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BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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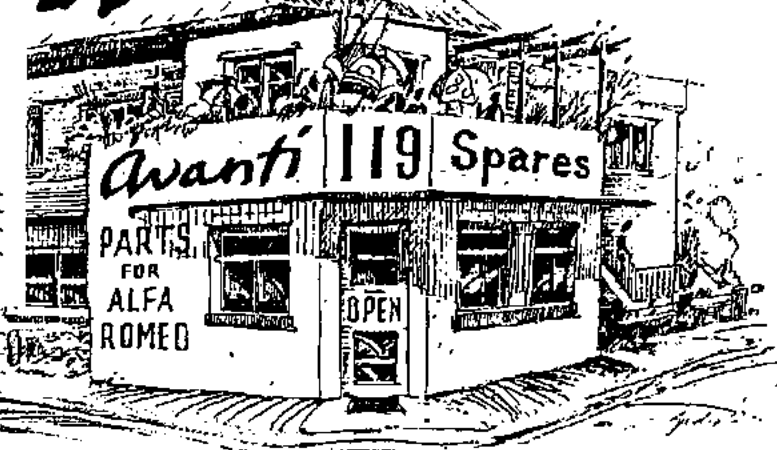
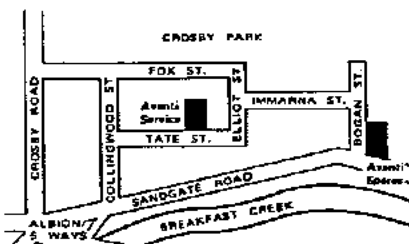
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ELECTION TIME!!



When you turn around it's that time of the year again - the Annual General Meeting.

As I write this it's the day before the AGM and I have received my list of nominees for the positions of government within the mighty BSCC.

I note with pleasure that Mr Alan Bates has again submitted his name for the top job, despite some talk of not nominating this year.

And fair enough I might add, for Alan has done an enviable job over the past two seasons and has even managed to squeeze in some work, some rallying and a bit of a personal life.

Remember though members that three years is the limit so someone else will have to take the reigns in 1995.

Unfortunately there is no name for the VP's job or a couple of others, but by the time you read this all should be revealed.

Onto other things of importance and the first round of the QRC has ben run and won by Stewie Reid and Iain Stewart in the Bridgestone/Shell Kippa Ring Celica GT4.

The event was another success and there is a stage analysis inside along with a few words of thanks to the last minute sponsor, my mate Mark Griffith.

With the Shell VR4 an unlikely starter, Mark put up some cash to help the rally and the club.

Brian Everitt has also said to me that maybe it's time to base the event somewhere else and I reminded him of a Jim Reddix ARC that saw everyone at the old Surfair Resort.

Now I know it's not five star luxury anymore, but it's comfy and has adequate carparking for a field of rally cars. We shall see...

In the QRC, I was fortunate enough to grab a ride with Ray Bansemer after it became

obvious the Galant was a non-starter.

Ray is fairly knew to the sport and this was his first QRC, after tackling a couple of club rallies in '93.

The solid 6 cylinder Commodore is not such a bad thing but we suffered two punctures in stages, lost 1 rear brake and bent a strut.

Nonetheless we finished, albeit in 28th place. Hey, a finish is a finish and my personal opinion is that Ray can only improve with more outings.

In just a few weeks is the AORC at Inglewood. I'm still not sure why we haven't returned to Toowoomba, especially when there is a number of improvements (that the club paid for) sitting in the middle of some farmer's paddock.

I'm sure that the event will retain it's reputation under the careful eye of Pat Hetherman and his team and that a large number of the country's best off-roaders will be up to tackle the Queensland countryside.

Let's also hope that the town doesn't put up the prices for everything from petrol to water as they usually do on this weekend each year.

The 1994 Rallysprint Series is on again and in this magazine are some details penned by Tony Best, the new Series Co-Ordinator.

If last year is anything to go by the Series will be another raging success. I seem to have been plonked into a Director's job for one of the rounds but have not yet decided on a venue.

You will be kept informed!

I hope there is something in this issue for you all, and as there appears to be no nominations for magazine editor, it looks like I might have the job to myself again.

As usual, any contributions will be gratefully accepted!!



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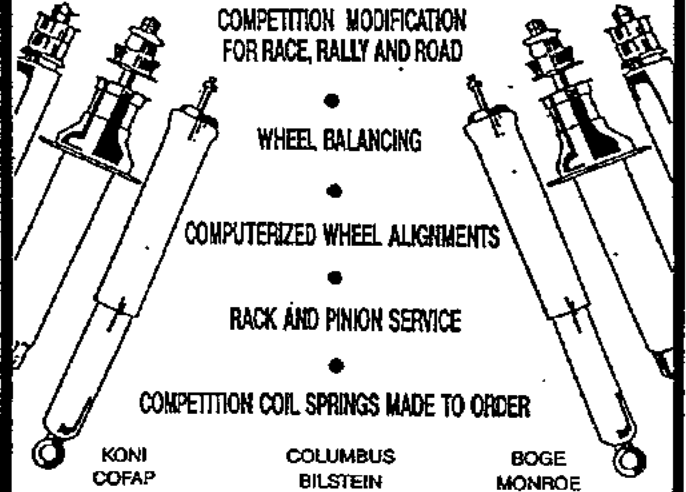
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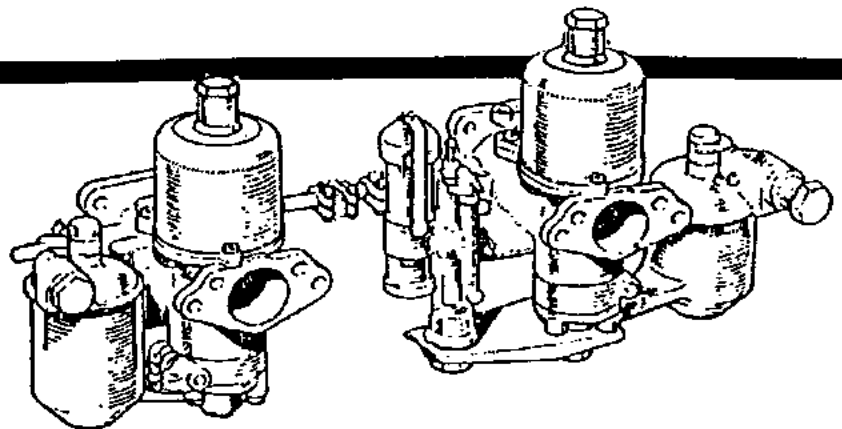
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Historic Rally Group

March Historic Group

The March group meeting was well attended. Thanks to Ken Philp for passing some general tips on the Classic Mapping Rally in Alan Stean's absence. Alan did however arrange for a short UBD mapping event as a lead into his upcoming rally. I think a few navigators felt a little rusty ?

RepcO Mountain Rally

BSCC has several crews running in this year's event in May. I'm sure the six day rally will be as gruelling as previous years from its start in Melbourne to the finish in Sydney. Ian Ferguson and Alan Stean are taking the very well presented SAAB 99 sporting new minilites and twin Haldas! Dick Groves will be leaving his Toyota behind to do the navigating in a Daimler V8 sedan, while the Repco veteran Ken Philp takes on the navigator duties for Geoff Bott. Geoff set the first three Repco rallies and will drive a J&S Hunter sports car in the event. But if we talking experience the Smiths, Pete and Trish of course, will be hard to beat. All those long miles in Europe in the '60s and '70s is sure to hurl the mighty Valiant onto the leader board.

Best of luck to all BSCC crews.

Historic Rally Series

The first round of the series is the Nissan Z Car Workshop Historic Night Rally. It will have been run and won by the time you read this, so a full report for next month. Alan Stean is the Director, so will bring some welcome variety to the rallies. Round 2 of the series will be the Classic Mapping Rally on April 24. Supp Regs are available from Esme on 391 8881. The rally will start from SHELL Calamvale.

Historic Rally Group - May

Just a reminder that the May meeting will join with the Night Run Series (1st Wednesday in May). With some crews being away at the Repco, it will give us some more navigation practice.

Events of interest.

June 12 - Richard Anderson of Alfa fame is organising a Grass Autocross event on June 12 for the Marque Car Club and others. It sound like a great event in the making so give Avanti a call for more details (no restriction on age of vehicle).

July 17-22 - VACC Classic Rally ... (QLD) Details - Jeannette Egerton ph. 844 755.

Sept 4 - Classic Driving Trials (QLD) - Hist Series Rd.3

Sept 10/11 - MG Classic Spring Rally (NSW)

Oct 29 - Range Rally Classic (QLD) - Hist Series R. 4

Lastly, the Classic Rally Club has been formed in Sydney, Geoff Bott is the President.

..... Tony Galletly

NEXT MEETING - WEDNESDAY April 20th, 1994 (8.00pm)

Nissan Z Car Workshop Historic Night Rally (Historic Rally Series Rd 1) - Presentation of Trophies

The next meeting will also have table mapping on the agenda. Ken Philp's Classic Mapping Rally will be held a few days after the night, so he will be running through some of the essentials of his mapping rally. Ken tells us to bring the IPSWICH 1:250000 map along.

The long awaited Jon Voller talk on last years Marathon Rally in France, has been further delayed till the June meeting. Fingers crossed !

Historic Rallying ison the move !



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FOLLOW THE SIGNS TO INGLEWOOD

Proudly presented by Brisbane Sporting Car Club



THE SHELL KALLANGUR SHELL BRIBIE ROAD COOLOOLA RALLY

After a lack of interest on the part of Gympie businesses, it looked as though the first round of the 1993 QRC was going to be sponsorless.

Clerk of Course Brian Everitt was more than a little disappointed and has even talked about basing the event somewhere else next year!

Then the Supplementary Regulations are posted out and a good samaritan comes to the rescue.

Mark Griffith offered a sum of cold hard cash for sponsorship rights with the proviso that the rally had scrutineering at Shell Kallangur and the start at Shell Bribie Road.

"Too easy!" was the reply and the event was underway with the distinct likelihood of making a small profit for the club.

A field of 37 crews entered the event but a couple were lost in the runup to the rally with 34 starters leaving Shell Bribie Road.

Only one 'interstate' crew made the effort and that was Pete Glennie who is an unofficial local anyway! He had Tony Garvey alongside.

At car one was the immaculate Celica GT4 of Stewie Reid who had the inimitable Iain Stewart in the silly seat. I say silly

seat because that's what the 'garden gnome' called it. It's been a while since he'd done a 'blind' rally (ie-no pace notes).

This event was also a round of the under-25 Junior Challenge and Craig Lee, Craig Mole and Allen Jones were in the running along with a few others.

The start at Shell Bribie Road was a busy affair with long-legged girls giving free samples, the 4MMM trailer playing loud music and a fashion parade showing...more long-legged girls. Good effort, Marky!

The field travelled up to Kandanga for the first of eleven stages, and the general consensus was that the event was very good.

As would be expected there were a few minor hiccups but no dust and no great delays. The (accidental?) provision of three minute gaps early in the day was great, but the after event party at Roadcraft was a little tame this year.

By 1.00am the place was deserted!

Thanks must go to the efforts of Brian Everitt whose tolerant and generous wife Lynne lets him direct rallies, and to the team who made the event happen.

It was a successful start to the 1993 season.

SS1 - "WOODMERE" (6.6km), fastest average speed = 89kph

Pos.	Driver	Time		Driver	Time
1.	Rold	4.24	=17.	Watkins	4.52
2.	Giamie	4.29	=17.	Crip	4.54
3.	Dummett	4.33	20.	Scott	5.00
4.	Browning	4.39	21.	Gaston	5.03
=5.	Carrigan	4.45	=22.	A. Jones	5.07
=5.	Dubie	4.45	=22.	Lockhart	5.07
7.	Spencer	4.46	24.	Fulleton	5.08
8.	C. Lee	4.47	25.	Cross	5.09
9.	Gea	4.48	26.	P. Kahler	5.11
10.	Kabel	4.49	27.	Brenner	5.12
11.	Goodson	4.51	28.	Bassener	5.14
=12.	Taylor	4.53	29.	Iring	5.16
=12.	Collingwood	4.53	30.	Scharf	5.20
14.	Cook	4.54	31.	Campbell	5.28
15.	Martin	4.55	32.	Barwick	5.31
16.	Williamson	4.56	33.	Carney	5.54
=17.	Mole	4.58	34.	Rogers	6.21

SS2 - "ERNST ROAD 1" (15.57 km), fastest average speed = 94kph

Pos.	Driver	Time		Driver	Time
1.	Rold	10.22	18.	Mole	11.47
2.	Carrigan	10.35	19.	P. Kahler	11.53
3.	Giamie	10.39	20.	Gaston	11.55
4.	Dummett	10.44	21.	Crip	12.06
5.	Browning	10.49	22.	Brenner	12.10
6.	Dubie	11.01	23.	Lockhart	12.11
7.	C. Lee	11.03	24.	Scott	12.12
8.	Collingwood	11.20	25.	Bassener	12.17
9.	Spencer	11.25	26.	Iring	12.18
10.	Goodson	11.27	27.	Fulleton	12.19
11.	Taylor	11.30	28.	Cross	12.34
=12.	Williamson	11.31	29.	Carney	12.48
=12.	Martin	11.31	30.	A. Jones	13.04
14.	Gea	11.32	31.	Campbell	13.23
15.	Kabel	11.38	32.	Scharf	13.26
16.	Cook	11.39	33.	Barwick	13.52
17.	Watkins	11.43	34.	Rogers	16.18

SS3 - "FOREIGN LEGION" (23.83 kph), fastest average speed = 87kph

Pos.	Driver	Time		Driver	Time
1.	Rold	15.31	17.	Campbell	17.45
2.	Giamie	15.44	18.	A. Jones	17.53
3.	Martin	15.55	19.	Gaston	18.01
4.	Browning	16.17	20.	Lockhart	18.04
5.	Dummett	16.18	21.	Iring	18.06
=6.	Dubie	16.48	=22.	Brenner	18.09
=6.	Spencer	16.48	=22.	Scott	18.09
8.	Goodson	16.49	24.	Fulleton	18.10
9.	Williamson	16.54	25.	Carrigan	18.47
10.	Taylor	16.57	26.	Scharf	18.51
11.	Collingwood	17.00	27.	Carney	19.07
12.	Gea	17.16	=28.	P. Kahler	19.09
13.	Mole	17.18	=28.	Cross	19.09
=14.	Watkins	17.23	30.	Cross	19.10
=14.	Kabel	17.23	31.	Rogers	21.13
16.	Crip	17.30	32.	C. Lee	21.36
17.	Cook	17.31	33.	Bassener	22.21

SS4 - "GREENDALE 1" (19.42 km), fastest average speed = 84kph

Pos.	Driver	Time		Driver	Time
1.	Giamie	13.39	17.	Gaston	15.47
2.	Dummett	13.59	18.	A. Jones	15.48
3.	Carrigan	14.13	19.	Brenner	16.00
4.	Rold	14.17	20.	Iring	16.01
5.	C. Lee	14.28	21.	Scott	16.03
6.	Browning	14.32	22.	Crip	16.09
7.	Dubie	14.45	23.	Fulleton	16.10
8.	Goodson	14.50	24.	Barwick	16.21
9.	Gea	15.08	25.	Lockhart	16.26
10.	Martin	15.12	26.	Cross	16.33
11.	Watkins	15.19	27.	Campbell	16.56
12.	Collingwood	15.20	28.	Scharf	17.20
=13.	Mole	15.23	29.	Williamson	17.31
=13.	Spencer	15.23	30.	Carney	17.59
15.	Cook	15.29	31.	Rogers	18.54
16.	Kabel	15.39	32.	P. Kahler	19.50
			33.	Bassener	21.48

SS5 - "WIDGEE 1" (28.15 km), fastest average speed = 81kph

Pos.	Driver	Time		Driver	Time
1.	Rold	15.02	17.	Iring	17.16
2.	Giamie	15.10	18.	Gaston	17.20
3.	Carrigan	15.47	19.	A. Jones	17.31
4.	Browning	15.57	20.	Lockhart	17.58
5.	C. Lee	15.58	21.	Crip	18.02
6.	Dubie	16.12	22.	Scott	18.09
7.	Goodson	16.23	23.	Fulleton	18.17
8.	Williamson	16.45	24.	Campbell	18.20
9.	Gea	16.50	25.	Brenner	18.37
10.	Spencer	16.53	26.	Cross	18.40
11.	Martin	16.55	27.	Bassener	18.50
12.	Mole	16.56	28.	Barwick	19.12
13.	Kabel	17.08	29.	Scharf	19.28
14.	Cook	17.10	30.	Carney	20.20
=15.	Watkins	17.12	31.	Rogers	21.15
=15.	Collingwood	17.12			

SS6 - "GREENDALE 2" (19.02km), fastest average speed = 83kph

Pos.	Driver	Time		Driver	Time
1.	Rold	14.14	16.	Kabel	16.46
2.	Giamie	14.43	17.	Fulleton	16.48
3.	Carrigan	14.44	18.	Iring	16.50
4.	Dubie	14.52	19.	Williamson	16.57
5.	Browning	15.01	20.	Lockhart	17.02
6.	C. Lee	15.18	=21.	Brenner	17.08
7.	Spencer	15.21	=21.	Scharf	17.08
8.	Mole	15.42	23.	Campbell	17.19
9.	Watkins	16.01	24.	Crip	17.29
10.	Martin	16.11	25.	Cross	17.31
11.	Goodson	16.12	26.	Barwick	17.33
12.	Gea	16.15	27.	Carney	18.14
13.	Collingwood	16.26	28.	Bassener	18.35
14.	A. Jones	16.30	29.	Scott	18.37
15.	Gaston	16.32	30.	Rogers	19.39

SS7 - "WIDGEE 2" (28.65km), fastest average speed = 81kph

Pos.	Driver	Time		Driver	Time
1.	Rold	15.21	16.	Iring	18.05
2.	Giamie	15.51	=17.	A. Jones	18.06
3.	Carrigan	15.57	=17.	Lockhart	18.06
4.	Dubie	16.16	19.	Kabel	18.08
5.	C. Lee	16.29	20.	Campbell	18.13
6.	Browning	16.41	21.	Fulleton	18.14
7.	Spencer	16.51	22.	Scharf	18.37
8.	Williamson	17.12	23.	Scott	18.41
9.	Mole	17.16	24.	Bassener	18.43
10.	Martin	17.19	25.	Crip	18.51
11.	Gea	17.24	26.	Cross	19.03
12.	Goodson	17.28	27.	Carney	19.40
13.	Gaston	17.31	28.	Cross	19.42
14.	Watkins	17.42	29.	Barwick	20.26
15.	Collingwood	17.51	30.	Rogers	31.17

SS8 - "SCHACHTER" (6.38km), fastest average speed = 81kph

Pos.	Driver	Time		Driver	Time
1.	Carrigan	4.43	=15.	Collingwood	5.31
=2.	Giamie	4.49	=15.	Fulleton	5.38
=2.	Browning	4.49	17.	Lockhart	5.32
4.	Rold	4.54	18.	Brenner	5.34
5.	C. Lee	4.56	19.	Kabel	5.35
6.	Spencer	5.05	20.	Scharf	5.37
7.	Goodson	5.07	21.	Watkins	5.38
8.	Dubie	5.09	22.	Iring	5.39
9.	Mole	5.13	23.	Cross	5.40
10.	Gea	5.15	24.	Scott	5.41
11.	Gaston	5.17	25.	Carney	5.46
12.	Martin	5.22	26.	Crip	5.50
13.	A. Jones	5.23	27.	Barwick	6.05
14.	Campbell	5.29	28.	Bassener	6.14

SS9 - "WOODLAND ROAD" (6.48km), fastest average speed = 88kph

Pos.	Driver	Time		Driver	Time
1.	Carrigan	4.23	=15.	Collingwood	5.02
2.	Rold	4.25	=15.	Fulleton	5.02
3.	Browning	4.27	17.	Campbell	5.03
4.	Giamie	4.30	18.	Lockhart	5.04
5.	C. Lee	4.35	19.	Iring	5.11
6.	Goodson	4.37	=20.	Brenner	5.12
7.	Dubie	4.42	=20.	Cross	5.12
=8.	Spencer	4.44	22.	Scott	5.16
=8.	Gaston	4.44	23.	Carney	5.20
10.	Mole	4.48	24.	Scharf	5.24
11.	Martin	4.52	25.	Crip	5.26
12.	Gea	4.53	26.	Bassener	5.27
13.	Kabel	4.55	27.	Barwick	5.42
14.	A. Jones	4.58	28.	Watkins	6.05

SS10 - "ERNST ROAD 2" (15.57km), fastest average speed = 87kph

Pos.	Driver	Time		Driver	Time
1.	Rold	10.46	15.	A. Jones	12.43
2.	Carrigan	10.48	16.	Kabel	12.44
3.	Giamie	11.00	=17.	Watkins	12.51
4.	Browning	11.07	=17.	Fulleton	12.51
5.	Dubie	11.22	19.	Iring	12.58
=6.	C. Lee	11.59	20.	Iring	13.06
=6.	Spencer	11.59	21.	Campbell	13.07
=8.	Goodson	12.04	22.	Cross	13.28
=8.	Collingwood	12.04	23.	Carney	13.34
=10.	Gea	12.10	24.	Scharf	13.41
=10.	Martin	12.10	25.	Cross	13.42
12.	Mole	12.15	=26.	Lockhart	13.52
13.	Gaston	12.20	=26.	Bassener	13.52
14.	Brenner	12.24	28.	Barwick	14.19

SS11 - "BORUMBA" (13.51 km), fastest average speed = 97kph

Pos.	Driver	Time		Driver	Time
1.	Rold	3.21	15.	Fulleton	10.00
2.	Browning	3.22	=16.	Iring	10.08
3.	Carrigan	3.34	=16.	Brenner	10.08
4.	Giamie	3.43	=18.	Watkins	10.13
5.	Dubie	3.00	=18.	Cross	10.13
6.	Spencer	3.08	20.	Mole	10.20
7.	Goodson	3.11	21.	Scott	10.23
8.	Martin	3.13	22.	Crip	10.24
9.	Collingwood	3.32	23.	Lockhart	10.28
=10.	Gea	3.36	24.	Carney	10.36
=10.	Gaston	3.36	25.	Bassener	10.40
12.	Kabel	3.48	26.	Barwick	11.07
13.	A. Jones	3.49	27.	C. Lee	16.11
14.	Campbell	3.58	28.	Scharf	16.42



OUTRIGHT PLACINGS

1st	1	S REID/I STEWART	1.57.37	Toyota Celica GT4	PR3
2nd	2	P GLENNIE/A GARVEY	1.59.17	Nissan Pulsar GTi-R	PR3
3rd	6	R BROWNING/B BURR	2.02.41	Camira 2.0	PR2A
4th	5	W CARRIGAN/H REARDON SMITH	2.03.16	Laser TX3-4wd	PR3
5th	8	G DUTHIE/R PETERS	2.04.47	Mazda RX3	PR2B
6th	18	J SPENCER/D NASH	2.08.29	Datsun 1600	PR2A
7th	9	J GOASDOUE/G McLANE	2.09.04	Daihatsu Charade	N1
8th	22	J MARTIN/P RASSMUSSEN	2.09.40	Commodore Vii-V8	PR2B
9th	14	V GEES/N GEES	2.11.12	Falcon XA Tudor	PR2B
10th	7	C MOLE/A GOODREID	2.11.56	Datsun Stanza	PR2A
11th	23	T COLLINGWOOD/R COLLINGWOOD	2.12.11	Honda Civic	PR1A
12th	26	A GASTON/J STOCK	2.14.06	Gemini	PR1B
13th	17	T KABEL/G TEBBLE	2.14.33	Suzuki Swift 4x4	PR3
14th	13	B WATKINS/D HOOD	2.15.05	Gemini	PR2A
15th	10	A JONES/L JONES	2.16.52	Sigma 2.6	PR2B
16th	3	C LEE/A BATES	2.17.11	Datsun 1600	PR2A
17th	15	D IRVING/D NICHOLSON	2.17.48	Ford Escort	PR2A
18th	31	B FULLERTON/D AMBROSE	2.18.30	Hyundai Lantra	N2
19th	29	I BREMNER/B LINTON	2.19.17	Ford Alfscoot	PR2A
20th	21	P LOCKHART/M BRUCE	2.19.49	Commodore VP-V8	PR2B
21st	27	B CRISP/C LANE	2.20.32	Mazda 323 GTX	PR3
22nd	34	T SCOTT/M WASS	2.21.15	Datsun 1600	PR2A
23rd	20	A CAMPBELL/G HEWITT	2.21.27	Datsun 1600	PR2A
24th	30	R CROSS/T BEST	2.23.18	Suzuki Swift GTi	N1
25th	37	K CARNEY/C THOMPSON	2.29.20	Ford Capri V6	PR2B
26th	35	B BARWICK/D CORKERON	2.29.28	Datsun 1200 Coupe	PR1A
27th	32	D SCHARF/D GRUNDY	2.31.34	Toyota Corolla CS	PR1B
28th	33	R BANSEMER/T SMITH	2.34.28	Commodore VC-3.3	PR2B

As can be seen by the results, Stewie and Stewie won the event from Pete Glennie and Tony Garvey.

Rod Browning and Barrie Burr did what they had been threatening for a long while and pulled out a top three place, while the freshly rebuilt Laser TX3 of Warren Carrigan and Hugh Reardon-Smith came in a safe fourth.

28 finishers from 34 starters is an enviable result and shows just how friendly the roads were for competitors.

There was almost no 'carnage' with most retirements happening because of mechanical failure.

Brian Crisp and Chris Lane finally finished an event in the ex-Coote Mazda 323GTX but they were taking it very easy in an effort to sort the car and nail down any problems.

Winner of the Junior Challenge was the 'red rocket' of Craig Mole when the other 'rocket' of Craig Lee (Bruce Dummett's Datto) had some problems.

Craig explained very carefully just where he was going to insert the car on Sunday when he saw Bruce, but that's not really publishable. For the next round the Sprinter should be a goer again.

The rally this year used mostly very good roads in a simple format of some sections being used twice. This didn't cause any problems and the roads held up very well.

As a C5 event this means that all finishers in the points have now gained a score in the Australian Rally Championship - Congratulations!!

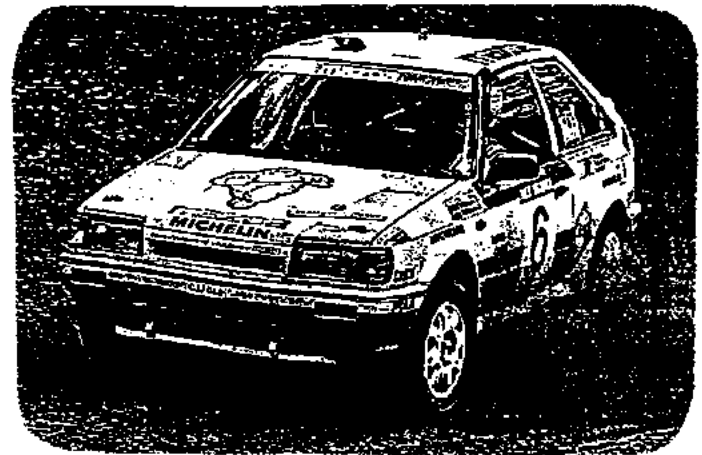
Thanks again to Mark Griffith and Shell.

QUEENSLAND SEEDING LIST 1994

28-Feb-94

RICHARD ANDERSON	0.9367	1	STUART REID	0.9986
WAYRE APPELYARD	0.9282	2	WAYNE HOY	0.8973
IAN BAILEY	0.9165	3	PETER GLENNIE	0.9920
ROD BAILEY	0.8489	4	CRAIG LEE	0.9906
RAYMOND BANSMER	0.8205	5	MARK GRIFFITH	0.9887
BRUCE BARNICK	0.7745	6	DEAN TIGHE	0.9752
DARREN BAUMANN	0.8413	7	PETER PHILLIPS	0.9689
ROB BEKKER	0.9241	8	WARREN CARRIGAN	0.9665
ROBIN BERARDO	0.7967	9	ROD BROWNING	0.9643
GORDON BISHOP	0.8442	10	CRAIG LUCEY	0.9641
TERRY BOARDMAN	0.8721	11	DAVID JOHANSON	0.9621
ERROL BOGNUMA	0.8994	12	BRUCE DUMMETT	0.9562
TREVOR BOWDEN	0.8355	13	DAVID CHARLTON	0.9451
IAN BRENNER	0.8556	14	GEOFF KRAUSE	0.9431
MICHAEL BRIMROSE	0.8326	15	GLEN DUTHIE	0.9430
GLENN BRINKMAN	0.8597	16	MIKE PAGE	0.9391
ROD BROWNING	0.9643	17	JOHN GOASDOUE	0.9385
RANDALL BRYSON	0.7969	18	RICHARD ANDERSON	0.9367
MARTIN BURROWS	0.8760	19	ALLEN JONES	0.9340
VIC CAMERON	0.7584	20	WAYNE APPELYARD	0.9282
ALEX CAMPBELL	0.8651	21	CRAIG MOLE	0.9272
JOHN CARELESS	0.8961	22	LIAM MAHONEY	0.9248
KIERAN CARNEY	0.8033	23	ROB BEKKER	0.9241
WARREN CARRIGAN	0.9665	24	TREVOR CRASE	0.9230
TIM CHARALAMBOUS	0.8330	25	MARK TAYLOR	0.9228
DAVID CHARLTON	0.9451	26	GARRY MARSHALL	0.9215
ALAN CLONES	0.8651	27	IAN BAILEY	0.9165
RICHARD COLLINGWOOD	0.8295	28	VIVIAN GEES	0.9145
TIM COLLINGWOOD	0.8920	29	PAUL GOODWIN	0.9127
CHRIS CORBEE	0.8336	30	DAVID RASH	0.9122
ROBERT CRASE	0.8241	31	JOHN SPENCER	0.9118
TREVOR CRASE	0.9230	32	JOHN MARTIN	0.9090
BRIAN CRISP	0.8619	33	JOHN GIBSON	0.9082
ROD CROSS	0.8368	34	HARVEY POTTS	0.9040
BRUCE DAWSON	0.9003	35	JOHN EDDY	0.9031
SHANE DAY	0.8958	36	PAUL WILLIAMSON	0.9021
BRUCE DUMMETT	0.9562	37	JEFF KILBRIDE	0.9018
GLEN DUTHIE	0.9430	38	STEVE ROSS	0.9013
JOHN EDDY	0.9031	39	BRUCE DAWSON	0.9003
HORST EFFENBERGER	0.8641	40	BEN WATKINS	0.9001
S EMMSON	0.8543	41	ERROL BOGNUMA	0.8994
KEITH FACKRELL	0.8467	42	IAN WRIGHT	0.8967
VAUGHAN FLETCHER	0.8308	43	JOHN CARELESS	0.8961
REX FORD	0.8782	44	SHANE DAY	0.8958
FABIO FRANCINI	0.8053	45	TIM COLLINGWOOD	0.8920
PIA FRANCINI	0.7408	46	TONY KABEL	0.8901
BRUCE FULLERTON	0.8579	47	NORM SINGLETON	0.8891
ANDREW GASTON	0.8797	48	GRAHAM OFFER	0.8882
MICHELLE GATTON	0.6903	49	PETER KAHLER	0.8856
VIVIAN GEES	0.9145	50	PERRY WHITE	0.8810
JOHN GIBSON	0.9082	51	ANDREW GASTON	0.8797
PETER GLENNIE	0.9920	52	ANDREW JOHNSTONE	0.8788
JOHN GOASDOUE	0.9385	53	REX FORD	0.8782
IAN GOLDSWORTHY	0.8103	54	GLEN WESTON	0.8776
PAUL GOODWIN	0.9127	55	JIM GUEST	0.8772
TONY GRAHAM	0.6914	56	MARTIN BURROWS	0.8760
G GREVELL	0.6952	57	KEN MCWHA	0.8737
MARK GRIFFITH	0.9887	58	PETER LOCKHART	0.8724
MICHAEL GUES	0.8082	59	TERRY BOARDMAN	0.8721
JIM GUEST	0.8772	60	GEOFF HEACHAM	0.8702
TONY HOWARD	0.9388	61	PAUL LEE	0.8675
WAYNE HOY	0.8973	62	BRETT MILTON	0.8672
J HUTCHINGS	0.8240	63	JIM PILGRIM	0.8668
DARRAN HYLANO	0.8658	64	LARRY LITTLEWOOD	0.8666
DONALD IRVING	0.8519	65	DARRAN HYLANO	0.8658
GRAHAM JACKSON	0.7366	66	ALEX CAMPBELL	0.8651
ANDREW JOHANSON	0.8180	67	ALAN CLONES	0.8651
DAVID JOHANSON	0.9621	68	GRANT YARROW	0.8651
ANDREW JOHNSTONE	0.8788	69	ADRIAN MCKAY	0.8644
ALLEN JONES	0.9340	70	HORST EFFENBERGER	0.8641
TONY KABEL	0.8901	71	LEE WILLIAMS	0.8637
PETER KAHLER	0.8856	72	BRIAN CRISP	0.8619
P KENNEDY	0.8027	73	GLENN BRINKMAN	0.8597
STEPHEN KENNEDY	0.7988	74	BRUCE FULLERTON	0.8579
JEFF KILBRIDE	0.9018	75	RICHARD TAYLOR	0.8571
LEE KILLER	0.8105	76	IAN BRENNER	0.8556
BRUCE KING	0.7159	77	PETER STEWART	0.8554
TREVOR KING	0.8504	78	S EMMSON	0.8543
GEOFF KRAUSE	0.9431	79	DONALD IRVING	0.8519
PHILIP LAIRD	0.8368	80	TREVOR KING	0.8504
MICHAEL LAKE	0.7547	81	ROD BAILEY	0.8489
C LAWRENCE	0.6940	82	CHRIS MICHEL	0.8489
CRAIG LEE	0.9906	83	JOHN PROVAN	0.8470
PAUL LEE	0.8675	84	KEITH FACKRELL	0.8467
PETER LETTICE SR	0.7880	85	GORDON BISHOP	0.8442
LARRY LITTLEWOOD	0.8666	86	DARREN BAUMANN	0.8413
PETER LOCKHART	0.8724	87	SPENCER YARROW	0.8408
I LOWE	0.8116	88	TERRY SCOTT	0.8388
CRAIG LUCEY	0.9641	89	TONY HOWARD	0.8388
LIAM MAHONEY	0.9248	90	IAN HOGG	0.8371
GARRY MARSHALL	0.9215	91	PHILIP LAIRD	0.8368
JOHN MARTIN	0.9090	92	ROD CROSS	0.8368
ADRIAN MCKAY	0.8644	93	TREVOR BOWDEN	0.8355
ALEX MCKAY	0.8317	94	BILL WILSON	0.8337

KEN MCWHA	0.8737	95	CHRIS CORBEE	0.8336
GEOFF HEACHAM	0.8702	96	TIM CHARALAMBOUS	0.8330
C MICHEL	0.8489	97	MICHAEL BRIMROSE	0.8326
NEIL MICHEL	0.8286	98	DAVID ROBERTSON	0.8322
DAVID MILLER	0.7454	99	ALEX MCKAY	0.8317
BRETT MILTON	0.8672	100	VAUGHAN FLETCHER	0.8308
IAN HOGG	0.8371	101	RICHARD COLLINGWOOD	0.8295
BRENDON MOLE	0.8218	102	NEIL MICHEL	0.8286
CRAIG MOLE	0.9272	103	ROBERT CRASE	0.8241
GLEN HURIDGE	0.8195	104	J HUTCHINGS	0.8240
DAVID RASH	0.9122	105	BRENDON MOLE	0.8218
GRAHAM OFFER	0.8882	106	RAYMOND BANSMER	0.8205
DIRK OLBERTZ	0.8058	107	DAVID SCHARF	0.8203
M PAGE	0.9391	108	GLEN HURIDGE	0.8195
PETER PHILLIPS	0.9689	109	ANDREW JOHANSON	0.8180
JIM PILGRIM	0.8668	110	TIM WALKER	0.8132
HARVEY POTTS	0.9040	111	A THOMPSON	0.8125
JOHN PROVAN	0.8470	112	I THOMPSON	0.8116
STUART REID	0.9986	113	LEE KILLER	0.8105
SCOTT RHODES	0.6526	114	IAN GOLDSWORTHY	0.8103
DAVID ROBERTSON	0.8322	115	MICHAEL GUES	0.8082
JOHN ROGERS	0.7135	116	DIRK OLBERTZ	0.8058
S ROSE	0.6872	117	GREG WATERS	0.8056
STEVE ROSS	0.9013	118	FABIO FRANCINI	0.8053
ATHOL SCHAFFER	0.7748	119	KIERAN CARNEY	0.8033
DAVID SCHARF	0.8203	120	P KENNEDY	0.8027
TERRY SCOTT	0.8368	121	TODD WARNER	0.7995
NORM SINGLETON	0.8891	122	STEPHEN KENNEDY	0.7988
COLLEEN SMITH	0.7456	123	RANDALL BRYSON	0.7969
KEN SMITH	0.7943	124	ROBIN BERARDO	0.7967
JOHN SPENCER	0.9118	125	GEOFF STANAWAY	0.7964
GEOFF STANAWAY	0.7964	126	KEN SMITH	0.7943
R STEVENSON	0.7882	127	R STEVENSON	0.7882
PETER STEWART	0.8554	128	PETER LETTICE SR	0.7880
MARK TAYLOR	0.9228	129	CHRIS WATERS	0.7761
RICHARD TAYLOR	0.8571	130	ATHOL SCHAFFER	0.7748
A THOMPSON	0.8125	131	BRUCE BARNICK	0.7745
DEAN TIGHE	0.9752	132	VIC CAMERON	0.7684
TIM WALKER	0.8132	133	MICHAEL LAKE	0.7547
TODD WARNER	0.7995	134	COLLEEN SMITH	0.7456
CHRIS WATERS	0.7761	135	DAVID MILLER	0.7454
GREG WATERS	0.8056	136	PIA FRANCINI	0.7408
BEN WATKINS	0.9001	137	GRAHAM JACKSON	0.7366
GLEN WESTON	0.8776	138	BRUCE KING	0.7159
PERRY WHITE	0.8810	139	JOHN ROGERS	0.7135
LEE WILLIAMS	0.8637	140	C LAWRENCE	0.6940
PAUL WILLIAMSON	0.9021	141	TONY GRAHAM	0.6914
BILL WILSON	0.8337	142	MICHELLE GATTON	0.6903
IAN WRIGHT	0.8967	143	S ROSE	0.6872
GRANT YARROW	0.8651	144	G GREVELL	0.6952
SPENCER YARROW	0.8408	145	SCOTT RHODES	0.6526



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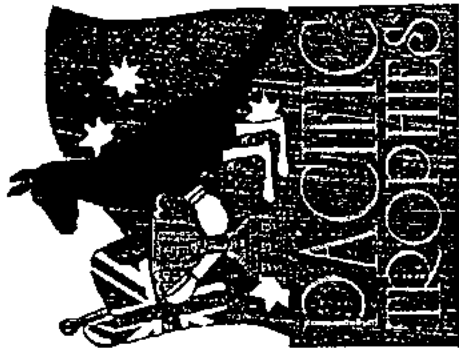
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QUEENSLAND RALLY CHAMPIONSHIP POINTS SCORE

DRIVERS CHAMPIONSHIP						CO-DRIVERS CHAMPIONSHIP							
EVENT		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	EVENT		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
STEWART REID		40				40	IAN STEWART	40					40
ROD BROWNING		32				32	BARRIE BURR	32					32
PETER GLENNIE		30				30	TONY GARVEY	30					30
GLEN DUTHIE		28				28	RON PETERS	26					26
JOHN GOASDOUE		24				24	GARY McLANE	24					24
WARREN CARRIGAN		22				22	HUGH REARDON-SMITH	22					22
JOHN SPENCER		21				21	DAVID NASH	21					21
TIM COLLINGWOOD		20				20	RICHARD COLLINGWOOD	20					20
ANDREW GASTON		20				20	JOHN STOCK	20					20
JOHN MARTIN		18				18	PETER RASMUSSEN	18					18
BRUCE BARWICK		15				15	DOMINIC CORKERON	15					15
ROD CROSS		15				15	TONY BEST	15					15
DAVID SCHARF		15				15	DAVID GRUNDY	15					15
VIV GEES		14				14	NOEL GEES	14					14
CRAIG MOLE		13				13	ADRIAN GOODREID	13					13
BRUCE FULLERTON		12				12	DAVID AMBROSE	12					12
ALAN JONES		10				10	LANCE JONES	10					10
TONY KABEL		10				10	GREG TEBBLE	10					10
BEN WATKINS		10				10	DAVID HOOD	10					10
BRIAN CRISP		8				8	CHRIS LANE	8					8
CRAIG LEE		8				8	ALAN BATES	8					8
PETER LOCKHART		8				8	MICHAEL BRUCE	8					8
KEIRAN CARNEY		6				6	CAMERON THOMPSON	6					6
DONALD IRVING		6				6	DAVE NICHOLSON	6					6
RAY BANSEMER		4				4	TOM SMITH	4					4
IAN BREMNER		4				4	BERENICE LINTON	4					4
TERRY SCOTT		3				3	MURRAY WASS	3					3
ALEX CAMPBELL		2				2	GLEN HEWITT	2					2

QUEENSLAND RALLY CHAMPIONSHIP POINTS SCORE

CLASS CHAMPIONSHIP													
CLASS N1		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	CLASS N2		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
JOHN	GOASDOUE	20				20	BRUCE	FULLERTON	20				20
ROD	CROSS	15				15							
CLASS N3		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	CLASS N4		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
CLASS N5		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	CLASS A1		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
CLASS PRC 1A		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	CLASS PRC 1B		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
TIM	COLLINGWOOD	20				20	ANDREW	GASTON	20				20
BRUCE	BARWICK	15				15	DAVID	SCHARF	15				15
CLASS PRC 2A		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	CLASS PRC 2B		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
ROD	BROWNING	20				20	GLEN	DUTHIE	20				20
JOHN	SPENCER	15				15	JOHN	MARTIN	15				15
CRAIG	MOLE	12				12	VIV	GEES	12				12
BEN	WATKINS	10				10	ALAN	JONES	10				10
CRAIG	LEE	8				8	PETER	LOCKHART	8				8
DONALD	IRVING	6				6	KEIRAN	CARNEY	6				6
IAN	BREMNER	4				4	RAY	BANSEMER	4				4
TERRY	SCOTT	3				3							
ALEX	CAMPBELL	2				2							
CLASS PRC 3		QRC 1	QRC 2	QRC 3	QRC 4	TOTAL							
STEWART	REID	20				20							
PETER	GLENNIE	15				15							
WARREN	CARRIGAN	12				12							
TONY	KABEL	10				10							
BRIAN	CRISP	8				8							



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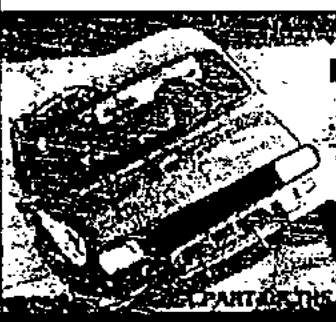
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RALLYSPRINT SERIES IS ON AGAIN!



The Brisbane Sporting Car Club ran a very successful Rallysprint Series in 1993 and last year's sponsor Revolution Racegear and Road and Race Spare Parts have agreed to support the series again this year.

Last year the series was to have consisted of five rounds, but the final round was not held due to the weather conditions. This year there have been five dates set on the calendar, but it is likely that the series will consist of four rounds only, with the fifth date only used if one of the first 4 rounds has to be postponed.

The first event of the series will be held on Sunday 1 May, and will be run at Benarkin forest using the course selected for the final round of the 1993 series that was not run.

Paul Williamson was Series Co-Ordinator and Director of all rounds in 1993 but this year the club has decided to appoint a separate Director for each round with the first round being handled by Ian Gorski. This year the Series Co-Ordinator will be Tony Best, Assistant Co-Ordinator Tom Smith, and Sheridan Williamson retains her position as Series Administration Officer.

As was done last year, a set of Series Supplementary Regulations has been printed and contains all regulations common to all rounds of the Series. An additional set of Further Regulations will be provided for each of the rounds and this will contain further information on that round only. All regulations are available from the BSCC clubrooms or from Revolution Racegear.

It will be necessary for anybody who wishes to compete in the Series (driver and Navigator) to complete a 'Series Registration Form'.

This must be done before the close of entries for the round they wish to enter.

Competitors must have at least a CAMS Basic Licence and be a member of BSCC or one of the invited Clubs (nearly all rally-type clubs in south-east Qld. have been invited!). Registration for the Series will ensure that a competitor is on the Mailing List for all information concerning the Series.

All types of rally cars are eligible and welcome to compete and there will be a class for modified (Group G) cars.

Entries for the first round will close on Monday 25th April, while scrutiny will be held on Saturday 30 April at Revolution Racegear premises at Sumner Park.

The event will consist of at least two timed runs over two competitive sections each of approximately five kilometres in length. Competitors will have the opportunity to carry out a reconnaissance of the course before the timed runs, and the whole event will be completed in daylight.

Trophies will be presented as soon as possible after the event is completed.

The second round is to be held on Sunday 5 June and is likely to be in the Beerburum area. The Director will be Bruce Dawson and details for the third and fourth rounds have not yet been finalised.

There were a large number of entries received for this Series last year, and there appears to be a considerable amount of interest again this year. The Club wishes to thank Reg and Jan Tomkinson of REVOLUTION RACEGEAR, ROAD AND RACE SPARE PARTS for their continued support of the Series.

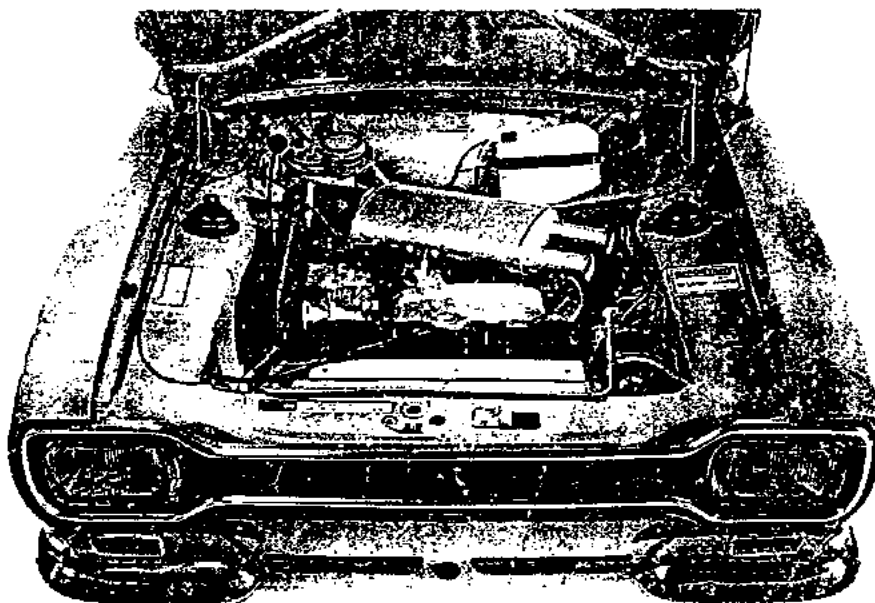
NOSTALGIA TIME!!

I found this advertisement in an old issue of 'Modern Motor' from the early seventies.

For those who may be unaware, the car is the Australian release Escort GT1600 - the 'twin cam'. It came with all the goodies listed in the specifications and was available from your local Ford dealer at a price of around \$3,000 (or so I'm told).

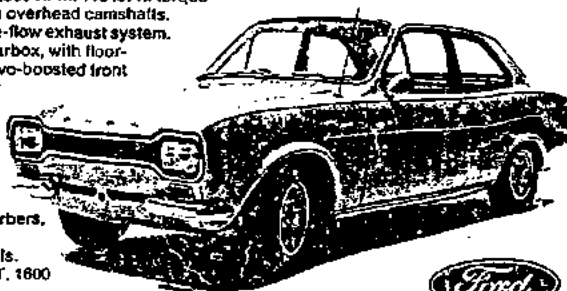
Note the original 'muffler-type' air cleaner which was conceived to alleviate some of the enormous induction noise from the twin Weber carburetors.

WHAT A HOOT OF A CAR!! I WANT ONE!!



Now you know what the fat wheels are for...

Specifications: Lotus-designed 'hem' engine with opposed layout. 1,560 cc. (95.2 cu. ins.). 115 BHP at 6,000 RPM. 116 lb/ft. torque at 4,500 RPM. 9.5:1 comp. ratio. Twin overhead camshafts. Twin 2-barrel Webers. 4-branch, free-flow exhaust system. All-synchro, 4-speed, close-ratio gearbox, with floor-mounted shift in centre console. Servo-boosted front discs, 9.6" diam. Servo-boosted rear drums, 9" diam. Rack-and-pinion steering — quick ratio: 16.63:1. Collapsible steering column. Competition-handling suspension. Front independent coils, stabilizer bar. Rear: special-rate springs, hydraulic double-action shock-absorbers. 2 trailing links. 13" x 5 1/2" JJ safety-rim wheels. 165 x 13" radials. 29' turning circle. FORD ESCORT GT, 1600 GIVES YOU A LOT TO GO ON.



ESCORT WINS AFRICA SAFARI — 1st, 3rd, 4th and 8th.

1993 QUEENSLAND RALLY CHAMPIONSHIP - THE VIDEO!

Some readers may have noticed the advertisement in the past couple of issues of 'Brisport' for a compilation video of last year's QRC by Chris Lane.

Well, being the collector that I am I have obtained one of the aforementioned tapes for my personal collection and would encourage others to perhaps do the same.

It is not a professional production but has been edited to show most competitors in each of the four rounds of the '93 series.

You will see amazing interviews with some of the state's leading competitors and be right there on the spot when the winners of the 1993 QRC come in to the scorepoint at Gallangowan.

See me (Tom Smith) explain the steering failure which slowed down the VR4 at the Tweed Rally and then predict a top-ten finish after overcoming the fault. And guess what - we did actually finish tenth. AMAZING!!!

Chris travelled to most daylight spectator points available and shot footage of the crews at rally speed.

There are some unusual comments from some grotty looking spectators who happened to be standing in the way of the camera when Chris was doing some action

shots. These characters include David Nash, Richard Anderson and others.

As I've said the tape is not a professional production with perfect sound and light control all the time, but for my thinking it's a good souvenir of the year's rallying.

Some people might collect door stickers or Route Books, but when you can have a visual record of the season for a relatively small price, you have something you can show your grandchildren.

Chris assures me that he is perfecting his dubbing and editing along with computerised credits, which will be used in future videos of rallies etc.

As some will know Chris and Brian Crisp are planning to compete in the whole QRC this year after their finish at Gympie so he will not be presenting a series video in 1994.

If you would like to get a copy of the tape for the low price of \$30.00 please call Chris Lane on 209 9155 at work and he will be happy to provide you with a copy.

It's one thig to have some photos of the car going through a corner, but something else to be able to see yourself in action - and for about the same price. Get one today!!

THE SUBARU CONNECTION



Just when you think they've done it again, they do it again!

Subaru were really the first local Japanese distributors to get on the rally trail when they brought in a limited number of the successful RX-Turbo's which just about dominated the sport here in Australia in the mid 80's.

They improved with the times and produced the Liberty RS Turbo which in recent years has been knocking on the door of World Championship rallying and took a debut win in the New Zealand round of the WRC last year.

This year they have the Impreza WRX which again threatens to knock Toyota and Ford off the top perch and in the hands of Colin McRae and Carlos Sainz, it's only a matter of time.

While the Impreza has been available in road-going non-turbo form for about the last twelve months, the WRX version is now on sale.

To go along with the little supercar, the company is going to bring in a number of Impreza wagons in WRX specification!

There was a Liberty RS Wagon which sold quite well, and for anyone who wanted a chase/service vehicle as quick as the rally car it is ideal.

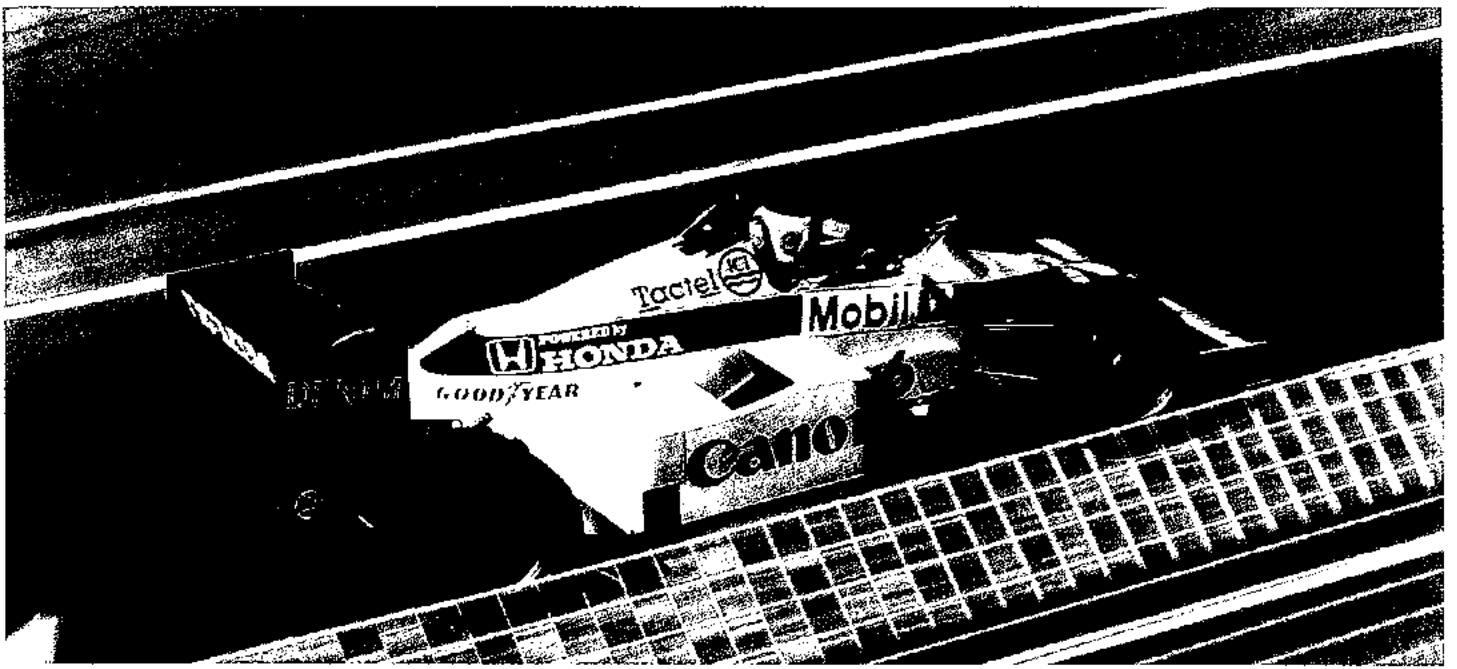
In Perth last year the Subaru team had rally prepped wagons as recce cars and they were also used as fast service/chase cars on the event.

The WRX Impreza wagon has the same 155kw motor as the sedan but is just a little heavier.

With the sedan predicted to come onto the market at around the \$40,000 mark the wagon won't be far off that price.

This is excellent value for money, and while some Australian competitors have vehicles ex-Japan, the local cars will be snapped up.





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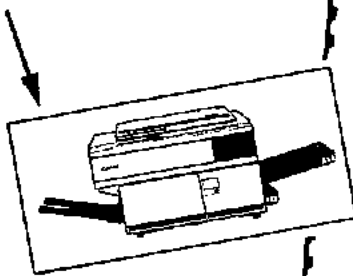
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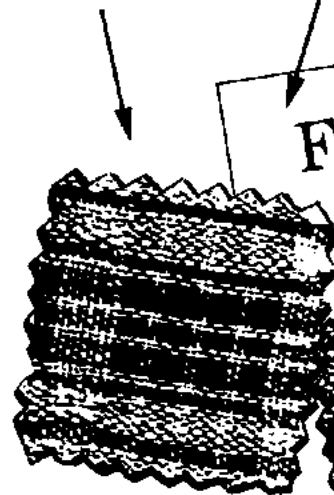
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And colour copying is not confined to paper originals - you can copy objects, too. As an example, you can colour copy fabric swatches to make up a catalogue, at a fraction of the cost of a photographically reproduced catalogue, and much faster too.

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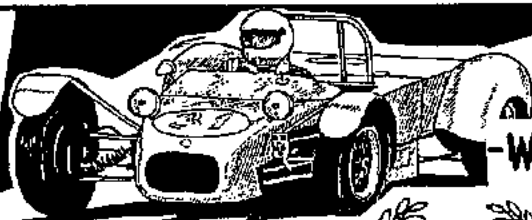
A.C.T.: 98 Barrier Street Fyshwick ACT 2609 Telephone: (062) 80 3999.

Brisbane: 10 Bellevue Terrace, 25 Mary Street BRISBANE QLD 4000 Telephone: (07) 221 5554.

S.A.: 314 South Road RICHMOND SA 5033 Telephone: (08) 352 5399.

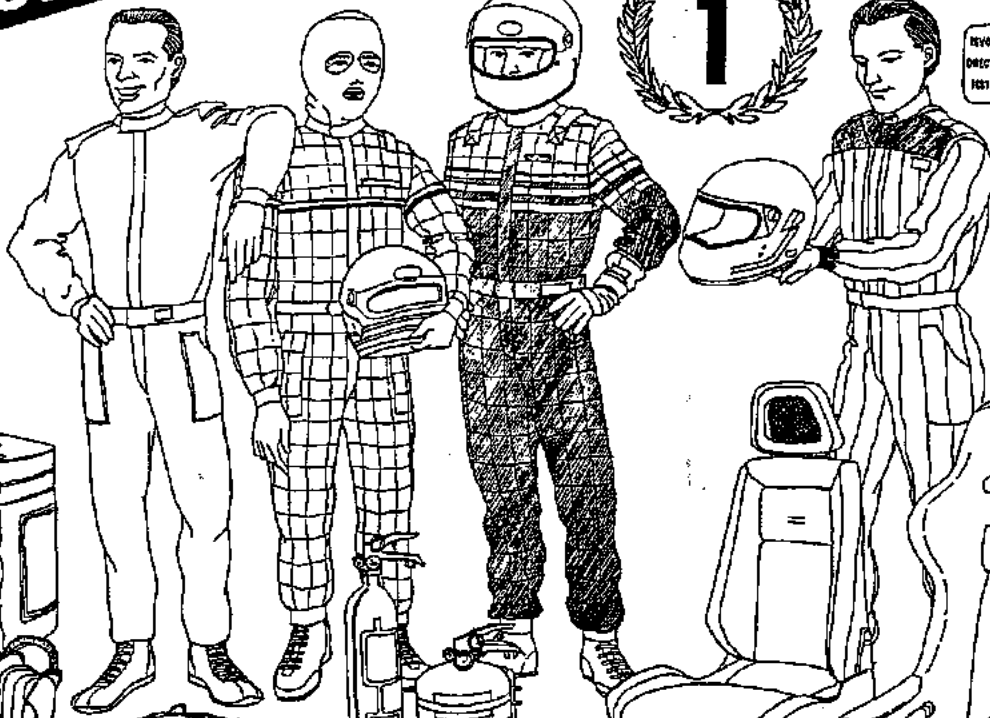
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ITEMS OF INTEREST.

Tighe-ing the Knot.

On behalf of the club I would like to offer my congratulations and best wishes to Dean Tighe and Lyndall Parr who are getting hitched on Saturday 2 April. After the wedding they are off to scratch around Tasmania on some drive-yourself tour - 'Targa Tasmania' I think it's called!

Queenslanders in Mexico.

Bruce Fullerton and Dave Ambrose took the ex-Wayne Bell Hyundai Lantra to the 'Rally of Melbourne' and won their class in Group N (N2). They were in fact the best placed Queenslanders in the event and look like having a big season in the tough little car, with a possible trip to New Zealand on the cards.

Daihatsu Attack!

Darran Hyland and Warren Parker will once again be attacking the Daihatsu Series this year and their intention is to win the thing at their third attempt. This year they have obtained sponsorship from PM Lubricants and intend to compete in the South Australian Clipsal Rally, Yokohama Rally Queensland, Rally Australia, Coff's Harbour and the Esanda Rally of Canberra.

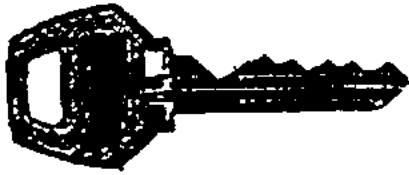
Fastlane Motorsport.

Brian Crisp and Chris Lane have announced that they will run a competitive season this year in their ex-Murray Coote Mazda 323GTX, and are pleased to announce that they also have support from PM Lubricants for the potent little Mazda. Along with the new lubricant support are long-time sponsors Bendix Brakes, 101FM, 'W.O.R.M.S.' and Watergear Distributors.

West/Best Don't Win Class!!

David West from Victoria and his Queensland co-driver Tony Best have made the news by virtue of the fact that they didn't win their class (N1) in the recent 'Rally of Melbourne'. The pair have an almost unbeaten record in the class over the past season and a bit and were leading when a driveline failure caused their early retirement in the Swift GTi. The class winner was Paul Vince, driving the ex-Dean Tighe Swift GTi.

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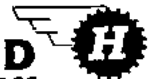
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THE VACC CLASSIC CAR RALLY - 17 to 22 July 1994

The resurgence of interest in historic rallying has taken off like a rocket in the last twelve months or so, and 1994 looks like putting the icing on the cake with the VACC Compulsory Third Party Insurance Classic Car Rally.

This event is to be run by the BSCC under the directorial guise of Jim Reddiex, who has the assistance of Mike Mitchell and Peter Marshall to put this undertaking on the road.

The rally is to be run over six days throughout south-east Queensland and will cover somewhere in the region of 1800 kilometres.

Overnight stops will feature in Brisbane, the Gold Coast, Darling Downs and Sunshine Coast and the entry fee covers all accommodation costs.

Navigation plays a major role in the event and many types of instructions will be used. Sub-events such as hill climbs, motorkhanas and sprints will be conducted, but will not greatly affect outright scores.

The entry fee may be a little daunting at \$2,000.00 per crew of two (additional crew @ \$650.00 each), but this includes CAMS personal accident insurance, meals and accomodation during the rally and the presentation dinner.

Eligible vehicles must be built prior to 1975 and preference will be given to rare models and those with an interesting history.

There may be more than two competing crew, but a minumu of two is required.

Although no support vehicles are allowed, the organisers will provide a sweep vehicle and assistance. Likewise, radios, mobile pphones and the like are prohibited.

Advertising is permitted provided it does not clash with the sponsor VACC.

Entries for the event close at the end of May and you can register your interest by phoning Jeannette Egerton on (07) 844 7555, or by writing to:

VACC Insurance CTP Classic Car Rally, P.O. Box 359, South Brisbane, Qld 4101.

THE "CO-EFFICIENT" AUSTRALIAN RALLY CHAMPIONSHIP

The 1994 Australian Rally Championship is well underway this year with three events having been run at the time of writing.

These have included a C5 round in Tasmania, the C5 Shell Rally at Gympie and the recent 'Rally of Melbourne' - the first C10 event of the year.

Whilst Ed Ordynski ran and subsequently won the Tassie event in support of his sponsor and friend Les Walkden, local driver Stewie Reid took out the Queensland C5 rally and one of the biggest surprises happened when Newcastle driver Michael Guest won his first C10 ARC rally in Victoria.

After Neal Bates (no relation to Alan) retired with turbocharger problems in the powerful GT4 Celica, and Mr Ordynski unfortunately pulled out when a headgasket problem surfaced, Mick Guest took the initiative and drove to a healthy win in his now unsponsored Lancer RS.

From 57 starters, only 32 made the finish after 15 stages and 223 kilometres and best placed Queenslanders were Bruce Fullerton and Dave Ambrose who drove the Hyundai Lantra to 25th outright and first in class N2!

Tony Best, whose regular ride over the past two seasons has been the Suzuki Swift of David West scored a DNF when the little car had drivetrain problems.

Although the 'Co-Efficient' series is still intact in the ARC, there appears to be some question as to it's effectiveness. The loss of the BP sponsorship after the 1991 season has never really been overcome, and despite what we might hear there appears to be little effort on the part of CAMS H.O. to come up with an alternative corporate sponsor.

In the meantime we have the likes of Yokohama and the Mayfair Crest in Queensland to thank for their support of our local event. It's good to know that regardless of the lack of bucks, we have some people who will put on the ARC for the good of the sport.

They are the ones who deserve the recognition.

PROGRESSIVE POINTS - OUTRIGHT

1.	Michael Guest	NSW	200 Points
2.	Ian Douglas	Vic	150
3.	David Officer	Vic	120
= 4.	Ed Ordynski	SA	100
= 4.	Stewart Reid	Qld	100
= 4.	Steve Ashton	Vic	100
7.	Graham Wise	Vic	80
= 8.	Peter Glennie	NSW	75
= 8.	Glen Cugley	Tas	75

PROGRESSIVE POINTS - GROUP N

1.	David Officer	Vic	290 Points
2.	Bruce Fullerton	Qld	240
3.	Steve Ashton	Vic	210
4.	David Draper	Vic	205
5.	Paul Vince	NSW	170
6.	Graham Vaughan	NSW	160
= 7.	Ed Ordynski	SA	145
= 7.	John Goasdoue	Qld	145
9.	Ian Boyd	Vic	130
10.	Ross Almond	SA	105

PROGRESSIVE POINTS - MANUFACTURERS

1.	Mitsubishi	210 Points
2.	Suzuki	195
3.	Daihatsu	175
4.	Hyundai	135

PROGRESSIVE POINTS - DAIHATSU CHALLENGE

1.	Mike Welsh	Vic	Paul Flintoff	Vic	200 Points
2.	Susumu Sadayama	Vic	David James	Vic	190
3.	Doug Wright	Vic	Gareth Graham	Vic	180
4.	John Goasdoue	Qld	Gary McLane	Qld	100

B . S . C . C . A c h i e v e m e n t A w a r d 1 9 9 3

DRIVERS	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1 C LEE	2		3		3		8
2 B FULLERTON			2		2	3	7
3 D HYLAND	4		3				7
4 R BANSEEMER		1				5	6
5 I GOLDSWORTHY	3				3		6
6 D TIGHE	3		2		1		6
7 R CROSS	1		3		1		5
8 F FRANCFINI				3		2	5
9 P GLENNIE					2	3	5
10 IR BROWNING	1			3			4
11 R CRESDEE		4					4
12 J GOASDOUE				2		2	4
13 N MICHEL			1	1	2		4
14 R BAILEY				3			3
15 C CORBEE					3		3
16 L MAHONEY		3					3
17 G STANAWAY		3					3
18 G WESTON	3						3
19 T COLLINGWOOD			2				2
20 H EFFENBERGER				1		1	2
21 J KERR		2					2
22 G MARSHALL				2			2
23 A MCKAY				2			2
24 I MOGG		2					2
25 P SALISBURY		2					2
26 R ANDERSON						1	1
27 I BAILEY	1						1
28 W CARRIGAN			1				1
29 A CLUNES							1
30 R COLLINGWOOD						1	1
31 B DAWSON		1					1
32 V GEES					1		1
33 A JOHNSTONE			1				1

PROMOTIONS
COMMITTEE.

Following the recent Annual General Meeting, a couple of concerned club members got to talking and expressed some concerns about the general lack of forward promotion for the club itself.

While events have promotional or public relations officers for their own benefit, there does not seem to be a big push to take our club to the people, the motoring public who could realistically increase our membership tenfold.

The sad thing is that we have much of the talent needed within the club and I refer to people like Jim Pilgrim (one of the most well-known radio voices around), Bruce Dawson (video production expert), Ron Van Opstal and Ken Warren (photographers) and myself (always happy to put pen to paper).

We would like anyone who is interested in helping get this committee on it's legs to talk to either Bruce or myself on a Wednesday night, with a view to gathering ideas.

We want the club to grow and present a better image to the local media and general public whose support and acceptance we rely upon.

Let's face it, our motor sport is in some ways very antisocial and we need to all we can to put up the right front. Also if we are trying to attract million dollar teams to come up to Queensland and compete in our events, let's give them the coverage they deserve.

TOM SMITH.

CLUB SECRETARIES

RE: PERSONAL ACCIDENT INSURANCE LEVY

Most clubs would be aware of the introduction of a Personal Accident Insurance levy effective 1st January 1994.

The amount of the levy has been recently reviewed, and has been amended to the following.

- a. Basic licences - \$5 (the gross price of a basic licence remains at \$21).
- b. Sprint Kart drivers - \$5 per driver - per event.
- c. All other competitors - \$10 per crew member - per event.

The levy is to be applied to all drivers, navigators, co-drivers and relief drivers etc.

The levy is to be charged only once per meeting, and is not to be a multiple of the number of events or the number of days for an event.

The levy is to be applied to all events which require a restricted licence or higher. Where a basic licence is allowable for a once only use, where a restricted licence would be necessary, the levy must be charged.

For basic licences, the levy is to be paid to CAMS together with the payment to CAMS for the basic licences. For open events the levy is to be forwarded to CAMS with the Event Report and results.

Your assistance with the collection of these levies would be very greatly appreciated.

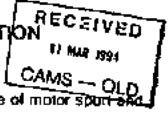
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 South Australia: 1 Sturt Street, Adelaide 5000 Telephone: (08) 213 0633 Facsimile: (08) 231 2369
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**MEDIA
RELEASE**



4 March 1994

CAMS NEGOTIATES INSURANCE REDUCTION



Since its inception, CAMS has endeavoured to look after the welfare of motor sport and the people who are involved in it.

Because of the sport's very nature, insurance has played a major role in protecting officials, spectators, track employees, competitors and crew members against calamities, both small and large.

Personal Accident Insurance (PAI) has been an essential element of the CAMS insurance package since 1966, when premiums were as low as 50 cents per race and were paid as part of an entry fee.

Personal Accident Insurance was paid out of general revenue and in 1990 the insurance premium increased to \$110,000 per annum and in 1993 it doubled to \$225,000.

In October last year CAMS' insurers notified the Confederation that the 1994 PAI premium would increase to \$600,000.

Clearly, such a staggering increase could no longer be borne by CAMS and a PAI levy was announced in the 1994 CAMS Manual, which was to be payable on an event entry basis.

Meanwhile, CAMS searched the insurance industry for a better deal and on 30 November, 1993, a firm quote of nearly \$400,000 was received and accepted.

A lower rate than that published in the 1994 Manual of \$10 per open event, \$5 per open sprint kart event and \$5 for every Basic licence has now been announced.

An agreement between CAMS and the Motorsport Promoters Association has now been reached whereby the PAI levy will be collected as part of the entry fee at all open events.

Basic licences will still attract the levy at the time of issue.

ends



CLUB OFFICIALS

TELEPHONE NUMBERS
Home Work

PATRON	THE RT.HON. LORD MAYOR ALDERMAN JAMES SOORLEY				
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VICE PRESIDENT	ROD SAMS	345 9075	224 3851		
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ASSISTANT TREASURER	NEIL MICHEL	398 1810	231 5560		
CLUB CAPTAIN	GREG HORTON	018 746 284	268 2914		
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ERROL BAILEY	ROD BAILEY				
TONY BEST	ALAN CLUNES				
PETER HILLMAN	BERENICE LINTON				
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	862 9363	834 2713		
REGISTRAR	DEL GARBETT	808 1538			
REFRESHMENTS OFF/R	KEN WARREN	074 780 060			
PROPERTY OFFICER		343 8351	262 1222		
SPORTING SUB COMMITTEES:					
OFF ROAD	ROD SAMS	345 9075	224 3851		
RALLY	BARRIE BURR				
MOTORKHANA) NIGHT RUN)					
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

BRISBANE SPORTING CAR CLUB LIMITED

1994 PROPOSED CALENDAR

		VENUE	Clerk of Course
HISTORIC SERIES			
24 APRIL			Ken Philp
17-22 JULY	VACC COMPULSORY THIRD PARTY INSURANCE CLASSIC CAR RALLY	S.E.Qld	Jim Reddiex
4 SEPTEMBER	Classic Driving Trials		Ian Ferguson
29 OCTOBER	BP RANGE RALLY CLASSIC		Tony Galletly
16 NOVEMBER	Historic Rally Group Presentation Night		
OFF ROAD			
2-3 APRIL	AUSTRALIAN OFF ROAD CHAMPIONSHIP - Round 1	INGLEWOOD	Patrick Hetherman
14 AUGUST	LONG COURSE	GATTON	Graeme Hill
20 NOVEMBER	SHORT COURSE - Ettanogah Pub Series	PALMWOODS	Rod Sams
RALLY			
9/10 JULY	AUSTRALIAN RALLY CHAMPIONSHIP/YOKOHAMA RALLY QUEENSLAND	S.E.Qld	Errol Bailey
15 OCTOBER	BAILEY POWERLINES CLUB RALLY	IMBIL	Barrie Burr
3/4 DECEMBER	KEEMA CLASSIC RALLY Q.R.C./KEEMA CLUB RALLY	GALLANGOWAN	Craig Porter

RALLYSPRINT - to be sponsored by REVOLUTION RACE GEAR and ROAD & RACE -

1 MAY - 5 JUNE - 31 JULY - 28 AUGUST

MOTORRHANA

Third SUNDAY of the month - Boondall Entertainment Car Park Q-Start: approx 9.30 a.m.
i.e. April 17, May 15, June 19, July 17, Aug 21, Sept. 18, Oct 16, Nov. 20

NIGHT RUNS

First WEDNESDAY of the month: Start 8.00 p.m. BSCC Clubrooms
i.e. April 6, May 4, June 1, July 6, Aug 3, Sept. 7, Oct 5, Nov 9

RALLY VIDEOS FOR YOU!!!

The club's resident rally video librarian Chris Lane is still collecting copies of anything and everything for his personal library and is still very generously providing the latest action footage for clubmembers on a Wednesday night.

As in the past Chris has chosen a selection of the best for your viewing pleasure and will be presenting them in the following order over the next couple of months.

Wednesday 13 April	1993 British Open Championship
Wednesday 11 May	1993 World Rally Championship
Wednesday 25 May	1993 Coff's Harbour ARC round
Wednesday 8 June	1993 Rally Australia
Wednesday 22 June	1993 Esanda Rally of Canberra

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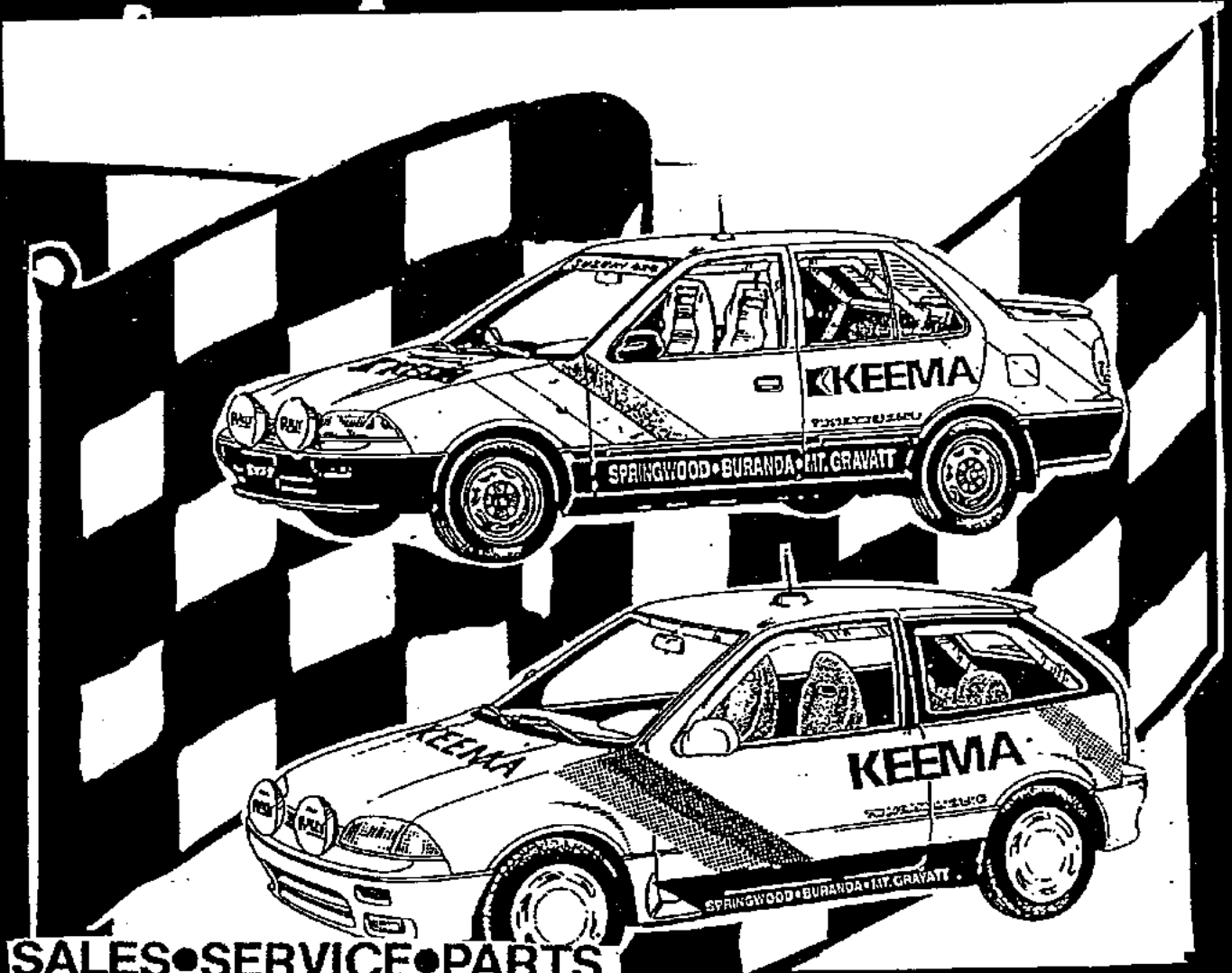
**ENGINES & TYRES call Rob Bekker
37 Toombul Rd, Northgate Ph 266 5255**

**TYRES, ENGINES & PANELS call Ben
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**PANELS & CUTS call John Pinder
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A/hrs Henk Kabel Ph. 300 2617