came to a halt and on my side were 3 children sitting on a fence, the eldest one spoke - very strangely in a broad London accent, ".ere wot are yew doin'?", I said we were on a car rally, he gave a moments pause, then said "Sod Off" - so we did. We thought they were wartime evacuees caught in a time warp. A really fine days outing - the less said about the Economy Run portion of the route the better, the winners used 4.7 litres and us 13.2, only Rod Bailey 'beat' us on 13.8, but has Dean Tighe's Midget got TWO squash courts and a helipad like what we have?

A major win for the BSCC with Us. Them and Peel/Garth taking the team award (results in depth), minor winners were Dean Tighe/Lyndall Parr who came 1st, Tony Best 9th, Peel/Garth 10th, us 12th, RB/PM 15th, Philp 19th, Milinovich 29th. Dean Tighe can do no wrong this year, buy us a lottery ticket Deane, the prize giving is at the Clubrooms on Thursday 9th December, come along and let's get the joint humming as it did when these cars were new.

A super days outing, thank you Tony, thank you ballboys, and especially THANK YOU BP.

Peter L. Smith
(1979 - Me "Writing's a talent"
Lee Drummond "And you haven't got it!"



Keep the feeling!
TOYOTA
Genuine parts - Quality service

“Express Delivery”

TOYOTA

GENUINE PARTS

COUNTRY
CLIENTS
(008) 77 7060

FAX DIRECT
TO PARTS
(07) 848 1250

Parts Hotline: 892 1177

QUEENSLAND OWNED

MOTORAMA

ESTABLISHED 33 YEARS

TOYOTA

1130 IPSWICH ROAD, MOOROOKA 4105.



In Loving Memory of
DR RODGER VINCENT FREETH

Born: 24th December 1953
Died: 18th September 1993

*Rodger lived life to the full in every aspect,
nothing was impossible.*

*He was a man who would make
us all laugh.*

*When we think of Rodger, it will always
put a smile on our face.*

*Your support and thoughtfulness
means so much, and will never be forgotten.*

Beverly, Possum, Stefan, Hayden

*Really appreciated the
lovely flowers.*

'BRISPORT'- AND IT'S PREDECESSORS.

As I mentioned in a previous article I have been a member of Brisbane Sporting Car Club since 1971. For the whole of that time the Club has usually produced a magazine eleven times a year (generally every month except January, but with some exceptions). As I do not live in Brisbane I have spent a lot of time eagerly awaiting the magazine to hear the latest club news.

There was once a time when a large number of members met at the Clubroom every Wednesday night and this helped to keep them up to date on Club activities. Now that this does not happen I would assume that the magazine is very important even to those members who live in Brisbane.

Unfortunately I do not know when the magazine first appeared. Perhaps one of the older members can help out on this.

The magazine usually contained results and reports of recent events, information on coming events, Championship pointscores, lists of committee members and articles sent in by the club members or written by the editor.

The editor often had to write a few articles to ensure that the magazine had enough pages because most often to write a few articles to ensure that the magazine had enough pages, because most other members would not contribute much in the way of articles. (This does not appear to have changed much since 1971!)

Reading some of the articles written by the editors gave me some insight into the personalities of many of the editors and what an odd collection of personalities we seem to have had.

In 1971 the editor was Ian Wells. Most of his articles were reports of recent events or other aspects of club activities, but he must have been a keen reader of old literature as now and again he would throw in a copy of something out of the classics.

Another feature of the magazine at this time was poetry written by Jan Sked.

STOCKROUTE SLOSH

The night was dark and stormy,
The roads were made of glue.
About fifty cars left the Start Control -
Most got bogged on section two!

The "Postman's Truck" they call it,
That slippery, slushy hill -
I'll bet that jolly postman finds
Some cars are bogged there still!

And then some local farmer
Upset by all the sound,
Refused to let us pass his way
And he had to pass around.

Through Forest Hill quite quietly
And on to Lilydale
With Laurie and Hidge on a double control
And points were mounting wholesale.

Then back through Caffey and Hlanbeis,
Grandchester and Wallaroo
To the halfway break at Bremer Star -
It couldn't come too soon.

So thirty-seven cars were left
To set out once again
To anyone outside the sport
They must have seemed insane.

A new alignment at Loonside
Caught almost everyone,
Then down past Purja, Kikk and wet,
A truly tricky run.

Through Hidden Vale, past Matton Vale,
Once round Lake Clarendon.
A grassy stockroute trapped a few
And had slowed everyone.

Through Jewell and Glamorganvale,
Haiglen and then Wallaroo.
The mud that dropped on the road IA clouds
Played a weary, wanderer's tune.

Two dozen cars survived the night
And in the morning sun
When scores were totalled up we found
Greg Nickel's Colt had won!

Jan Sked.

Ian Wells was elected Club President in 1972 and Gerry Brameld took over as Editor. He kept to basically the same format and there were still more poems by Jan Sked. Some very good rally reports were written by Trevor Garbett and Greg Sked contributed some historical articles. (This is where I got my idea of doing historical articles from.)

FRANCOIS LECOT.

You have all heard of Juan Manuel Fangio, Stirling Moss, Sir Malcolm Campbell, and most know a little of the exploits of Erik Carlsson, Rodolf Caracciola and Tazio Nuvolari. But how many know the amazing achievement of the greatest driver of all time, Francois Lecot?

At 3.30 a.m. on July 22nd, 1935, Francois Lecot, a 55 year old inn-keeper from Rochetaillieu near Lyon, set out on what was to be a fantastic year of driving. For many years previously, he had a secret ambition to drive 250,000 miles on the open road. He decided it could be done in 365 days of continuous driving. Lecot had little support, and had to sell his business to raise the necessary £20,000 to finance the attempt. The Auto Club of France agreed to provide eight inspectors, one to be with Lecot at all times.

The car he chose was a new model at the time and it was to prove one of the five greatest cars of all time. It was a 1900 cc Citroen, released after the war in Australia as the Citroen Light 15. It was standard, except for the fitting of special lights for easy identification. The planned route called for a drive of 700 miles each day. This distance had to be covered every day for twelve months to allow a few hours on some days for servicing.

During Lecot's year of driving he averaged only four hours of sleep each night. The winter months proved very gruelling, with the roads covered with ice, snow and sleet. One section of the course packed 185 hairpin bends in 22 miles. In January 1936 he completed the Portugal to Monaco leg of the Monte Carlo Rally. His only accident was when a tractor trailer skidded and rammed the Citroen. Repairs were hastily done and the car was back on the road within three days.

When Lecot finally parked his worn and battered car in July 1936, he had covered 250,000 miles in 365 days of driving. To this day, his feat has come nowhere near to being equalled. Unfortunately, he received little publicity or reward for his effort, and after the war spent his last days delivering milk by bicycle.

When next you add up your yearly mileage and find it comes to 40,000 miles, spare a thought for Francois Lecot, the greatest driver of all time...

Greg Sked.

LITERATURE CORNER.
(Our monthly extract from the Classics.)

This month Vanity Fair.
"Miss Sedley's new femme de chambre refused to go to bed without a wax candle."
William Makepeace Thackeray.

LITERATURE CORNER.
Our monthly incursion into the realms of the literary giants of the past.
Once again we dip into Martin Chuzzlewit.
"I deeply appreciate his talent for the organ, notwithstanding that I do not, if I may use the expression, grind myself."
Charles Dickens.

August 1972 saw a major change in the magazine. As most older Club members remember, Australia changed over to the metric system around about then and the magazine was printed on A4 paper, with pages almost double the size that they had previously been.



I should have mentioned earlier that the name of the magazine in those days was "Brisbane Sporting Car Club Monthly Newsletter". It was printed on an old gestetner machine which was notable for getting black ink over everything except where it was supposed to go.

For 1973 Mark Shield took over as editor, another very colourful character and never frightened to say what he thought. I did not agree with a lot of his opinions but sometimes think he deliberately tried to be controversial.

In early 1974 Mark Shield suddenly resigned as editor and disappeared from the scene (almost exactly as Gerry Brameld had done in early 1973).

The club secretary Jeff Tremain stepped in as caretaker editor and concentrated on obtaining contributions from club members to fill the magazine. I did my bit by writing a four-part series entitled "Motor Sport in the Bush".

Jan Sked also did a lot of work on the first twenty-one years of club history and Trevor Garbett still did quite a few rally reports. Trevor actually volunteered as editor of the December magazine to give Jeff a break.

In 1975 Tony Jewels became editor. The title of the magazine was changed to "Brisbane Sporting Car Club Magazine". At that time Tony was a regular rally competitor and wrote many good rally reports and other articles, as well as obtaining contributions from other members. In mid 1975 the magazine was printed with a new coloured cover, the first time since the introduction of A4 size paper.

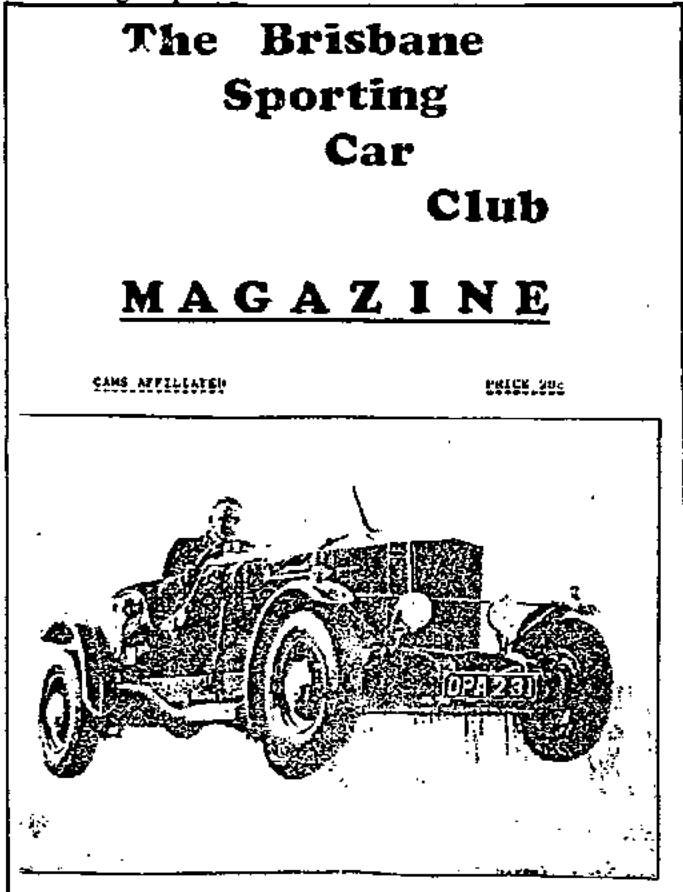


Neil Howard was editor for a couple of issues in 1976, then it was Boyd Owens who took over. At this time Allan Lawson started to do a series of articles on motor sport history, but gave up after about five of them when he had got as far as 1957.

Greg Heath used to write very good reports on club motorkhana's. Boyd did not write many articles himself but those he did were informative rather than controversial.

During 1976 the coloured cover was discontinued.

The beginning of 1977 was the start of the Pete Smith editorial era. During the years that Pete was editor he certainly stamped the magazine with his own unique personality. As he owned a second-hand bookstore he was able to find many interesting photographs or drawings to put on the front cover.



One of Pet's first articles was a description of the club's first ever off-road event on the 19th of December at the Hardboards Australia property south of Gailles. (At this point I must apologise to the off-road competitors that I have not included any stories of off-roading in my historical articles so far, but I may do a story on this or other events at a later date.)

It was about this time that Pat McGreery started to write quite a few interesting articles on off-roading for the magazine, which she has continued to do ever since. Pete Smith did many rally and other reports and stories.



In June 1979 a standardised front cover was printed and the magazine continued under Pete Smith's editorship. Pete was the first editor to produce detailed stage by stage times in his reports (for motorkhana's and off-road events as well as rallies).

He also produced complete scores for all the club Championships and wrote a lot of the articles himself but was also able to obtain contributions from a number of competitors such as Brian Marsden and Warren Tegg.

Pete certainly put his own odd sense of humour into his articles. He always referred to himself as Big Ed, and his wife as TIMS (The Incredible Mrs Smith), and who can forget the introduction of the mythical Hurd Kluvertash.

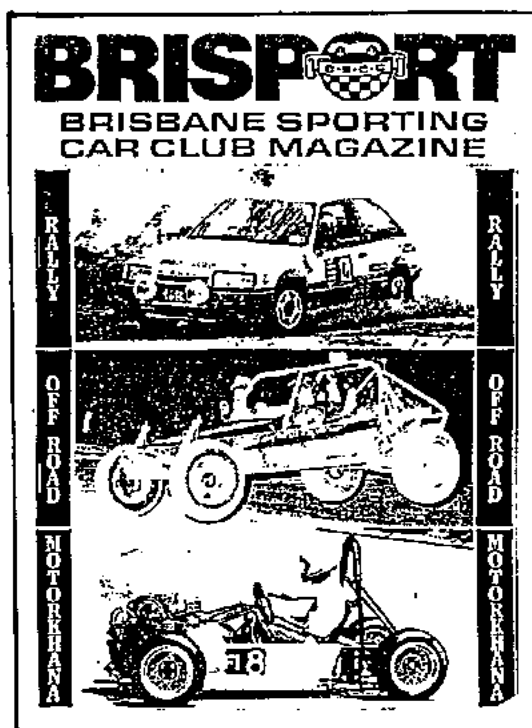
I particularly liked the report by Coral Taylor on her visit to the 1988 Thousand Lakes Rally.

Peter Garbett also did a lot of motorkhana and

occasional night run reports in the early 1980's.

After eight years on the job Pete Smith retired as editor at the beginning of 1985. Kelvin Taylor acted as caretaker editor for a couple of issues and then Pete Johnson took over.

Pete was then a keen rally competitor and wrote good rally reports and generally ensured that the magazine was very informative. One innovation was the new name for the editorial which was called "Straight On". He also included a bit of interstate and world news. Good reports on off-road events were provided by Norm Ferring while Rod Browning supplied some interesting articles on helpful hints/technical tips.



July 1986 saw the name of the magazine changed to 'Brisport' and a new cover with photographs of the various club Champions. This was another of Pete Johnson's initiatives. This name and layout has continued to the present day with only the photos being changed as required.

At about this time a few articles by Tom Smith started to appear in the magazine, a sign of things to come.

Tom took over as editor in early 1988. He changed the name of the editorial to "Startline" and also produced the rally and motorkhana reports. Derrick Kennedy started to write articles on off-road events at about this time, while some were also written by Desley Collins. In 1989 I competed in all of the rounds of the ARC and wrote reports on these for the magazine.

Tom continued as editor in 1990 and 1991, and like many other previous editors he also added his own

type of humour to the magazine. "Starline" was increased to two pages and represented a short summary of club activities. There was the sage of the adventures of Stablio Boss, Nick O'Peon and their companions (started by Pete Johnson and continued by Tom). We also had more contributions from Derrick Kennedy and others.

A new editor took over for a couple of issues in early 1992, this being Chris de Vere. His editorials were still called "Starline" and included interstate and overseas news as well as local news.

Tom Smith still contributed a number of articles and Laurie Garth wrote a bit about historic rallying.

This brings us to the present year 1993 and Tom Smith is back as editor.

ALL THE BEST, TONY BEST.

His editorials are no longer called "Starline" but have a different title each month.

By far the greatest improvement is the printing of the magazine by Canon photocopier, thanks to Lyndall Parr which makes the whole effort look much more professional.

With the advancement of technology it is possible that some day the magazine will be in full colour. After all the present photocopiers make the Gestetners and spirit copiers of only a few years ago look like museum pieces. However the magazine will always only be as good as its editor and contributors.

The magazine has changed with the times and no doubt will change in the future, but I consider the production of a magazine or newsletter on a regular basis to be a very important part of the club's activities.

FOR SALE!

PRC Isuzu Gemini PF60 Rally car.

This vehicle has been completely rebuilt with all new components and features a Norm Singleton high compression 1800cc motor, rebuilt 4 speed gearbox and a limited slip diff and rear disc brakes.

The bodyshell has been fully seam welded and strengthened and features a John Goasdoue - built comprehensive steel roll cage.

A brand new 3 core H.E.R. radiator is fitted and the car features Bilstein suspension and braided brake lines. Comes with 7 factory alloy wheels, Yokohama rally tyres and 4 BMW 14" steel wheels with bitumen tyres.

Interior features include a Momo steering wheel, near-new Sparco Driver's seat and 4-point detachable Dominion harnesses.

No expense has been spared on the preparation of this vehicle and the car is presented immaculately.

The realistic asking price for this car is \$8,000 complete with a trailer-load of spares. Analyse the cost of building your own car and you'll see that this is excellent value.

Phone Brett Wright from Avanti Spares to inspect the vehicle.

Phone (work): 262 1222
Phone (home): 268 7109

CAN I RUN MY CAR ON UNLEADED PETROL?

BP, in conjunction with other members of the oil industry, the Department of Environment, Sport and Territories and the Commonwealth Environment Protection Agency has published a list of pre 1986 vehicles that can run on ULP. This Fuel News is a guide to owners of vehicles that are not on the list. Please contact the manufacturer of your vehicle before making any decision on changing the fuel you are using.

There are two major factors to consider when changing a vehicle over to unleaded petrol - the octane requirement of the engine and the nature of the exhaust valve seats. Under most operating conditions all leaded petrol engines will start and run normally on unleaded petrol.

1. The octane rating of the fuel.

The fuel octane number required by a vehicle is dependent on the compression ratio and other aspects of engine design. The following table can be used as a guide in selecting a fuel to meet the engine's octane requirement.

Fuel	RON min	Suitable compression ratio *
BP Super	97	9.5 : 1
BP Premium Unleaded	96	9 : 1
BP Regular Unleaded	91	8.5 : 1

RON : Research Octane Number

* Approximate compression ratios only - depends on engine design and application.

If a vehicle is run on a fuel with too low an octane rating "pinging" or "knocking" may occur. Mild knocking does not affect performance and will not damage modern engines, however sustained knocking can be annoying to the driver. It is possible to adjust the engine's timing to reduce the level of knock, but this may compromise engine performance. Consult a BP Car Care mechanic if you think it may be necessary to adjust the timing.

2. Valve Seat Recession

Lead oxide is produced during combustion of leaded petrol. The oxide forms a deposit on the exhaust valve seats which acts as a cushion, and helps to prevent wear. Engines that have hardened valve seats do not require this protection. Older engines with cast iron cylinder heads may develop valve seat wear problems if run on unleaded petrol, however this can be avoided. One solution is to install hardened valve seat inserts in the engine. Another solution is to fill the vehicle's tank with leaded fuel every third fill, maintaining sufficient levels of lead oxide to protect the exhaust valve seats.

What will I run my leaded vehicle on when leaded petrol is no longer available ?

The lead content of leaded petrol is rapidly reducing and eventually leaded petrol will no longer be available. When leaded petrol is withdrawn it is likely that additives will be available to protect the exhaust valve seats when using unleaded petrol.

Will upper cylinder lubricant help ?

An upper cylinder lubricant will not lubricate the exhaust valve seats. Upper cylinder lubricant is designed to assist in lubricating the upper cylinder walls and the piston rings, and is not effective in controlling valve seat recession. Most of the oil is burnt during combustion and the remainder is swept out with the exhaust gases. The exhaust valve seats are much too hot to retain any lubricating oil.

FUEL, OCTANE & POWER

Increasing octane does not increase power

Higher compression and improved engine breathing will increase power. These modifications may lead to detonation or combustion knock which is then eliminated by using fuel with a higher octane.

All petroleum based fuels produce similar power

Petrol refining produces a blend of hundreds of different hydrocarbons that have the required properties to meet the needs of spark ignition engines. It is well recognised that varying the blends has little effect on the power produced in an engine.

BP 100 is a high octane fuel that has good vapourising characteristics

High octane is required to avoid detonation when compression pressures are increased by either high compression ratio or better breathing. The narrow boiling range of BP 100 will ensure good mixture preparation because the heavier hydrocarbons of normal petrol are avoided. Also the lack of very low boiling temperature hydrocarbons will prevent hot fuel handling problems such as vapour lock.

OTHER FACTORS THAT INFLUENCE ENGINE OCTANE REQUIREMENT

The engine octane requirement also changes with operating conditions

Method of Driving - using full engine power will sometime cause knocking; it can be alleviated by easing up on the accelerator.

Temperature - the high the air temperature the greater the octane requirement. summer driving can require 4 more octane numbers than winter driving.

Altitude - Higher altitude (lower air pressure) reducing octane requirement; every 2000 metres means roughly 1 octane number less.

Humidity - increasing humidity decreases the engine octane requirement. Going from 40% to 50% relative humidity at 30°C means the engine will require one less octane number.

Distance Driven - deposits gradually accumulate in the combustion chamber, the more there are, the higher an engine's octane requirement. Highway driving produces less deposits than city driving and can reduce existing deposits.

OCTANE NUMBER IS A MEASURE OF KNOCK RESISTANCE

Octane ratings are determined using a single cylinder laboratory engine to compare the antiknock characteristic of the fuel with a known reference fuel. This laboratory method determines the research octane number (RON) under mild conditions and motor octane number (MON) under severe conditions. RON is more important under low speed, accelerating conditions, MON at high speed cruising. High speed knock is more likely to cause engine damage.

The typical octane rating of BP petrols are:

	RON	MON
Premium Motor Spirit	97	87
Premium Unleaded GOLD	96	85
Regular Unleaded Motor Spirit	92	82

The Octane number of petrol does not vary significantly at each tank fill. If an engine knocks it is more likely to be caused by one or more of the external factors listed above.

WHY DOES MY CAR KNOCK?

Motorists often ask, "Why Does My Car Knock?"

Knock is the sound of the petrol/air mixture exploding violently, or detonating, rather than burning smoothly. Detonation occurs when a portion of the fuel and air mixture reaches a critical temperature and pressure. It is evident by a high-pitched "pinging" noise, hence the common name "ping". It is an audible indication of improper combustion.

Mild knock is usually not detrimental, but heavy continuous knock will increase piston temperature which may cause engine failure.

Knock occurs when the octane requirement of the engine is greater than the octane rating of the petrol it is using.

The octane rating of petrol is a measure of its ability to resist knock in an engine.

ENGINE OCTANE REQUIREMENT IS BASICALLY SET BY ENGINE DESIGN

Compression Ratio - high ratios increase power and economy but also increase octane requirement.

Combustion Chamber Design - the latest technology uses induction swirl and combustion turbulence to increase efficiency and reduce octane requirement.

Air/Fuel Ratio - In general maximum octane requirement will occur when the air/fuel ratio is near the chemically correct (stoichiometric) ratio. Enriching or leaning the air/fuel mixture will reduce the octane requirement because peak combustion temperatures are lowered.

Spark Timing - is normally set for best performance. In some engine designs spark timing is automatically retarded critical conditions to avoid knock. Retarding ignition timing by two degrees will reduce octane requirement by about one number.

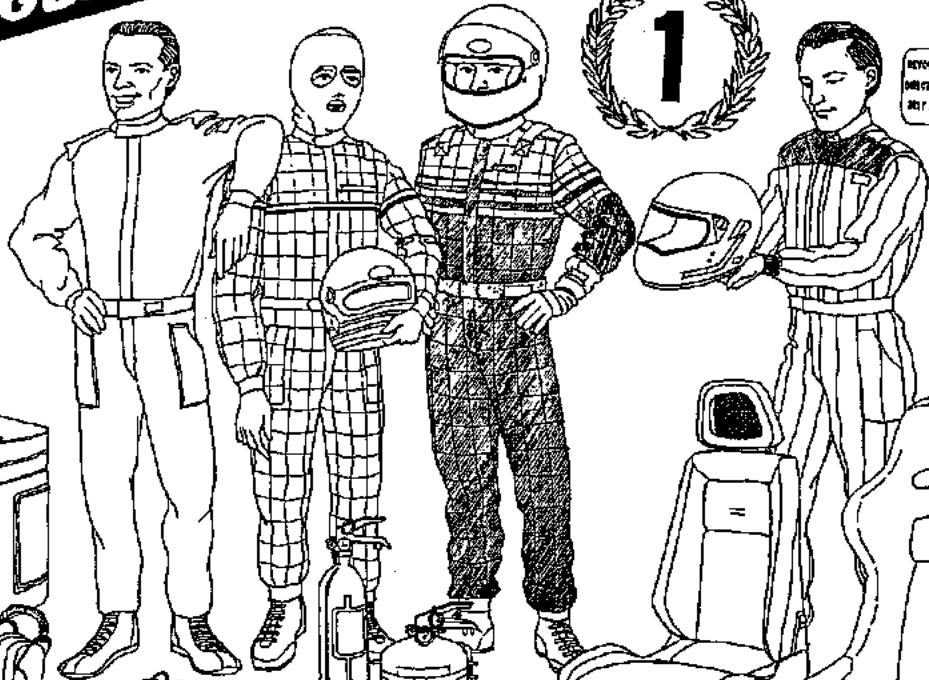
Engine Variations - the manufacturing tolerance of components can result in variations between similar engines of up to 5 octane numbers.

REVOLUTION RACEGEAR



REVOLUTION

-WHERE ITS ALL AT



MELBOURNE 12 GARDING RD. NEW MEGASTORE 042 2111

SYDNEY 12 GARDING RD. NEW MEGASTORE 042 2111

BRISBANE 12 GARDING RD. NEW MEGASTORE 042 2111

ADELAIDE 12 GARDING RD. NEW MEGASTORE 042 2111

CANBERRA 12 GARDING RD. NEW MEGASTORE 042 2111

PERTH 12 GARDING RD. NEW MEGASTORE 042 2111

GOLD COAST 12 GARDING RD. NEW MEGASTORE 042 2111

NEWCASTLE 12 GARDING RD. NEW MEGASTORE 042 2111

COOLITE **SHOEI** **AGITE** **AZER** **Arai** **GORRA** **MOMO**

RECARO **ACI** **TRIP sabelt** **R.J.S.** **Speed Plus**

OMP **RPM RACEGEAR** **LUKE** **ORSA** **FORMULAV** **SPARCO**

VDO **TERRATRIP** **BILSTEIN** **BELL**

FREE CALL

PHONE: **098 804 778**

TO CONNECT WITH YOUR NEAREST REVOLUTION STORE

LOW FREIGHT
Rates example:
Steering wheel or bell or
overall only \$10.00 overflight.

WELL SERVED FAST

24 HOUR FAX ORDERS (02) 831 4735 (03) 841 8589
All prices are ex warehouse. Prices are subject to change without notice. Major credit cards accepted or enclose money order or your cheque.

TRADE ENQUIRIES WELCOME
CALL (03) 842 2111 FAX (03) 841 8589

REVOLUTION RACEGEAR



CALL YOUR NEAREST REVOLUTION STORE
008 804 778
MELBOURNE SYDNEY PERTH ADELAIDE
GOLD COAST NEWCASTLE CANBERRA
BRISBANE NSW MOBILE 018 255118

CLEARANCE!

Sale!



Wow!

TOTAL CLEARANCE - ALL OMP

WE HAVE TO MAKE WAY FOR AN EXCITING NEW RANGE OF AUSTRALIAN MADE RACE AND RALLY PRODUCTS

NOW AVAILABLE XMAS GIFT VOUCHERS

HUGE STEERING WHEEL SAVINGS!!

BELOW COST OUT THEY GO! HURRY CALL NOW TO RESERVE YOUR BARGAIN

LESS 25% ON ALL OMP FIRE EXTINGUISHER SYSTEMS

SECONDS AND DISCONTINUED LINES

MOMO The Ultimate Wheels

\$192
Cavallino 3
Cavallino
Cavallino 2

\$249
Prototipo 320, 370
Veloce 3, 350
Monte Carlo 320 Red
Sport (no ring) 330
Crity 360, Wood, Leather
Monte Carlo 320, 350
Cone 350 Red
Veloce 3 320, 370
Indy Wood 320, 370
50's Style Wood
F40, 360

\$299
Pinafina 360
Olympic II 380, Blue, Grey
Master 360 White
Cavallino 380
Evolution II
Master 380
Cobra 2 360
Chikil 3, 4
Blue 380 Wood
Olympic 2 380
Master 380
Olympic 2 Wood

It's A Wrap!

COOLTEC

MOORE HONORPOWER

TERRATRIP

FREE PROBE VALUE \$98

TERRA PHONE

RPM RACEGEAR

BEST RACEWEAR RANGE

LARGE COLOR RANGE

NATIONAL SHIP THROUGH 8418

NEW CLIMPOUT 6488 \$125

WOMEN SLAYER 8488 WOMEN TILAND 8488

SPORT SEATS COBRA

BOUESPORT \$895

CLASSIC/STX \$299

CLURMAN \$329

BY 1285

WIDE OR STANDARD

WIDE OR STANDARD

Includes:
-Moulded foam
-Pirelli webbing
-Kajiper mechanicals

Performance 370 Leather \$175
Mirage 360 Leather \$285
Grata 370 Leather \$298
Comfort 350 Leather \$250
Comfort 350 LQP \$150

MAGNUM 350 black, red, blue, grey \$89

THICK 600

ROLL CAGES

NEW PYROVATEX "COOL" UNDERWEAR SETS

LET BELL TAKE SOME WEIGHT OFF YOUR SHOULDERS

NEW TYPE LIGHTWEIGHT HELMETS

authorised factory distributor

RPM RACE BOOTS

REAL SHEEP LEATHER

INDY ANKLE BOOTS \$125

NEW CLIMPOUT 6488 \$125

WOMEN SLAYER 8488 WOMEN TILAND 8488

COBRA KYALAMI

BLACK OR GREY

BACK IN STOCK

EVERSTONE \$499

MOLA \$299

LACK/RED/BLUE

RPM RACEGEAR PACKAGE DEALS

"CLUBSPORT" STARTER PACKAGE

ONLY \$549

"SPRINTMASTER" SLEDWAY PACKAGE

ONLY \$599

RACING BOOKS

Spring Car Chassis Set up \$4.95
Coil Over Suspension book \$9.95
Wheel Spacers/Wheel Spring \$9.95
Complete Working Guide \$9.95
Racing Yachts KT 1005 Engine \$19.95
Race Engine Preparation \$19.95
Racing Wheel \$19.95
Race Car Fabrication & Prep \$19.95
Stock Car Chassis Tech. \$19.95
Dirt Track Chassis Tech. \$19.95
Outfitting Ignition \$19.95
Super Tuning Weller Carb \$19.95
Engine Assembly Guide \$19.95
Race Bolt Features & \$19.95
Flaming \$19.95
Engineer to Win \$19.95
Prep to Win \$19.95
Tune to Win \$19.95

SHIRT LIGHTS HTP

MIRRORS

vitaloni

NEW RPM RACE/RALLY HARNESS

ONLY \$139

4 WAY \$129

6 POINT \$129

8 WAY \$129

3 POINT \$129

COMPLETE WITH 25mm DIP FITTING AND BUCKLE STRAPS AND LAP BELT

PIT BOARDS

STOPWATCHES

NEW RPM PIT BOARD \$199

STOPWATCHES \$199

"SPRINTMASTER" SLEDWAY PACKAGE

ONLY \$599

"CLUBSPORT" STARTER PACKAGE

ONLY \$549



EARL'S

PERFORMANCE PRODUCTS

TECHNICAL SERVICE CENTRE

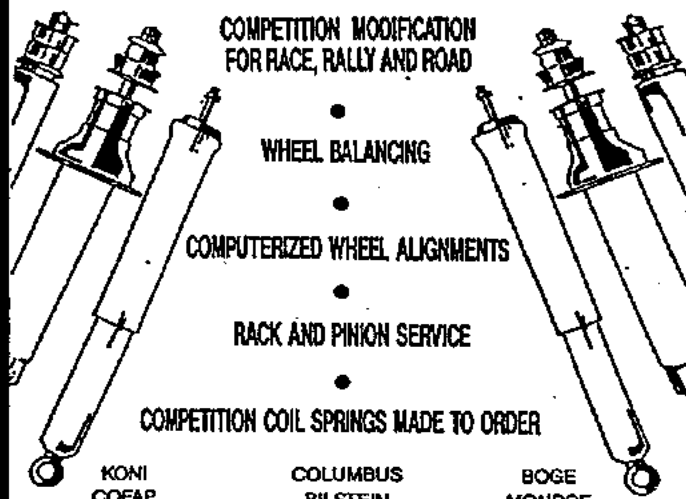
A RANGE OF FITTINGS & HOSES FOR
BRAKE, FUEL, OIL & CLUTCH SYSTEMS
ONE OFFS A SPECIALITY

FITTING SERVICE AVAILABLE

NORM SINGLETON AUTOMOTIVE
50 BURROWS STREET, MAYNE 4006
PHONE (07) 252 7953

ACCURATE SUSPENSION SERVICES

PERFECT HANDLING
MEANS
PERFECT PERFORMANCE



COMPETITION MODIFICATION
FOR RACE, RALLY AND ROAD

WHEEL BALANCING

COMPUTERIZED WHEEL ALIGNMENTS

RACK AND PINION SERVICE

COMPETITION COIL SPRINGS MADE TO ORDER

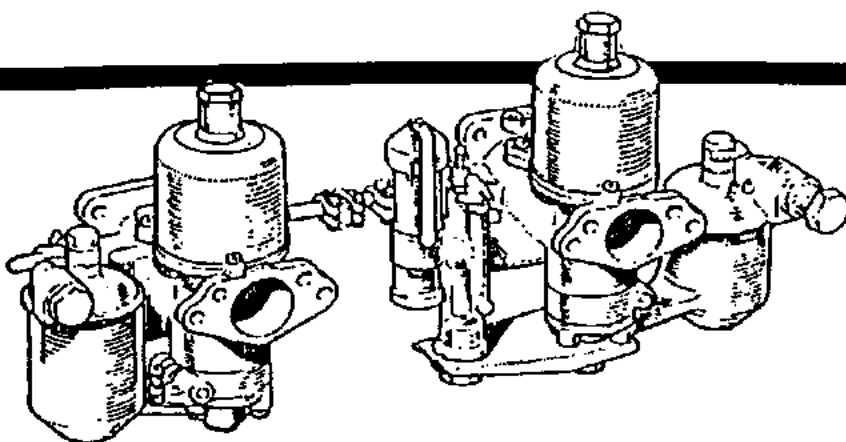
KONI
COFAP

COLUMBUS
BILSTEIN

BOGE
MONROE

PHONE KEN GRAHAM
NOW FOR AN OBLIGATION
FREE QUOTE

2/13 Timms Court
WOODRIDGE Q 4114
(07) 808 2878



NEW CARBURETTORS Stocked include ...

C.D., ZENITH - STROMBERG, HOLLEY, S.U., STROMBERG AND WEBER

SERVICE PARTS for above types, Plus

ASIAN AUTOLITE, CARTER, DELLORTO, FORD, HITACHI, NIKKI, ROCHESTER, SOLEX AND ZENITH

Over 120 different S.U. Needles stocked.

CARBURETTOR REBUILDING SERVICE

AKSES

- AKSES AUTO PARTS
- AUTOMOTIVE CARBURETTORS
- WEBER CARBURETTORS (QLD.)

105 Norman Street, Woolloongabba, Q. 4102 — Telephone: (07) 891 5688

THE ESANDA RALLY OF CANBERRA

by Tom Smith

When our Shell Mitsubishi Galant VR4 came back from competing in the World Rally Championship in Perth, I thought our rally season was finished barring the Keema Classic Rally in December.

That was not the case however, and Mark (Griffith) managed to place a late entry with the organisers of the Esanda Rally of Canberra, the final round of the ARC and a C15 event to boot.

As this was a pace-noted event as well, the team had to travel to Canberra early to get in some recon practice.

Mark and Mandy, Geoff and Squig, and our stand-in Assistant Manager Chris Lane all drove in convoy down to the ACT on the weekend before the event and I flew in one of Ansett's best jets on the Wednesday morning.

Mark and Geoff managed to get in some good practising on a set of the notes supplied by the organisers and when I arrived we saw most of the route again a couple more times.

The beauty of this event, and it's all been said before, is that it is so compact and close to the city.

Quite honestly, a team could recon the whole event twice in about two days. It is worth considering if you want to do a top class event and don't wish to travel to Perth.

With our roadwork in place we headed off to scrutineering on the Thursday before the start and presented the car for checking.

Since Perth the 36 mm Group N turbo boost restrictor had been found to have some marks in it so it was sent off for polishing.

When the Chief Scrutineer put in his measuring device, it fell straight through the hole - not good!!!

We subsequently found out that the restrictor had been taken out too wide by about 0.6 mm and we were no longer legal.

Mark, Geoff and I then discussed what to do. We could try to have a new restrictor made up before the Friday or run PRC class with a bit more boost. Mind you the car was still, we think, the heaviest in the field at some 1540 kg.

To avoid any desperate problems we decided to run as PRC and tried to find out whether we could remove the restrictor all together.

The rules state that for PRC the turbo boost inlet must be within manufacturer's specs or sleeved to 43 mm.

When we found the relevant part of the Homologation papers the dimension for the Evolution Galant was 49 mm so we were happy that we were legal.

That done we prepared ourselves and our left-over Perth Falken tyres for the start on Friday which covered a mere 40 competitive kilometres to finish by 6.00pm.

We were seeded at car 16 and were in good company with 3 Lancer RS's in front of us and Warren Carrigan/Hugh Reardon Smith at car 13.

To cut a long story short we had a fairly conservative run but managed to finish the leg in 7th place! Unfortunately Warren and Hugh had a much televised rollover and retired early. The car will be repaired in time for the first QRC of 1994.

Saturday was the biggest day of the rally with some 220 km's to cover. We started off okay but had a fuel pump problem which caused the car to balk whenever we turned R3 or L3.

After having this drama for about 5 stages on the wet morning roads, Geoff finally found the fault which was a broken contact wire in the tank-mounted pump. With that rectified the car was as good as gold and we were able to up the pace a bit.

We were having a great time racing Wayne Hoy/Chris Randell in their Falken Tyres Galant VR4 and Steve Ashton/Ro Nixon in their new Lancer RS. The one and only Tajima was there in his Suzuki Swift GTi and was absolutely flying to be in the top runners once more.

In Class N1, Tony Best and his driver from Albury Wodonga David West were doing well to be second to one of the Charades but they had a problem and were expecting to pick up the pace and overtake the Daihatsu soon after.

The day had been fairly exciting but Mark was able to go quicker than Ashton when he wanted to. With this in mind we caught up some 21 seconds over the last 2 stages to be exactly equal in time at the end of the leg.

Rob Herridge had overtaken us after he came back from 49th position (flat tyre) on Saturday. He claimed later at the presentation that he had passed some cars time and time again and this was right with the A-to-A timing system. By Saturday night he was back to 4th on the road.

Mark had ordered some new Bridgestone tyres for the final day on Sunday and these would be fitted as early as possible.

Sunday consisted of about 100 kilometres of stages and we knew that the Hoy Galant was catchable. Wayne had had some problems with a broken engine mount and a wastegate drama which caused him to slow a little.

* Just to go off on a tangent for a minute, Wayne had gone out to the press day and taken the VR4 over some of 'Pierce's Humps', a traditional big set of jumps. His longest jump was 53 metres and this bent the front of the car a fair bit! Luckily it was stretched straight before the Friday start.

The positions remained for the first part of the day and we made up some more time on the Falken car. By the second last stage we had actually jumped in front of Steve Ashton's Lancer by 2 seconds and we were only 14 seconds behind Wayne.

The stage was 'Coppins 2' and was 27 kilometres long with some fast straight roads which suited the VR4 quite well.

Mark knew the situation and he started off with the wick turned up considerably. I can tell when he is driving harder because he settles back in his seat and grips the wheel tighter!

Mark and I both knew we were going for a good time on this stage as the calls flowed and car landed well over the fast crests.

At about the 12 kilometre mark, there was a L5 into L3 into TL1 1/2, which means the road tightened from a fast left into a tighter left into a turn left (tight).

We approached the tight turn and Mark picked first gear, then crested the small hump on the intersection and floored it. We now think the front left wheel must have been off the ground and when it hit, something let go!

First gear was immediately gone and we could smell gearbox oil. Regardless Mark found second gear and we continued, slightly slower until Mark found other gears and we pushed on to the end of the stage.

During the remaining 10 k's or so the clutch pedal dropped to the floor (apparently the gearbox got so hot the fluid boiled!) and Mark was on the radio trying to raise the service crew and avoid some big logs, whilst trying to do clutchless changes for the first time.

When we reached the end of the stage, we found we had only dropped some 6 seconds to Ashton and Hoy had been about 21 seconds faster.

Although it's easy to say now, we were adamant that we were going to pass both of them into fourth place but fate has a hand in everything and it decreed that sixth place was as far as we went.

Oh well, as they say - that's rallying. We are thankful

we got through the section the way we did.

The event was not over however as we still had to travel some 25 k's across town to a regroup and then a circuit of the Driver Training section - about 2.00 kilometres.

Geoff tried valiantly to plug up the hole with a rag but as soon as the oil went in the top it came out the bottom.

We discussed it and made an executive decision to drive the liaison stage and see how the car took the stress and strain. Otherwise we had to retire on the spot!

We allowed plenty of time for the trip and drove very casually, listening for the noise to become worse.

Luckily for us it didn't sound too much nastier so we booked into the regroup 1 minute late (5 second penalty) and looked at the times of who was behind us.

We were concerned about Graham Alexander (VR4) and Frank Neale (ex-Sainz GT4) who had come up to within about a minute of us.

We figured that we had some time to 'waste' and that we could afford to go around the final Driver Training stage at ordinary speed to conserve the gearbox and make the finish.

It was my understanding that as long as we had booked into the time control we could start the stage from a place within the control area (ie before the flag point), but the stage commander thought otherwise and we were pressured into starting from the uphill start point instead of the level ground.

I was really concerned that (a) we wouldn't get off the line or that (b) the second gear would let go as well or (c) the clutch would go bang.

Fortunately none of the above happened and we cruised around the track to finish that stage with the slowest time of the day by about 25 seconds.

We were happy however because we had finished and we received a loud cheer from the supporters and others who knew of our plight. Thanks guys for your support!!!

The Esanda was a great event and at the post event function we picked up our trophies for the sixth placing. We could not have done it without our amazing crew who were everywhere and did everything asked of them. Thank you all!!!!

The comments at the presentation, other than acknowledging Neal and Coral's ARC win centred on the inclusion of the event in the Asia-Pacific Series. This may yet be a reality and would drag in a lot of other entries from other countries.

GERMAN AUTOS

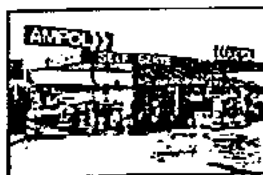
• Supplier of STEALTH race frames and components • Gearbox Specialists • Competitive Pricing • Delivery Arranged
GIVE US A CALL AND SEE HOW MUCH WE CAN DO FOR YOU
SERVICE IS OUR BUSINESS

Laurence Svenson

Unit 4, 39 Toombul Road NORTHGATE QLD 4013
Telephone: (07) 266 6822

AMPOL ALBANY CREEK

PROPRIETOR: BARRY NEJENDORFF AUSTRALIA PTY. LTD.
INC. QUEENSLAND
CNR. ALBANY CREEK & KEONG RDS
ALBANY CREEK, QLD. 4035



264 1128



CARB-TECH

SPECIALIZED OFF-VEHICLE CARBURETTOR
REPAIRS AND PARTS SALES.

IAIN STEWART / MICHAEL BUSHNELL
PH./FAX. 284 3061

UNIT 4, 38 HIGH ST., KIPPA RING. 4021
"BEHIND ADVANCED ART PRINTERS"

Competition
Electrics

341 1108

Mobile
018 874 034

PAUL MASON
MANAGER

AUTOMOTIVE ELECTRICAL REPAIRS
11 HARRIS ROAD, UNDERWOOD Q 4119

CUSTOM OFF-ROAD COMPONENTS

Specialising in:

- ★ Custom Built Bar Work for 4WD Vehicles
- ★ Bull Bars, Roll Bars, Roof Racks
- ★ Tradesman's Racks
- ★ Cobra Race & Recreational Buggy Frames
- ★ VW Convertibles. MRD Approved
- ★ General Welding & Steel Fabrications
- ★ Quality Workmanship Guaranteed

Ph: (07) 356 4356 or (07) 356 4044

GEORGE CROUCHER

28 HAYWARD STREET, STAFFORD. Fax: (07) 356 4044

NISSAN
Z CAR
Workshop

Alan Stean
Manager

Phone: (07) 808 2755

14 Kenway Drive
UNDERWOOD Q 4119



atum Technologies Pty Ltd

SPECIALISED COMPUTING SERVICE FOR • ENGINEERING • SURVEYING • CAD
COMPUTER PROGRAMMING, TRAINING AND CONSULTING
HARDWARE AND SOFTWARE SALES

Rob Reddiex
Solutions Consultant

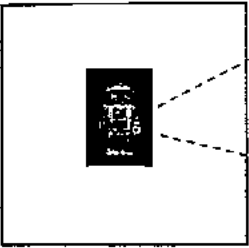
P.O. Box 3824
South Brisbane 4101
Fax: (07) 844 5700
A/H. (07) 851 0851

35 Peel Street
South Brisbane
QUEENSLAND 4101
Ph: (07) 844 5800

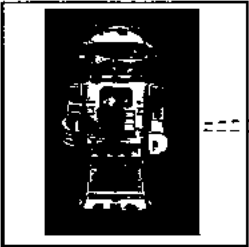
LASER
AUTOMOTIVE
REPAIRS

TIM COLLINGWOOD
PROPRIETOR

Shed 10
37 Kremzow Rd.,
Strathpine Q. 4500
Phone: 205 6305



UP



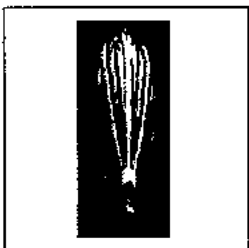
DOWN



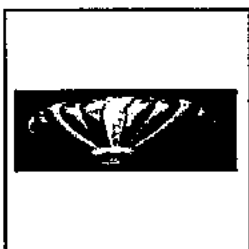
← IN



OUT →



ALL



SHORT



OLD



NEW

IT'S AMAZING THE THINGS YOU CAN DO AT YOUR LOCAL COLOUR COPY SHOP.

Now you can enlarge that favourite family snap up to A3 size or reduce it to 50% – or you can put together various pieces of text and photos to make up your own newsletters or advertising flyers.

Take an old sepia favourite and we'll give it a new lease on life – and you don't even need the negative – or add a totally new perspective by changing shapes and colours for added impact and creativity to advertising layouts.

There's so much you can do on a Canon CLC at your local colour copying shop. In fact it's only limited by your imagination.



Lyndal Parr
Supervisor

10/25 Mary Street
BRISBANE
QLD 4000
Tel: (07) 221 5554
Fax: (07) 221 6374

TOOWOOMBA AUTO CLUB LTD								
ETTAMOGAH PUB SHORT COURSE CHALLENGE								
ROUND 1								
17 OCTOBER 1993								
DRIVER	CAR NO	HEAT 1	HEAT 2	HEAT 3	HEAT 4	AMEND TIME	CLAS PLAC	OUT RGT
CLASS 1								
Clint Cooper	1109	4.57.45	4.25.69	4.20.00	4.29.09	13.14.78	1	1
Steve Willett	141	4.34.34	4.24.70	4.35.05	DNF	13.34.09	2	4
Dan Willett	182	5.05.17	4.37.79	4.36.60	4.38.36	13.52.75	3	6
Warwick Mendham	171	5.15.67	4.50.35	4.44.19	5.08.56	14.43.10	4	16
Matt Read	1399	5.20.43	DNF	4.56.09	DNF	-	-	-
CLASS 2								
Russell MacArthur	248	5.10.50	4.46.96	4.42.80	4.40.53	14.10.29	1	9
Derrick Kennedy	244	5.21.19	4.44.73	4.46.41	4.39.97	14.11.11	2	10
Troy Crane	266	5.18.24	4.45.02	4.42.08	DNF	14.45.34	3	17
Moss Lane	210	5.21.91	5.05.24	4.56.19	5.07.60	15.09.03	4	19
Mark Twine	242	5.09.78	5.12.02	5.00.53	5.25.52	15.22.33	5	22
Scott Gardiner	266A	5.36.93	DNS	DNS	DNS	-	-	-
CLASS 3								
Russell Hartnett	303	DNF	4.40.91	4.44.86	4.37.43	14.03.20	1	8
Alan Nicoll	305A	4.52.62	4.41.90	5.10.26	4.48.94	14.23.46	2	11
Greg Nicoll	305	5.27.04	4.46.95	4.50.93	4.48.64	14.26.52	3	12
Colin Nicoll	305B	5.25.61	5.04.10	5.09.69	5.00.17	15.13.96	4	21
Dave Armitage	321	5.30.49	DNS	11.11.20	DNF	-	-	-
CLASS 4								
George Croucher	402A	DNF	4.51.79	4.57.95	4.49.09	14.38.83	1	14
Nev Taylor	402	6.03.44	DNS	4.58.93	4.54.53	15.56.90	2	27
CLASS 5								
Peter Hine	591	5.18.35	5.13.05	5.25.25	DNS	15.56.65	1	26
Scott Martin	558	5.56.87	5.40.18	5.24.13	6.08.30	17.01.18	2	31
Tim Unsted	558A	6.19.21	5.54.56	5.41.43	5.49.62	17.25.61	3	32
James Corbett	581	DNF	DNS	DNS	DNS	-	-	-
CLASS 6								
George Croucher	617	5.19.65	4.48.89	4.57.11	4.55.93	14.41.93	1	15
Michael Vieritz	616	5.36.74	4.56.94	5.05.95	5.03.40	15.06.29	2	18
Nev Taylor	617B	5.17.38	4.58.87	5.25.55	4.53.60	15.09.85	3	20
Peter Best	617A	5.19.33	5.02.38	5.59.05	5.05.48	15.27.19	4	23
Gary Wyatt	616A	5.18.84	5.13.05	5.05.27	DNF	15.37.16	5	24
CLASS 7								
Jean-Pierre Boullanger	740	6.35.91	5.28.64	5.25.92	5.34.37	16.28.93	1	29
Grant White	715	DNF	5.17.41	DNF	DNS	-	-	-
CLASS 8								
Chad DeBruey	852	5.32.16	5.12.07	5.12.33	DNF	15.56.56	1	25
Ty Weedon	868	5.35.27	5.11.34	5.13.90	5.34.71	15.59.95	2	28
Trevor Davies	811	5.55.31	5.43.23	5.37.69	5.26.93	16.47.85	3	30
CLASS 9								
Doug McMillan	913	4.40.21	4.26.26	4.27.78	4.25.94	13.19.98	1	2
Laurence Svenson	939	4.40.50	4.26.36	4.30.86	4.22.78	13.20.00	2	3
Rod Brand	933A	4.42.59	4.30.87	4.37.85	4.32.47	13.41.19	3	5
Mick Myers	909	4.38.97	DNF	4.43.36	4.30.85	13.53.18	4	7
Sabine Brand	933	5.32.54	4.55.74	4.48.22	4.48.47	14.32.43	5	13

INTERESTED IN SUPPORTING YOUR CLUB ?

The Organising Committee of "YOKOHAMA RALLY QUEENSLAND" are pleased to announce that Yokohama have again offered their support as major sponsor for the 1994 event to be held on 9/10 July.

As an added bonus Yokohama, and their Queensland motorsport dealer, **Tyrettech Australia**, have put together an incentive package to benefit the Brisbane Sporting Car Club - the scheme could result in the Club being better off by many thousands of dollars depending on the level of support by members, and relates to the purchase of Yokohama tyres and tubes from Tyrettech.

The scheme works simply like this:-

- * Yokohama, Tyrettech and the BSCC issue vouchers for BSCC members redeemable at Tyrettech.
- * Purchase of any Yokohama tyres and tubes (i.e. road, race, rally, truck etc.) attracts a rebate from Tyrettech payable to the BSCC as follows:

<u>Sales Value</u>	<u>Rebate</u>
\$150 - \$250	\$10
\$251 - \$500	\$20
over \$501	\$40

- * Redemption of vouchers attracts a further rebate from Yokohama as follows:

500 vouchers	\$1000 rebate
750 vouchers	\$2000 rebate
1000 vouchers	\$3000 rebate

The scheme is available to all members of the Club and their families and is not limited to race and rally tyres. Passenger and commercial vehicles are also included, and Club members with fleets of vehicles are especially welcome.

There are no hidden "catches" - "shop" around for the best deal you can get on Yokohama tyres, and then talk to Graham or Peter at Tyrettech ('phone 262 7833) and give them the opportunity to match or beat your best price - the BSCC rebate applies irrespective!!

Examples of Tyrettech prices for most popular sizes are on a separate page in the magazine but the choice is not limited to those shown. Wheel alignments and any necessary mechanical work are also included in the rebate scheme.

When thinking of tyres, think of **YOKOHAMA** and **TYRETECH** and support your Club! - vouchers are available from Esme at the Club, and Graham and Peter at Tyrettech.

Errol Bailey

NOVEMBER MOTORKHANA

Our last motorkhana for the year was a resounding success!

We had an amazing 18 entries which was quite a crowd.

Dean Tighe who is relatively new to our motorkhanas won the day in Lyndal's Midget (sorry about first gear Lyndal was the phrase for the day, they don't have synchros.)

Shaun Gray came second in the Datsun 1000 ???

Third was Geoff Stanaway in Andrew Van Slobbe's Civic, and he managed to keep it the right way up even if it was on two wheels.

Andrew is growing old before our eyes as he watches on.

A face we haven't seen for a while is that of Chris Shiels who has been working on the Gold Coast. He came in Fourth after a twelve month lay off, not bad Chris!

There were three retirements through the day, Gary let discretion be the better part of valour when the Escort started making nasty noises that all spelled dollars. Glen Eggins was retirement number two when he ran out of brakes and kept sliding straight through the garages. Alan Bates decided to call it a day after 3 1/2 tests seeing as he only came out for a look with no intention of running (we nagged a lot).

DATE 21/11/93

Test Name Test Course Straight Sector Walls Slopes Forward Reverse Slalom Atom

CAR NO.	DRIVER	TEST 1	PEN.	TEST 2	PEN.	TEST 3	PEN.	TEST 4	PEN.	TEST 5	PEN.	TEST 6	PEN.	TOTAL	POS.
1	Paul Gray	32-33		20-19		43-52		23-75		33-09				150-29	6
2	Dean Tighe	31-79		20-27		WD		22-80		31-99				144-96	1
3	David Miller	39-16		20-57		36-78		22-54		WD					
		32-23		20-36		35-62		22-30		34-71					
		39-18		31-80		WD		29-31		WD					
		37-75	*5	21-79		31-26		26-76		WD				172-31	13
4	Ken Warren	39-19		22-03		29-40		27-21		WD					
		33-61		22-41		42-03		WD		34-28				156-32	8
5	Shaun Gray	32-09		20-42	*5	36-35		23-92		22-37					
		31-30		19-39	10	35-11		22-01		32-99				146-71	2
6	Chris Shiels	26-53		22-14		37-16		22-16	15	33-46				167-02	4
		32-53		21-21		37-63		23-49		WD					
		WD		26-97	10	41-60		24-10		43-73					
7	Ron Van Opstal	43-19	110	24-60	15	39-67		22-90		33-79				178-85	14
		36-46		22-16		44-77		28-52		WD					
8	Bernice Lyden	43-43		22-78		52-22		WD		WD				186-03	15
		34-51		21-63		37-77		WD		45-10					
9	Fred Aubineau	32-25		21-73		38-33		26-00		38-19				141-66	5
		36-34		22-37		40-09		32-29		WD					
10	Leigh Mellor	38-97		21-28	110	37-28		WD		37-43				166-51	11
11	Lyndal Parr	35-66		22-45		39-62		27-96		35-36				155-37	7
		21-64		21-36		33-97		25-02		35-12					
		35-76													
12	Gary McLane					RETIRE D.		1816	110						
		37-13	15	21-91		45-27		26-53		43-26					
13	Andrew Van Slobbe	33-83		21-19		47-11		27-45		36-87				161-99	9
		38-27		22-21											
14	Glen Eggins	34-55		22-24		RETIRE D.				FORGOT PROBLEM					
15	Alan Bates	102-07		22-37		46-21	15	WD							
		34-33		21-22		39-63				RETIRE D + 1000					
16	John Lange	49-45		22-39		50-71		25-31		46-46	110			163-18	10
		42-76		22-47		31-57		17-71		35-55					
		44-9		24-09		39-16		29-23		WD					
17	Roger Williams	27-9		22-55		42-30		29-17		37-00				145-07	12
		32-59		20-47		44-15		22-02		WD					
18	Geoff Stanaway	32-57		20-22		21-90		22-07		35-19				143-63	3

H.G.C.C.



GOLD COAST MARCH 17 - 20 1994

MC/MNE/ME

22 October 1993

The Secretary

Brisbane Sporting Car Club Ltd

PO Box 347

WOOLLOONGABBA QLD 4102

Dear Sir/Madam,

re: **VOLUNTEER REQUIREMENTS - 1994 AUSTRALIAN FAI INDYCAR GRAND PRIX**

Further to my recent telephone conversation regarding our requirements for Volunteers for the 1994 event, I advise as follows:

We require approximately 160 of your members to staff the Precinct Gates from Thursday 17 March through Sunday 20 March 1994 inclusive. There are two shifts involved: 7am to 12.30pm and 12.30pm to 5.30pm.

A number of volunteers are allocated at each gate, allowing volunteers to take breaks during shifts.

Each volunteer receives a shirt, cap, sunscreen, rain poncho, ear plugs and daily meal allowance vouchers. On the Sunday evening a post-race function is held where volunteers meet and mingle in a relaxed atmosphere.

Whilst not on duty we encourage the volunteers to watch the racing from the various general admission viewing areas around the track. People unable to volunteer for the full four days (due to work commitments, etc) are still eligible to apply, as we require additional volunteers for the weekend shifts.

I hope that your Club is able to assist us in this area. If required, the Accreditation and Volunteer Manager is available to speak to your members at your next meeting or at a time convenient to you.

Yours sincerely,

Don Frappe

Volunteer Co-ordinator

TYRETECH

A U S T R A L I A
PERFORMANCE TYRES & MOTORSPORT SERVICES

YOKOHAMA TYRE PRICE LIST.

	70 SERIES	
S707		SMALL CARS
175 70 13	\$100.00	HOLDEN
195 70 14	\$119.00	
S704	65 SERIES	GEMINI
185 65 13	\$ 97.00	HOLDEN, FALCON
215 65 14	\$117.00	
205 65 15	\$123.00	HOLDEN, FALCON, MAGNA
A509	60 SERIES	
205 60 13	\$146.00	ESCORT
185 60 14	\$146.00	F.W.D. SHIVA ETC.
215 60 15	\$181.00	HOLDEN
Y352	60 SERIES	
205 60 13	\$125.00	XF FALCON
225 60 14	\$149.00	
235 60 15	\$168.00	
4.W.D.		NISSAN, TOYOTA
10 R 15 SD05	\$219.00	RANGE ROVER
205 16 SD05	\$209.00	

PRICES QUOTED ABOVE ARE SUBJECT TO INCREASE OR DECREASE BASED ON PRICE CHANGES FROM YOKOHAMA.
VALVE STEMS AND TYRE DISPOSAL FEES WHERE APPLICABLE ARE EXTRA.

FULL RANGE OF PATTERNS AND SIZES AVAILABLE, LIST ABOVE FOR EXAMPLE ONLY.

Give Rallying A Go



Ph/Fax (07)252 7953
50 Burrows St., Mayne, 4006.

Experience the thrill and excitement of Rally Driving with Experienced Instructors.

Our unique format of genuine Forest Roads, and fully prepared Rally Cars, makes an unforgettable combination.

Courses for Complete Beginners and Advanced Drivers. Also - Rally Cars for Hire.

the

Rally Connection

GL CARS SPORT EQUIPMENT
AUTOMOTIVE EQUIPMENT

- SUPPORTING THE BSCC SINCE BEFORE WE CEASED
- PREIDENT NAPPIES
- NETTING
- INBUILT FITTING AVAILABLE
- RECARO SEAT
- THE ULTIMATE CAR CARE KIT
- RECARO UNIFORMING CAR SEATING
- CAR COVERS
- WATERPROOF WASH RESISTANT
- CAR ALARM
- PIRANHA
- ROOF RACK SYSTEM
- SUNROOF
- RIPPIN' GOOD DEALS
- ROD STYLING
- CONVERT INTO A RACE CAR
- HOMO
- FRIDGING
- TRIBLE
- CLIP
- ROCK
- CLIP
- WHEELS
- ROCK
- WHEELS
- CAR COMFORTS
- CRUISE CONTROL
- POWER WINDOWS
- CENTRAL LOCKING
- CAR PHONES
- CAR STEREO

323 KELVINGROVE ROAD
KELVINGROVE, Q. 4059
PH. (07)3569544
OPEN SATURDAYS

SHAUN GILL HAS FOR SALE

DATSUN 240Z COUPE PRC 112 BHP 2.4 LITRE, Z BOX, R 200 4.6 - 1 L.S.D. ETC. ETC. FULLY REWIRED \$10,000 Totally negotiable

DATSUN 1600 GROUP G BASILEY CONVERT PRC Ex Wayne Lemon, Murray Coote prepared 1900 grunter etc. etc. \$5,000 Nog negotiable.

Phone Shaun on 018 725 955/356 7796 more details notice board.

GOING TO THE CHRISTMAS PARTY?? Let Berenice know Wednesday night or send money to Esme at the Club. Only \$20 per person.

BRISBANE SPORTING CAR CLUB
CHRISTMAS PARTY
SATURDAY 11 DECEMBER 1993
QUEENS ARMS HOTEL
Cnr James & Arthur Streets,
TENERIFFE
6.30 p.m. for 7.30 p.m. *Smart Casual*

Could the BSCC Champions please supply photos for the cover to Tom Smith please, soon as possible. Nice to see Doug McMillan's new car adorning the cover this month.

PROPOSED B.S.C.C 1993 CALENDAR

NOVEMBER 27/28 ETTAMOGAH PUB SERIES SHORT COURSE - at
Ettamogah Pub - Desley Collins Director.
Postponed due to rain new date: DECEMBER 11/12

DECEMBER 4/5 KEEMA CLASSIC RALLY
DECEMBER 5 KEEMA CLUB RALLY

DECEMBER 7 BOARD MEETING - 7.30 p.m. CLUBROOMS

DECEMBER 11 CHRISTMAS PARTY -- Berenice wants names,
numbers and money !!!
Send to Esme or see Berenice Wednesday night

DECEMBER 12 OFF ROAD PRESENTATION OF LONG COURSE SERIES
AND ETTAMOGAH PUB SERIES AT THE ETTAMOGAH PUB

CLUBROOMS OPEN EVERY WEDNESDAY EVENING FROM 8.00 p.m.

+++++

KEEMA
CLASSIC RALLY

Two classic cars are shown on a checkered background. The top car is a sedan with 'KEEMA' and 'SPRINGWOOD BURIALD & MT. GRAVATT' on the side. The bottom car is a hatchback with 'KEEMA' on the side.

Saturday 4th December, 1993
Sunday 5th December, 1993
Final Round Old Rally Championship,
Keema Club Classic Rally

Sponsored by:
KEEMA AUTOMOTIVE
GROUP



BRISBANE SPORTING
CAR CLUB

Promoted by:
BRISBANE SPORTING
CAR CLUB

CLUB OFFICIALS



TELEPHONE NUMBERS
Home Work

PATRON	THE RT.HON. LORD MAYOR ALDERMAN JAMES SOORLEY				
PRESIDENT	ALAN BATES	379 9804	254 1799		
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			
RREFRESHMENTS OFF/R	KEN WARREN	074 780 060			
PROPERTY OFFICER	IAN BREMNER	343 8351	262 1222		
SPORTING SUB COMMITTEES:					
OFF ROAD	ROD SAMS	345 9075	224 3851		
RALLY	BARRIE BURR				
MOTORKHANA) NIGHT RUN)	RAY EVANS	209 1432	209 1432		
SOCIAL SUB-COMMITTE					
CHAIRPERSON	BERENICE LINTON	207 3782			

PROMOTIONS & MARKETING

CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at
 Corner of REID and HAWTHORNE STREETS
 WOOLLOONGABBA
 and are open EVERY WEDNESDAY from 8.00 p.m. onwards.

POSTAL ADDRESS/TELEPHONE/FACSIMILE NUMBERS:

ALL CORRESPONDENCE, ENTRIES, ETC. FOR THE CLUB SHOULD BE
 ADDRESSED TO: BRISBANE SPORTING CAR CLUB LTD.

P O BOX 347
 WOOLLOONGABBA Q 4102

Telephone: 07 391 8881 Facsimile: 07 891 1401

**BRISBANE
 SPORTING
 CAR CLUB
 LIMITED** (INC. IN QLD)

P.O. Box 347,
 Woolloongabba
 Qld 4102

Clubrooms:
 Cnr Reid and Hawthorne Street,
 Woolloongabba

Ph: (07) 391 8881
 Fax: (07) 891 1401

ALLJAP Auto Parts

Importers of Automotive Parts

BODY PANELS, LIGHTS, BARS ETC

ENGINES with 6 Month Warranty

GEARBOXES & Engine Accessories

TYRES New & Used from \$20

BODY SHELLS Imported on confirmed orders.

We now have our own yard in Japan and import direct to Queensland.

Call any of our branches;

**ENGINES & TYRES call Rob Bekker
37 Toombul Rd, Northgate Ph 266 5255**

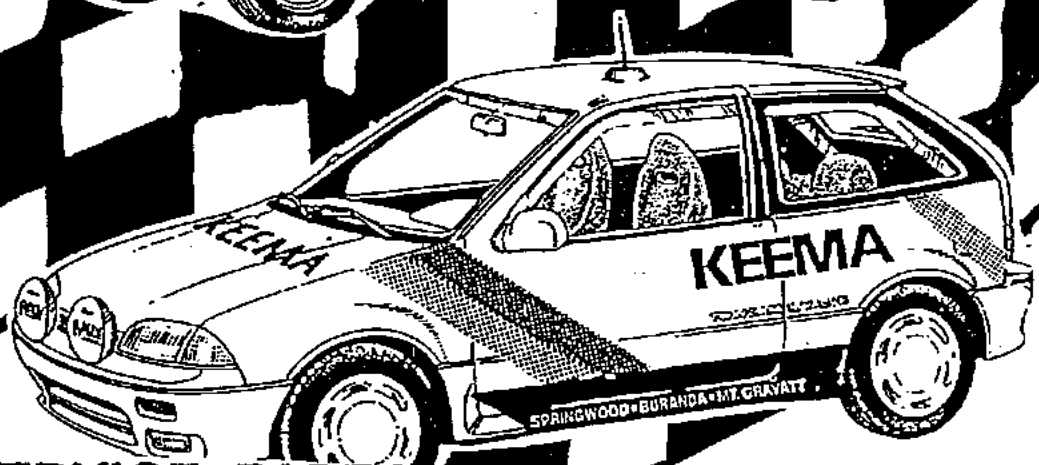
**TYRES, ENGINES & PANELS call Ben
2 Moss St, Slacks Creek Ph 808 7988**

**PANELS & CUTS call John Pinder
37 Toombul Rd. Northgate Ph 266 6699**

KEEMA

**AUTOMOTIVE
GROUP**

**The company that supports
motor sport in Queensland**



SALES • SERVICE • PARTS

- **MITSUBISHI** 222 LOGAN ROAD, BURANDA
- **MAZDA** Pacific Hwy, Springwood
- **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