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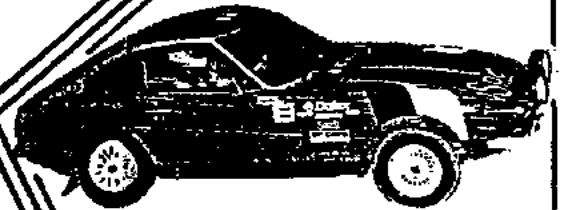
**THE MONTHLY MAGAZINE OF
THE BRISBANE SPORTING CAR CLUB**

1993 Rally Champion



CRAIG LEE

**1993
Speed Event
Champion**



**GARRY
MARSHALL**

**1993
Motorkhana
/Night Run
Champions**



**PAUL GRAY/
KIRSTY EVANS**

1993 CLUB CHAMPION



DEAN TIGHE

**1993
Junior Champion**



LEE EVANS

**1993
Lady Champion**



LYNDALL TIGHE

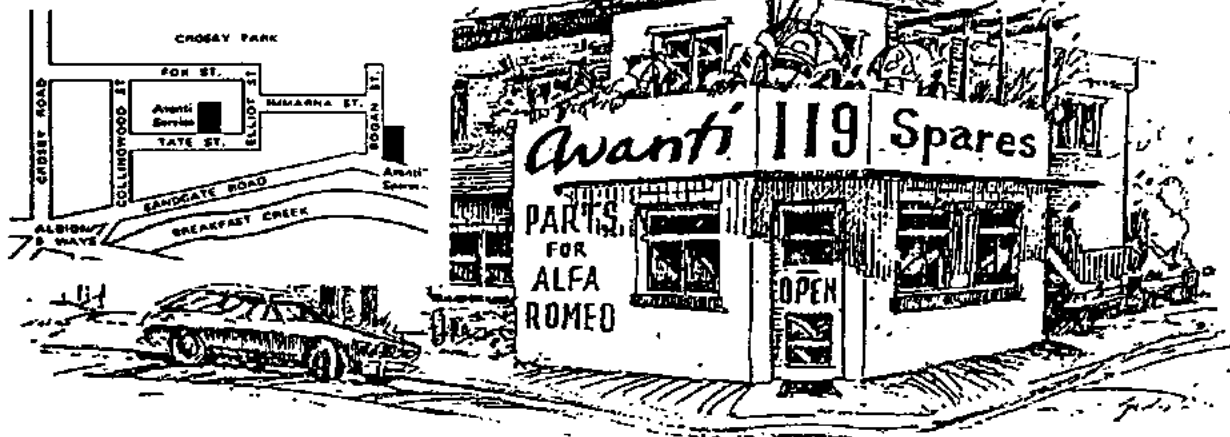
**1993
Off-Road Champion**



RON VAN DER HAAR

Awanti

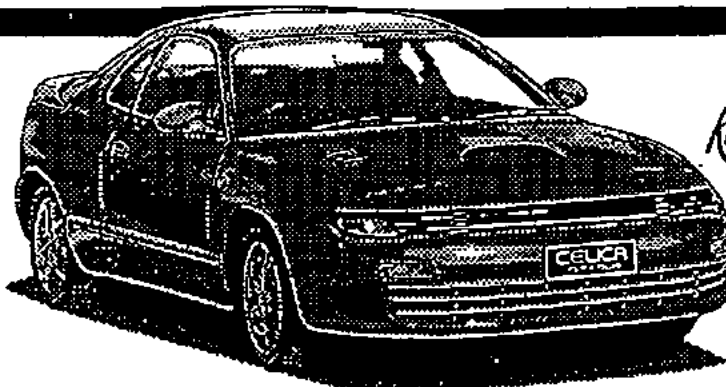
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November News

Did anyone watch that funny car race thing on the TV this month. You know the one from Adelaide where lady drivers drove their Holden Calibra's into solid concrete walls, and where the two contestants for the World Championship put each other out of the race.

Quite honestly it was brilliant, right up to where 'Micky Shoe-Maker' accidentally boofed 'Damo' Hill causing the retirement of both.

I also agree that it appears to be nothing more than a 'racing incident' between two guys who saw their future in front of them.

What really confounded me was the attitude of the Williams pits who, knowing the extent of the damage to the Williams suspension (thanks to the Channel Nine TV coverage), did nothing to attempt to repair it.

The mechanics, as everyone saw, wobbled it up and down and said to themselves "It looks boogered to me!!"

Surely the lattitudinal or locational forces on that part of the wishbone were such that it could have been satisfactorily 'strapped', in order to finish the race.

I'm sure that a rally crew would at least have a go at fixing it by sitting two Sidchrome spanners in place and binding it up with Racetape.

Anyway the race from there on in was really great...

Who won again, oh yeah, that old Nigel bloke.

Boy were they all chummy at the post race press conference!!!

I was on holidays for the week 14 November to 20 November up at lovely Caloundra with the family. When I got back to work on Monday morning (21st) I saw Tony Best who informed me that the 'Bailey Powerlines' had a run.

Congratulations to Rob Bekker on taking the win and to Barrie Burr and his mob who persisted with trying to make the event happen.

Thanks to Imbil's Graham Hiley of the Forestry office who gave final permission for the event to go on.

The best night run for a long time was held on Remembrance Day 11 November and a huge number of crews turned up to compete and enjoy some of Alan Bates' best 'EAGLE-BOYS' pizzas.

Apparently the night went down very well and the pizzas were the hit of the evening.

It looks as though this format might be the one to follow in the future.

Quality, not quantity!

Hope you have a great December.

Tom



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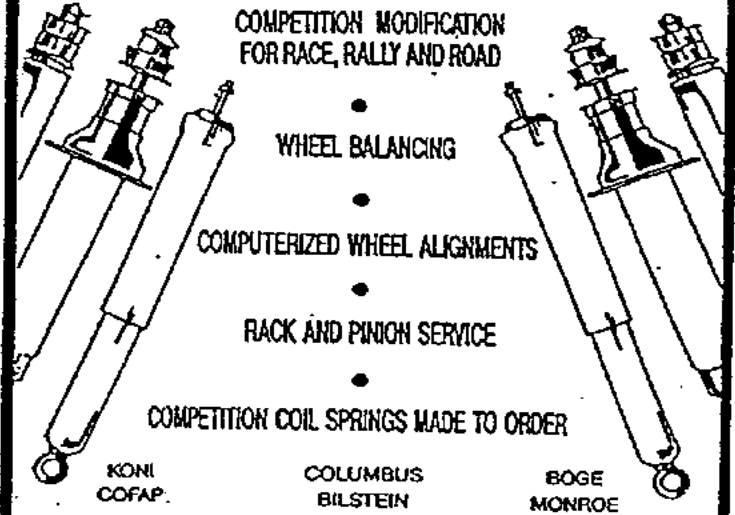
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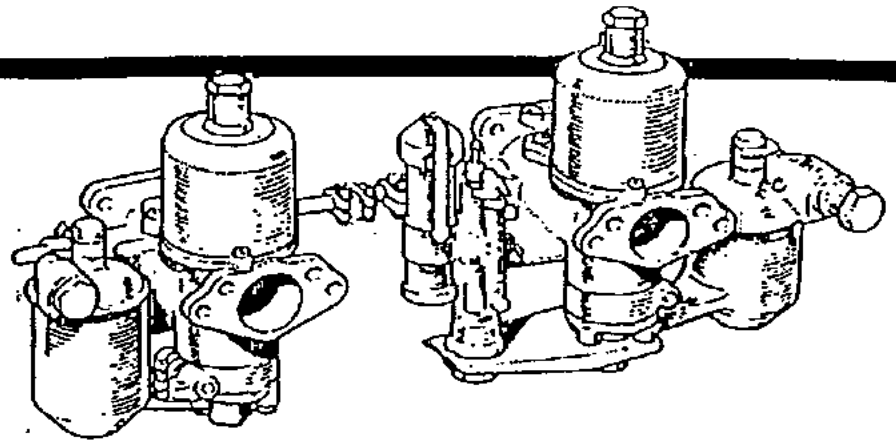
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EAGLE BOYS DIAL-A-PIZZA NIGHT RUN

Over the last couple of years the number of entries in the Club's regular night runs held on Wednesdays has been dropping off. It was felt by a number of Club members that a change was needed.

This was discussed at a recent Board Meeting and it was decided to try a change to a Friday night. The date of Friday 11th November was selected and Club President Alan Bates arranged sponsorship of the event through Eagle Boys Dial-A-Pizza.

Club night run expert Ray Evans was co-opted to set the event and as well as the BSCC, a number of other clubs were invited.

When the organisers arrived at the Clubrooms at 7.30pm there were about half a dozen keen crews ready and waiting. A total of sixteen crews started the event, of which eight were from the BSCC. This included quite a few of the regular Historic Rally competitors.

The course generally kept fairly close to the Clubrooms, through the suburbs of South Brisbane, East Brisbane, West End and Stones Corner. There were a total of 21 questions to be answered, some easy, some hard, some a bit ambiguous.

One question had it's answer on the right hand side of the road instead of the left, but this was later deleted from the results (some competitors wasted half an hour looking for an answer on the left, convinced that this was meant to be a sneaky trick).

Most crews completed the course in just under two hours. Only one crew got all questions correct, but the results were very close with another eight crews only getting one question wrong, (and it was different questions for different crews).

There was only one non-finisher.

Results

1.	Steve and Di Jones	(Alfa Club)	20/20
=2.	Phil and Gail Hart	(Porsche Club)	19/20
=2.	Murray Wilkes/Peter Hayes	(Porsche Club)	19/20
=2.	Alan Clunes/Tony Best	(BSCC)	19/20
=2.	Ian and Cameron Gorski	(BSCC)	19/20
=2.	Alex Mololzyk/Stewart Cook	(Marque Club)	19/20
=2.	Brett Wentworth/Joe Martens	(Porsche Club)	19/20
=2.	Lyndall and Dean Tighe	(BSCC)	19/20
=2.	Mark and Andrew Pearce	(BSCC)	19/20
10.	Peter Steinback/Liza Marshall	(Marque Club)	18/20
=11.	H Effenberger/Nigel Roderick	(BSCC)	17/20
=11.	Neville Davis/P O'Callaghan	(Marque Club)	17/20
13.	Tony Slattery/Debbie Davies	(BSCC)	16/20
14.	Grant Harvey/Sara Slattery	(BSCC)	15/20
15.	John/Meryl Rogers	(BSCC)	7/20
DNF	Rob and Shane Smith	(Porsche Club)	

After the event all competitors enjoyed the Eagle Boys pizzas generously supplied by the sponsor. Thanks must go to Eagle Boys and Alan Bates, Ray, Trish and Lee Evans, and the competitors who supported the event.

Footnote:-

Most organisers do not mind putting a bit of work into an event if it gets sixteen or so entries, but get a bit upset if it only gets three or four. Likewise the Club is not prepared to continue to make a loss on certain events.

The Eagle Boys Pizza Night Run proved that trends can be reversed with a few new ideas. It would be very sad if the Club stopped organising night runs, which very nearly happened. Night runs have been a part of Club activities for the 41 years that it has been running.

The way to go in 1995 is possibly to enter into some sort of loose partnership with the other clubs that organise night runs (which are usually on Friday nights), where each club organises three or four events a year, invites the other clubs and supports the events that the other clubs run. This would result in bigger fields, more competition (interclub rivalry) and less work and more fun for the few BSCC members who are willing to direct Night Runs.

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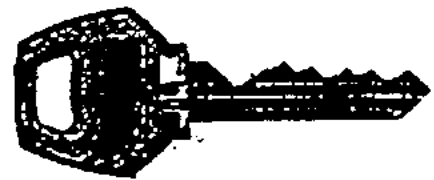
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THE "HOW MANY DRIVERS HAVE YOU NAVIGATED FOR?" COMPETITION

TONY GARVEY:

Tony Garvey started navigating while living in Kempsey in 1983, then shifted to Brisbane in 1987 and continued to navigate while living up here.

Prior to 1983 he had been involved in rallying for a number of years, mainly as a member of a service crew.

He has navigated for a number of top drivers in NSW and Queensland during this time.

June Emms	Datsun 1600	(1 season)
Graham Julius	Honda Civic Turbo Escort Mk 2	(1 season)
Bernie Keast	Escort Mk 2	
Martin Quinn	Mazda RX2	(2 seasons)
Rod Browning	Honda Civic	
Tom Cumpston	Subaru RX Turbo	(1 season)
Barry Neuendorff	Mazda RX3	(1 season)
Peter Marcovich	Subaru RX Turbo	
Gary Batts	Gemini Suzuki Swift GTi	(3 seasons)
Ian Douglas	Suzuki Swift GTi	
Craig Lucey	Celica GT4	
Peter Glennie	Nissan Pulsar GTi-R	(1 season)

Baby Time Again!!

The club wishes to offer huge congratulations to Kerrie Hollington (-Miller) and David Miller on the recent birth of their son William Emerson (Emerson, as in Fittipaldi).

The family is doing well, and the little fellow should be ready to contest his first QRC in about two years.

The ESCC's WORLD CHAMPION.

by Tony Best.

Here I am again writing about motor sport history!

I felt I could not let the year 1994 go by without mentioning that it was the twentieth anniversary of one of the toughest motor sporting events ever held, the 1974 World Cup Rally from London to Munich via the Sahara Desert, and it was won by an Australian crew that included BSCC life-member Jim Reddiex.

I thought that everybody knew a fair bit about this event but when I mentioned it to some of the younger present-day competitors I was surprised to find out how little they knew.

Some had not even heard of the event, and others had vague recollections of only a few details that older people had told them. It reminded me of how some of us in my age group feel about the Burke and Wills expedition!

I had intended to say a few words at the trophy presentation for Yokohama Rally Queensland but did not get the chance, partly because Jim was not the Competitor Relations Officer this year, and partly because class winners were not encouraged to make speeches.

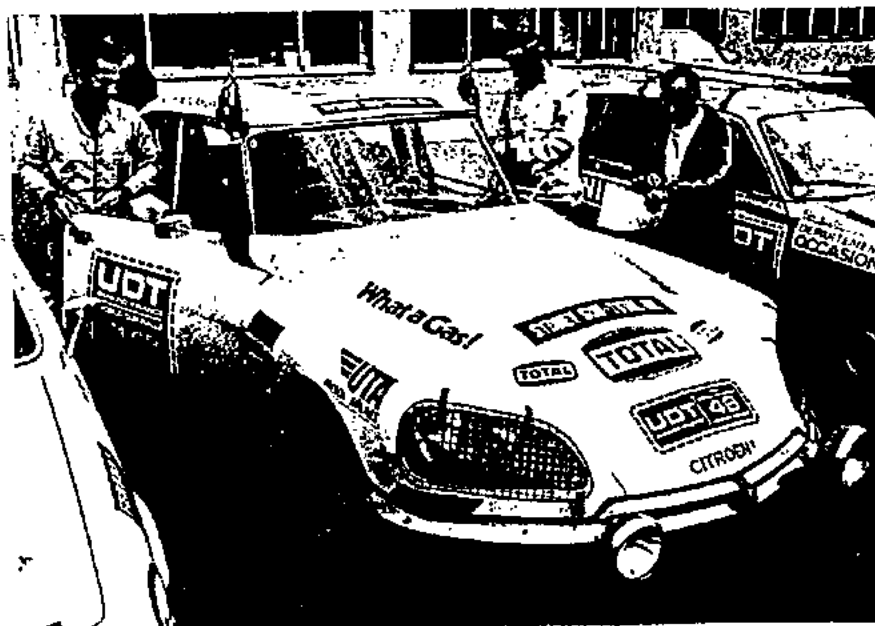
My decision to write this article was definitely made when the Citroen that Jim drove was brought out of retirement (from a museum in Sydney) for the "VACC Classic Rally" this year.

It was great to see the car and to know that it has been preserved. The only other time I had seen the car was when it was on display at Port Macquarie at the finish of the 1974 "Southern Cross Rally".

The late 1960's and early 1970's was the era of the great Marathon rallies, the first of these being the original 'London to Mexico' in 1970, then the 'London to Munich' in 1974 and another 'London to Sydney' in 1977.

Last year there was a 25th anniversary re-run of the 'London to Sydney' and next year there will be one for the 'London to Mexico'. I wonder if they will have a re-run of 'London to Munich' in 1999?

Anyway, back to 1974 (or should I say 1973 when planning for the event was under way). The 1974 Soccer World Cup was held at Munich in Germany and the rally was arranged to fit in with the event, in a similar concept to the World Cup in Mexico in 1970.



The major sponsor for the 1974 event was the British finance group United Dominions Trust (UDT). The route set was from London through France and Spain, a ferry crossing to Tangier in northern Africa, a crossing of the Sahara Desert through Morocco, Algeria and Niger to Kano in Nigeria, another crossing of the Sahara back to Tunis, a ferry crossing to Sicily, another to Italy, another to Turkey, then to Munich via Greece, Yugoslavia and Austria.

The Citroen entry was arranged by Sydney solicitor Andre Welinski. Welinski had previously run an Austin 1800 in the 'London to Mexico' event (NB - this car was also a starter in the VACC Rally!) and had decided to run a Citroen in 1974.

He had obtained sponsorship from the Sydney Sun newspaper, UTA Airlines and Total Oil.

The second crew member was the very experienced Maitland chemist Ken Tubman who had been with Welinski in the Austin 1800 in the 1970 event, and had won the 1953 Redex Round Australia Trial in a Peugeot 203. They needed a third crew member who was a very good driver and who knew a lot about Citroens.

Who else but Jim??

Jim's first job was a trip to the Citroen factory in Paris in early 1974 where he spent a month working on the car, a new DS23, getting it properly prepared for the rally.

His next job was a survey of the two Sahara crossings with Ken Tubman. They were one of the few crews who had enough time available before the event to do this, and this survey was certainly one of the major reasons for their success.

There were 52 starters in the rally, which started on 5 May 1974 from Wembley stadium. The Citroen had drawn number 46.

The sections through Europe were fairly uneventful with just two special stages in Britain, none in France - just a long transport, and four in Spain.

The Citroen crew took things relatively easily here in order to conserve the car, and were in thirtieth place when they boarded the ferry between Spain and northern Africa.

The third section in Africa was the one that enabled them to take the lead. This section in Algeria was 1090 km from Adrar to Tamanrasset which was required to be done in 15 hours.

The problems occurred for all competitors a bit south of In Salah where new roadworks had been constructed since the route survey had been done by the organisers.

Competitors who followed the new road too far found themselves at a dead end and in amongst a maze of tracks made by construction crews, and it was impossible to tell which was the correct road. (It was night time when all this happened.)

Many cars became bogged in the sand or suffered some damage.

Ken Tubman and Jim Reddiex had a bit of trouble finding where the old road left the new one when they did their survey a month before the event. Things had changed since that survey and they still had trouble finding the way.

They found the correct road by following a truck that was delivering water to the construction camp, the camp being situated close to the old road. There were only five crews that found the road in the dark. The rest waited till daylight.

The Citroen was the first car into Tamanrasset by a considerable margin being almost the only vehicle that had a trouble free run.

At Tamanrasset there was a 171 kilometre loop through the Hoggar Mountains. Only three crews attempted it, the remainder deciding that it was better to miss it and accept the penalty.

Only eleven crews started the next part of the rally on a run to the south from Tamanrasset through Niger to Kano in Nigeria, the most southerly point reached in the rally.

They reached Kano on the 12th of May, a bit over a week since they had left London.

Only seven crews made it to Kano!

They turned around there and returned to Tamanrasset. By the time they got back there a number of the other competitors had eventually arrived from the north and had repaired their cars. Jim was by then suffering from an infection to a hand, that was caused by a cut when pushing the car after it was bogged in sand. He was then unable to stop dirt getting into the cut.

Twenty one cars started the section from Tamanrasset northwards towards Tunis. The cars that had not gone to Kano were allowed to stay in the event but had large penalties from missing a number of controls.

The Citroen had a lead of nearly nine hours over the second placed car.

Between Hirhafok and Fort Gardel the Citroen crew missed a turn and then became bogged. Even though they had been on this road before they found it hard to find.

Many of the competitors who had never been on it became even more lost.

Just past the border with Tunisia the road had been blocked by sand that had been blown across the road. Work was being done to clear it and the competitors were supposed to wait till this was completed.

Andre Welinski convinced some soldiers to follow in a tracked vehicle and pull them through the sand when necessary.

Eventually they made it to Tunis and by now they had a 20 hour lead.

On the 18th of May the cars were loaded in the ferry to Sicily and the special stage in Sicily was the 'Targa Florio' race circuit.

It was won by the Australian crew of Evan Green and John Bryson in a Leyland P76. Jim's crew took things fairly easy and concentrated on finishing.

The route then went on to Italy and another ferry crossing to Turkey.

It was much the same through Greece and Yugoslavia but in Greece the Citroen recieved it's first major service in the event.

The Citroen factory finally realised the importance of one of their cars winning the event

Up until then all the work had been done by Jim. He did not have a lot to do during the 15000 kilometres that the car had travelled.

It was certainly a credit to the detailed preparation of the car that he did before the rally.

Into Austria they ran into snow, quite a change from the sand of Africa, but just as bad at

providing traction.

Jim had to sit on the bonnet to provide extra weight over the front wheels. They also took a wrong turn in the fog, but did not lose any late time.

Even with this, their lead had grown to over 28 hours. They had basically concentrated on doing nothing better than staying within late time limit, but the crews immediately behind them were even less inclined to take risks, and had travelled even slower and missed a few passage controls.

The gaps between cars was so great that this did not matter.

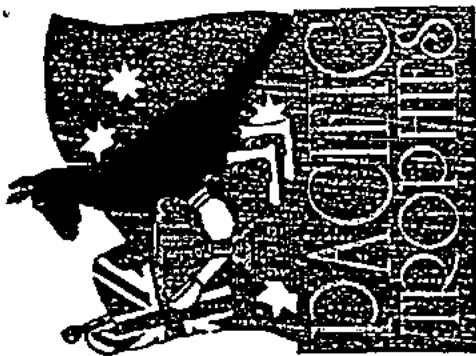
The finish of the event was at the Olympic Stadium in Munich on the 25th of May.

It was great effort. It is not very often that an Australian team has such a great win in a major motor sporting event. It would have been great for the team to have been able to be together this year for a twentieth anniversary celebration, but unfortunately the death of Ken Tubman last year prevented this.

Jim still has a copy of the BBC film that was made during the event. I am sure that he would not need much persuasion to bring it along to the Club one Wednesday night.



Winners by a record margin (from left) Ken Tubman, Jim Reddick and entrant Andre Welinski with the UDT Trophy at Munich.



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BP RANGE RALLY

The final round of the Queensland Historic Rally Series was the BP Range Rally held on the 29th of October. As the event was run in northern NSW the director Tony Galletly arranged for it to also become a round of the NSW Historic Rally Series.

The rally was run along the same format that was successfully used last year, being a Monte Carlo style event with starting points at Tallebudgera on Queensland's Gold Coast and Grafton in northern NSW.

Both routes joined up just before the lunch break at Lismore, and a common course was then followed to the finish at Tweed Heads. The total distance was approximately 400 kilometres and the Grafton start coincided with the local Jacaranda Festival.

A total of forty entries were received with fourteen starting from Grafton and the remainder from Tallebudgera. Most of the regular Queensland competitors were entered.

Entries from NSW included Geoff Bott (Jaguar E-Type), John Vickery (MGB), Carol Horner (Lotus Europa), and Bob Williams (Jaguar Mk 4). There were seven MGs, five Renaults, four Healeys, Alfas, Z-cars, Minis, Valiants, BMWs etc.

The three sections run in the morning consisted of some route chart, some map reading and an average speed section. The Tallebudgera

route and the Grafton route must have had about the same degree of difficulty because when the cars arrived at the Lismore lunch break there were only two competitors with no points lost, one from each of the starting points.

At the lunch break one of the streets in Lismore was closed off and the cars were put on display. It was intended that two other local car clubs would also have displays in this area but this did not eventuate as there was a small amount of rain and the locals did not want to get their cars wet.

The first section of the afternoon involved fairly tricky map reading, using two maps of different scales that overlapped a bit.

Half the section used grid references and half used a map trace (with a different scale to both maps). There were only three crews who completed the section without loss of points.

The next section used a stick chart and four different average speeds. There was a time control about halfway through the section where only two crews were on the correct time (Brian Krieger's Hillman Hunter and Ian Ferguson's Saab), and only four crews were on time at the end of section control (These two plus the Bott Jaguar and Alan Lax in a Morgan).

The stick chart section ended at Bangalow where

there were a couple of motorkhana-style driving tests at the showgrounds. However after about four cars had completed the first test an irate woman who claimed to be the president of the Show Society turned up and demanded that they stop (obviously not a motor sport enthusiast - she referred to the motorkhana test as "doing wheelies").

The organisers decided to discontinue the test even though they had obtained permission for the use of the showgrounds and had even paid for their use.

From Bangalow there was a short transport to BP Byron Bay where cars filled up with fuel.

Following was a fuel consumption test to the finish at Tweed Heads.

There was a variety of road conditions and fuel consumption ranged from 6.7 litres for Andrew Owens Sprite to 15.9 litres for Paul Goodwin's 240Z.

There were 33 finishers in the event, with a number of others getting to the finish but well outside their late time. Points losses ranged from 95 for the winner to 1219 for the last placed finisher.

The enthusiasm for the event was good to see, even though many crews need to brush up on their navigation skills.

The outright place getters were:-

1st	Ian Freguson/Alan Stean	Saab	95pts
2nd	Brian Krieger/Victoria Fredling	Hillman	203pts
3rd	Geoff Bott/John Pearson	Jaguar	253pts
4th	Peter Smith/Peter Whalley	Valiant	298pts
5th	Andrew Owen/Glenda Owen	Sprite	308pts
6th	Neville Davis/Phil O'Callaghan	Alfa	311pts
7th	Peter Barker/Ken Philp	Lancia	314pts
8th	Ted Peel/Tony Best	Datsun	328pts
9th	Tony Perrett/Barry Goodwin	Cooper S	362pts
10th	Paul Goodwin/Andrew Bauer	Datsun	365pts



Class winners were:-

Andrew Owen/Glenda Owen	Sprite	cars built up to 1960
Geoff Bott/John Pearson	Jaguar	Sports cars 1961-1969
Neville Davis/P O'Callaghan	Alfa	Sports cars 1970-1975
Brian Krieger/V Fredling	Hillman	Sedans 1961-1967
Ian Ferguson/Alan Stean	Saab	Sedans 1968-1975

The teams prize was won by the Brisbane Sporting Car Club team of Ferguson/Stean, Smith/Whalley and Peel/Best.

Although the event counted towards two different state championships there was no interstate competition as such but the Queensland teams convincingly beat those from NSW. The best placed NSW competitor was Geoff Bott (well known for organising the Repco Mountain Rally).

This means that Ian Ferguson becomes the inaugural winner of the Queensland Historic Rally Series. Plans are underway for a similar series to be run again in 1995.

1994 Qld Clubman Rally Series

Class: PRC 2A (1601-2000cc)

DRIVER	TOTAL
Tony BOARDMAN	25
John PROVAN	22
Ben WATKINS	20
John SPENCER	20
Ian MOOG	16
Craig MOLE	15
Lee KILLER	13
Clive WATERS	8
Brendan MOLE	6
Neddy REED	6
Mark MEARY	6
Mike THOMPSON	3

CO-DRIVER	TOTAL
Ben HAYDEN	27
Brian BOARDMAN	27
David HOOD	20
Deezy RULE	20
David NASH	20
Ian CAPPE	14
Simon TEED	10
Cameron THOMPSON	8
Darren COOK	4

Class: PRC 2B (2000+ cc)

DRIVER	TOTAL
Paul GOODWIN	40
Peter LOCKHART	25
Clive CORBICE	23
Spencer YARROW	18
David SCHAFER	15
Keelan CARNEY	12
Bruce DAWSON	8
Gordon BISHOP	4

CO-DRIVER	TOTAL
Kevin SOXSMITH	22
Dyl GARRETT	20
Nick BRUCE	20
Brad DAVISON	16
Barry GOODWIN	15
Cameron THOMPSON	15
Brad FOWLER	12
Derek YARROW	8
Paul BISHOP	8

Class: N1 (Group N 0-1300 cc)

DRIVER	TOTAL
Paul CROSS	20

CO-DRIVER	TOTAL
Tony BEST	20

1994 Qld Clubman Rally Series

Class: PRC 1A (0-1300cc)

DRIVER	TOTAL
Trevor KING	35
Andrew JOHNSTONE	20
Bruce BARBACK	15
Scott RHODES	12

CO-DRIVER	TOTAL
Mike NEELY	40
John DEMPSEY	30
Claire SWALLOW	12

Class: PRC 1B (1301-1600cc)

DRIVER	TOTAL
Wayne APPLEYARD	36
Shane DAY	20
Graeme OFFER	18
Ian WRIGHT	15
Steve ROSS	12
Geoff STAMMAY	12
Paul BECKER	12
John STOCK	10
Peter STEWART	8
Karl MARINA	6
Haral EFFENBERGER	6
Rick FORD	4
Derm GARDNER	3
Peter STEWART	2
Rob CRABE	2
Darwin BAUMANN	1
Irene MILTON	1

CO-DRIVER	TOTAL
Anthony McLAUGHLIN	35
Andrew GASTON	25
Karl STOKES	20
Greg RANDALL	15
Brian SMITH	12
Michael JOHNSON	12
Terry WILSON	12
Doble OLLON	8
Peter LETTICE, Jr	6
John RUTCH	6
David WALSH	4
Steven VINES	3
Fred VANDERBEEK	2
Scott WESSEMAN	1
John HAYDEN	1

*Pointscores courtesy of series registrar
John Hayden.*

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PROVISIONAL RESULTS

OUTRIGHT - EVENT

"BAILEY POWERLINES RALLY"

+ All Entrant		OUTRIGHT - EVENT																	
Entrant/Driver	Co-Driver	Vehicle	SS2	SS4	SS6	SS8	SS11	SS13	SS15	SS17	SS19	Total	O/R	Class					
2 Rod Bekker	Adrian Goodfied	Toyota Sprinte	00:06:23	00:05:42	00:16:47	00:10:43	00:07:08	00:03:54	00:06:29	00:05:37	00:11:24	01:14:07	1	1b					
6 Viv Gees	Shaun Ryan	Ford Falcon	00:06:18	00:05:38	00:16:54	00:11:00	00:07:15	00:03:48	00:06:26	00:05:40	00:11:43	01:14:42	=2	1 2b					
5 Wayne Appleyard	Anthony McLoughlin	Gemini	00:06:26	00:05:46	00:16:51	00:10:49	00:07:19	00:03:52	00:06:30	00:05:44	00:11:25	01:14:42	=2	2 1b					
3 Paul Goodwin	Andrew Bauer	Datsun 240Z	00:06:39	00:05:43	00:17:19	00:10:51	00:07:14	00:03:35	00:06:41	00:05:37	00:11:17	01:14:56	4	2 2b					
8 Jeff Klondike	Donna Hellmann	Mazda Familia	00:06:49	00:05:45	00:17:25	00:11:11	00:07:10	00:03:41	00:06:24	00:05:36	00:11:30	01:15:31	5	1 3.					
7 Graeme Offer	Greg Randall	Gemini	00:06:44	00:05:52	00:17:49	00:11:12	00:07:26	00:03:52	00:06:43	00:05:49	00:11:34	01:17:01	6	3 1b					
14 Craig Mole	Craig Smith	Datsun	00:06:46	00:06:00	00:17:56	00:11:10	00:07:19	00:03:46	00:06:49	00:05:44	00:11:40	01:17:12	7	1 2a					
11 +Kaemia/Tony Kabel	Greg Tebbie	Suzuki	00:06:49	00:05:56	00:17:46	00:11:27	00:07:07	00:03:49	00:06:49	00:05:59	00:12:12	01:17:54	8	2 3					
10 Terry Boardman	Brian Boardman	Datsun 1600	00:07:04	00:06:52	00:18:21	00:11:15	00:07:17	00:03:52	00:06:47	00:05:50	00:11:39	01:17:56	9	2 2a					
17 Chris Corbe	Karen Soxsmith	Cortina	00:07:03	00:06:01	00:17:15	00:11:47	00:07:16	00:03:53	00:06:52	00:05:59	00:11:53	01:17:59	10	3 2b					
38 Darren Gardner	Steven Vines*	Gemini	00:06:54	00:06:02	00:17:54	00:11:27	00:07:34	00:03:59	00:06:40	00:05:51	00:12:23	01:18:44	=11	=4 1b					
12 Shane Day	Keith Stokes	Gemini	00:06:49	00:06:59	00:18:08	00:11:31	00:07:18	00:03:59	00:06:45	00:06:08	00:12:07	01:18:44	=11	=4 1b					
9 Greg Poole	Del Garbutt	Mazda 323	00:06:50	00:06:52	00:17:51	00:12:04	00:07:05	00:03:52	00:07:02	00:05:58	00:12:19	01:18:53	13	3 3					
18 Kenneth McWha	Debbie Dillon	Holden	00:06:57	00:06:20	00:18:11	00:11:44	00:07:19	00:04:05	00:06:51	00:06:02	00:12:16	01:19:45	14	6 1b					
19 John Provan	John Hayden	Datsun	00:06:43	00:05:54	00:17:55	00:12:05	00:07:33	00:04:09	00:07:05	00:06:08	00:12:33	01:20:05	15	3 2a					
36 Tony Morrison	Steve Ross	Suzuki	00:07:00	00:06:09	00:18:34	00:12:00	00:07:58	00:04:10	00:06:53	00:06:04	00:12:17	01:21:05	16	1 N1					
25 Andrew Johnston	Gerald McConkey	Suzuki	00:06:39	00:05:48	00:18:34	00:11:21	00:08:00	00:04:03	00:07:57	00:06:38	00:13:08	01:22:08	17	1 1a					
13 Geoff Stanway	Michael Johnson	Gemini	00:06:57	00:05:55	00:17:37	00:12:21	00:07:20	00:04:01	00:06:51	00:06:40	00:14:37	01:22:19	18	7 1b					
20 Adrian McKay	Jon Turner	Datsun	00:06:58	00:06:03	00:21:55	00:11:48	00:07:26	00:03:59	00:06:42	00:05:50	00:12:14	01:22:55	19	4 2a					
37 Greg Horton	Colleen Smith	Hyundai	00:07:10	00:06:12	00:18:41	00:12:44	00:07:37	00:04:21	00:07:18	00:06:11	00:13:02	01:23:16	20	8 1b					
28 Matthew Knight	Criselle Williams	Gemini	00:06:53	00:06:19	00:18:44	00:12:48	00:08:39	00:04:12	00:07:13	00:06:27	00:12:57	01:24:12	21	9 1b					
34 Craig Landsberg	Ron Peters	Gemini	00:07:45	00:06:35	00:19:30	00:12:40	00:08:11	00:04:07	00:07:18	00:06:18	00:12:23	01:24:45	22	4 2a					
32 Adrian Dillon	Jeffrey Thripp	Gemini	00:08:03	00:06:47	00:20:04	00:14:04	00:06:03	00:04:31	00:07:17	00:06:30	00:13:12	01:26:31	23	10 1b					
29 Michelle Gallon	Mervil Rogers	Datsun	00:07:26	00:06:32	00:20:30	00:12:56	00:09:12	00:04:41	00:07:37	00:06:54	00:13:36	01:29:24	24	2 1a					
1 +BSCC/John Gosdoue	Rob Reddick	Datsun	00:06:10	00:05:23	00:15:42														
4 Barry Cook	Wes Depper	Mazda 323	00:06:37	00:20:22	Brake hos														
15 Rex Foid	David Walsh	Datsun 1600	DNS																
18 John Stock	Andrew Gaston*	Gemini	00:06:44	00:05:38															
21 +GTMC/Trevor King	John Dempsey	Toyota Corolla	00:06:58																
22 Mark Nealey	Cameron Thompson	Gemini	00:06:35	00:05:54	00:17:36	00:11:26	00:07:11	00:04:04	00:06:39										
23 Bruce Barwick	Francis Morrison	Datsun	00:07:08	00:06:20															
24 Ron Van Opstal	Mike Page	Toyota	00:07:25	00:06:32	00:20:16	00:22:05													
26 Brian Everett	Stuart Hole	Gemini	Withdraw																
27 Rodney Reid	Warren Redcliffe	Commodore	00:07:14	00:06:26	00:18:56	00:12:34													
30 Mark Pearce	Anthony Paton	Daihatsu	00:07:47	00:06:37	00:20:14	00:17:42													
31 Greg Sanburno	John Rex	Gemini	Withdraw																
33 Ed Fleundenberg	Fiona McNaughton	Mazda Capella	Withdraw																
35 Mudo Macdonald	Suparu RX T	Withdraw																	
39 Ian Menzies	Rad Biggar	Gemini	00:07:02	00:06:56	Cut of late														

Published at 12 noon 22 November 1994. Any protests to be in accordance with NCRS



'The Esanda Rally of Canberra'

There were quite a few Queenslanders down in Canberra for the Esanda Rally, but by the time you read this the event and the Australian Championship will have been run and won.

I (Tom Smith) could not get the time off to go with Mark Griffith but Craig Lee has graciously stepped in to fill the vacant seat. On the media day the Subaru was the quickest car over a 3 k course!!

The battle was a little reduced by the loss of Ed Ordynski who had been given a factory drive in Thailand (in Ross Dunkerton's place) but Dunky still drove the Les Walkden Galant VR4.

Queenslanders included Allen and Lance Jones in the Laser TX3, Bruce Fullerton and Dave Ambrose in the Hyundai and Ben Watkins/Richard Collingwood in Ben's 'under-25' Gemini.

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Our anticipated first date of broadcast will be at or near the beginning of February. We will keep in touch and tell you when this will happen. If you need up to the minute information please contact us on the numbers at the top of this sheet.

Boyz Under the Hood is aimed directly at satisfying the need for Brisbane's motor enthusiasts to get proper media coverage, we are also keen to promote local business especially in the automotive field so if you would like to promote your business on our show please contact us and let us know.

We look forward to seeing YOU on Boyz Under the Hood in the near future and hope that you will find our production both entertaining and informative.

'Boyz Under the Hood', a new venture in television for the motoring enthusiast

Queensland

HISTORIC RALLYING

1994 BP Range Rally Classic

Ian Ferguson and Alan Stean driving a SAAB 99 EMS, were the convincing winners of this year's event. With a clean sheet of the navigation and average speed stages and only penalties for the economy section, it was a hard act to follow! 38 crews started the rally from either Grafton or the Gold Coast with crews meeting at Lismore for a common route back to Tweed Heads last afternoon. The route covered over 450 kilometres, with some of the most challenging navigation the most crews had seen in a day. The day was WET from start to finish and although the crews found it a nuisance, it was not a nice to be a control official.

Second home was the Hillman Hunter driven by Brian Krieger and Victoria Fredling, while the Sydney crew of Geoff Bott and John Pearson driving a Jaguar E type were third. As the event was the decider for both the QLD and NSW Historic Series' there was keen interest from several crews in the running for the title. Team BSCC (Ted Peel/Tony Best, Pete Smith/Peter Whalley and Ian Ferguson/Alan Stean) again took the team award in convincing fashion.

In all a successful event for BSCC and Historic Rallying.

A big Thank You to our sponsors.

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House of MG Mountain Challenge

Saturday, March 5, 1995

[1995 Qld Historic Rally Series - Round 1.]

The rally will leave Darra at 8.00am and is expected to head west. Tony Slattery promises an enjoyable but challenging event. Thanks to the *House of MG* for their support of historic rallying. More details available soon.

Historic Group MEETING

WEDNESDAY December 21st, 1994 (8.00pm)

Firstly, a welcome to all new Historic Rally members who have joined us during 1994. Our numbers have certainly increased during the year. One of the recent recruits is Glen Davis, ex-NSW Historic Rally enthusiast and author of the new *Rallying* book. The book is a gold mine of information and hints for historic competitors and written with the current rally scene in mind. A steal at \$20, with \$10 going to Camp Quality!

Our last night of the year will be a social night to discuss the plans and events for 1995.

1994 Mountain Rally ### May 28th -> June 2nd ###

Promoted again by the Jaguar Drivers Club of Aust., the rally will leave Parramatta on Sunday, May 28 and transport past Goulburn and onto Wagga overnight. Day 2 will be from Wagga to Wodonga (Victoria). Day 3 - Loop Wodonga - Wodonga. Day 4 - Wodonga to Goulburn. Day 5 - Sporting Day at Wakefield Park. day 6 - Goulburn to Eastern Creek for display at Touring car meeting. Presentation on Friday night in Sydney.
More details - PO Box 148 Fairfield. NSW . 2135

.....Tony Galletly

1994 Historic Rally Series

Historic Rally

Championship

Top 20 (final points)

1 I Ferguson	36
2 T Best	35
3 B Krieger	34
3 T Peel	34
5 T Galletly	32
6 K Philp	29
6 T Slattery	29
8 Peter Smith	28
9 S Slattery	27
10 R Groves	26
11 A Stean	23
12 K Pullen	20
12 S Hawkless	20
12 A & G Owen	20
16 P Whalley	19
16 G Brown	19
16 C Lake	19
19 T Perrott/Goodwin	18
20 G Harvey	17

NSW Historic Rally Series - Top 3

1. Geoff Bott - Jaguar	51
2. Ken Philp - Lancia	49
3. John Vicery - MG	47

CLASSES

Class 1 - Cars up to Dec '60

1. Andrew Owen/Glenda Owen	(A/H Sprite)	20
2. Graham Brown	(A/H 100/4)	19

Class 2 - Sports '61 to '69 -

1. Tony Galletly	(Lotus / Lancia Fulvia)	30
2. Ken Philp	(Lancia Fulvia)	29

Class 3 - Sports '70 to '75

1. Ted Peel	(Datsun 240Z)	29
2. Sarah Slattery	(MG Midget)	25
3. Tony Best	(Datsun 240Z)	19
4. Tony Slattery	(MG Midget)	18
5. Grant Harvey	(MG Midget)	17

Class 4 - Touring '61 to '67

1. Brian Krieger	(Hillman Hunter)	29
2. Dick Groves	(Toyota Corona)	26
3. Tony Slattery / Debbie Davies	(MG 1100)	18
4. Gail Groves	(Toyota Corona)	16

Class 5 - Touring '68 to '75

1. Ian Ferguson	(SAAB 99)	30
2. Pete Smith	(Valiant)	27
3. Kevin Pullen	(Renault)	20
3. Scott Hawkless	(Renault)	20
3. Alan Stean	(SAAB 99)	20

1995 Queensland Historic Rally Series

[provisional calendar]

ROUND 1. - March 5
ROUND 2. - April 16
ROUND 3. - June 26

ROUND 4. - Sept 4

ROUND 5. - Oct 29

House of MG Mountain Challenge Director : Tony Slattery

Historic Twilight Rally Director : Brian Krieger

Refrigeration Parts (Qld) Classic Driving Trials

Director : Ian Ferguson

VACC *Classic Rally* (to be confirmed)

Director : Jim Reddiex

Range Rally Classic Director : to be advised

[NSW Historic Rally Series - Final Round]

1995 New South Wales Historic Rally Series

[provisional calendar]

ROUND 1. - May 28 -> June 1

ROUND 2. -

ROUND 3. - Oct 14/15

ROUND 4. - October 29

Mountain Rally (Jaguar Drivers Club)

MG Classic Rally Director : Richard Johnson

Winter *Classic Rally* Director : Jim Pope

(T.S.O.A. in conjunction with National Rally and Newcastle Festival)

Range Rally Classic (Brisbane Sporting Car Club)

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All rust cut out and replaced, body quite straight and neat.

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Congratulations to Debbie and Rex Ford on the birth of their daughter Ebony on Monday 14 November - 7 lb 1 oz! Now how's that for timing - Rex entered the Baileys for the 8 October thinking he had plenty of time before becoming a father, and lo and behold, he's now a Dad and is still able to compete.



Hamilton rally car driver Ben Watkins ... off to Canberra.

Rally challenge

HAMILTON rally car driver Ben Watkins will this month face his biggest challenge since taking up the sport three years ago.

Watkins, 23, will represent Queensland in the Esanda Rally of Canberra to be held from November 25 to 27.

Watkins won the Australian Junior Challenge series for drivers under 25 on a points system after gaining second place in the February competition, third in April and first in July.

The former Toowoomba lad who has lived in Brisbane for the past two years, took up rally driving after service crewing for a friend.

"It's a very exciting sport and I am really looking forward to the Esanda Rally as it will be my first chance to compete outside Queensland," he said.

A member of the Brisbane Sporting Car Club and the Gold Coast Tweed Motor Sporting Club, Watkins races a 1982 Gemini which he will trailer down to Canberra.

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 <p>MOMO STEERING WHEELS GEAR KNOBS ROAD WHEELS</p>	<p>CAR COMFORTS</p> <ul style="list-style-type: none"> * CRUISE CONTROL * POWER WINDOWS * CENTRAL LOCKING 	<p>CAR BRAS</p> <p>PROTECT YOUR CARS FINE PAINTWORK</p>	<p>ROLA</p> <p>ROOF RACK SYSTEM</p>
 <p>BODY STYLING</p> <p>COMPLETE KITS, SKIRTS SPOILERS, GRILLES, WINGS</p>	 <p>ALLOY ROAD WHEELS</p> <p>GREAT SELECTION OF EXCLUSIVE DESIGNS</p>	<p>SUNROOF</p>  <p>FITTING & SERVICE</p>	<p>CAR COVERS</p> <p>WATERPROOF NONSCRATCH BREATHING, EASY TO FIT</p>
 <p>ZYMOL</p> <p>THE ULTIMATE CAR CARE SYSTEM</p>	 <p>RECARO</p> <p>ORTHOPAEDIC CAR SEATING</p>	 <p>CAR ALARMS by PIRANHA</p>	<p>FITTING SERVICE AVAILABLE</p>

To All Members:

Please note no events in December, the Keema Weekend - Keema Rallysprint, Keema Classic and Keema Club will now be run on 4/5 February 1995.

A calendar of events for 1995 will be sent out with the December magazine.

IN THE MEANTIME - could you all please return money and butts in respect of the Raffle. If you haven't been able to sell any please return immediately as there is a long waiting list of people who can sell more. Many thanks.

POSITION	NAME	FEB	MAR	JULY	NOV	TOTAL
01	BARRY BARR	09		10	09	28
02	STEWART REID	11		11		22
	IAN STEWART	11		11		22
	VIV GEES	04		08	10	22
05	ROBERT BEKKER		10		11	21
06	ROD BROWNING	09		10		19
07	JOHN GOASDOLE	05	11			16
08	DAVID NASH	05	09			15
	PAUL GOODWIN	06		09		15
10	TOM SMITH	01	11	02		14
11	B WATKINS	01	07	05		13
12	NOEL GEES	04		08		12
13	TONY GARVEY	10				10
	TONY WILSON		10			10
	TONY BEST	01		09		10
	T COLLINGWOOD	03		07		10
	R COLLINGWOOD	03		07		10
	SHAWN RYAN			10		10
	TONY KABEL	02		08		10
	GREG TEBBLE	02		08		10
21	GARY MARSHALL		09			09
	BRIAN EVERITT	09				09
	IAN BRENNER	01	08			09
	ERRIC BAILEY			09		09
	PETER WHALLEY			09		09
	ANDREW BAUER			09		09
27	ROB REDDIEK		08			08
	WARREN CARRIGAN	08				08
	H REARDON-SMITH	08				08
	RON PETERS	07		01		08
31	GLEN DUTHIE	07				07
	BRUCE FULLERTON	01		06		07
	DAVE ANDROSE	01		06		07
	TERRY BOAROMAN			07		07
	BRIAN BOAROMAN			07		07
	JOHN PROVAN		04			07
37	JOHN SPENCER	06				06
	BARRY GOODWIN		06			06
	CHRIS CORBEE			06		06
	KAREN SOXSMITH			06		06
42	STEVEN VINES	01		05		06
	BRUCE DAWSON	05				05
	CHERYL MCKINNON	05				05
	G McLANE	05				05
	DAVID HOOD			05		05
	DARREN GARDINER			05		05
47	TERRY SCOTT			04		04
	BRIAN CRISP	01		03		04
	CHRIS LANE	01		03		04
	GREG POOLE			04		04
	DEL GARBETT			04		04
	ANDREW JOHNSTONE		02			04

53	HARRY MILLER	03				03
	CRAIG FURTER	03				03
	AURIAN MURRAY	07		01		08
	JIM HORN E	02		01		03
57	HAJAL BARKICH	01		01		02
	KIERAN CANNIE	01		01		02
	CAMERON THOMPSON	01		01		02
61	JOHN ROGERS	01		01		02
	ALEX MCKAY	01		01		02
	MICHAEL MCKAY	01		01		02
	IAN GOLDSWORTHY	01		01		02
	SCOTT HARRIS	01		01		02
	BOB CRASE	01		01		02
	FRED VAN DEN BRINK	01		01		02
	PETER HARTEN	01		01		02
	RICHARD GALLEY	01		01		02
	STEVEN GALLEY	01		01		02
	TONY HOWARD	01		01		02
	DAVID LAPWORTH	01		01		02
	LEWIN PARTRIDGE	01		01		02
	DESTROY RULE	01		01		02
	IAN MOGG	01		01		02
	HORST EFFENBERGER	01		01		02
	LEE WILLIAMS	01		01		02
	RUSSELL HARTNET	01		01		02
	STEVE CHRISTENSEN	01		01		02
	ALLEN THOMAS	01		01		02
	DAVID HECKENBURG	01		01		02
	RANDALL BRYSON	01		01		02
	RUSSELL BRYSON	01		01		02
	GLEN ROGERS	01		01		02
	PETER WILLMAN	01		01		02
	BRUCE MILLS	01		01		02
	CRAIG LEE	01		01		02
	ALAN BATES	01		01		02
	D IRVING	01		01		02
	D NICHOLSON	01		01		02
	B LINTON	01		01		02
	RODNEY CROSS	01		01		02
	GEOFF HEACHAM		01	01		02
	PAUL BERGMAN	01		01		02
	SHAWN GILL	01		01		02
	KEVIN M J TAYLOR	01		01		02
	GEOFF STANWAY		01	01		02
	MICHAEL JOHNSON		01	01		02
	GREG HORTON		01	01		02
	COLLEEN SMITH		01	01		02
	CRAIG LANDSBERG		01	01		02
	MICHELLE GATTON		01	01		02
	MERYL ROGERS		01	01		02

HISTORIC BOATING ASSEMBLY O/S/SHIPS

POSITION	NAME	MAR	APRIL	JULY	SEPT	OCT	TOTAL
01	IAN FERGUSON	11	05	11	09	11	47
02	KEN PHILP	07	11	06	05	08	37
	TONY SLATTERY	09	07	08	10	03	37
04	TED PEEL	10	11		06	07	34
05	TONY GALLEY	07	08		05	09	29
	TONY BEST	11	11			07	29
07	SARA SLATTERY	09	07	08		04	28
08	ALAN STEAN	11	05			11	27
	PETE SMITH	09	03	05		10	27
	BARRY GOODWIN			10	11	06	27
11	ANDREW OWEN			09	08	09	26
12	PETER WHALLEY	09				10	19
13	TONY PERRETT				11	06	17
14	PALL GOODWIN				07	05	12
	ANDREW BAUER				07	05	12
16	LORRAINE FULLER			11			11
	JIM REDDIEK			11			11
	DICK GROVES	05	01		04	01	11
19	MICHAEL HOOKING				09		09
	MARK CARBINE				09		09
	GLENDIA OWEN				09		09
22	PATRICIA SMITH		03	05			08
23	MURRAY ARUNDELL			07			07
24	DON MILNER	06					06
25	PETER GOODWIN				04		04
26	ED FREUDENBERG				03		03
	FIONA MCNAUGHTON				03		03
	LEE EVANS				03		03
	TRICH EVANS				03		03
30	ALAN LAX					02	02
	SUSAN LAX					02	02
32	BILL SMITH					01	01

at 22/11/94

LADIES O/S/SHIPS

POSITION	NAME	F	M	N	O	R	S	TOTAL
01	T EVANS	08	11	10				29
02	LYNDALL TIGHE		10	11				21
03	COLLEEN LINTON					09	11	20
	BERENICE SMITH			10		10		20
05	SARA SLATTERY	10		09				19
07	FIONA MCNAUGHTON	08		11				19
08	MERYL ROGERS			08		08		16
	MAURA WATSON				11			11
	CHERYL MCKINNON					11		11
	DESLEY COLLINS				11			11
	KAREN SOXSMITH					11		11
	GLENDIA OWEN	11						11
13	DEL GARBETT					10		10
	LORRAINE FULLER	10						10
	DEBBIE DAVIES			10				10
16	PATRICIA SMITH	09						09
	JUDY HARTNETT				09			09
19	SUSAN LAX	09						09
	MICHELLE GATTON					08		08

NIGHT BOAT O/S/SHIPS

POSITION	NAME	FEB	APR	MAY	JULY	NOV	TOTAL
01	IAN GORSKI	11	06			10	27
02	KEN WARREN		11	11			22
	R EVANS	11				11	22
04	TONY BEST		07			11	17
	TONY SLATTERY				11	06	17
06	SARA SLATTERY				11	05	16
07	GRANT HARVEY				10	05	15
08	ED FREUDENBERG		02	11			13
	FIONA MCNAUGHTON		02	11			13
10	T EVANS	11					11
	IAN BRENNER		11				11
	BERENICE LINTON		11				11
	ALAN CLUNES					11	11
14	ADRIAN MCCARTNEY				10		10
	CAMERON GORSKI					10	10
	JOHN ROGERS		06			04	10
17	LYNDALL TIGHE					09	09
	DEAN TIGHE					09	09
19	MATT JAMES		08				08
	MARK PEARCE					08	08
	ANDREW PEARCE					08	08
22	HORST EFFENBERGER					07	07
	NIGEL RODERICK					07	07
24	KEVIN TAYLOR		06				06
	DEBBIE DAVIES					06	06
26	MERYL ROGERS					04	04
27	BRUCE DAWSON		03				03
28	MICHAEL HOOKING		01				01



CLUB OFFICIALS

PATRON
THE RT. HON. LORD MAYOR
ALDERMAN JAMES SOORLEY

PRESIDENT
ALAN BATES

VICE-PRESIDENT
ROD SAMS

IMMEDIATE PAST PRESIDENT
LAURENCE SVENSON

SECRETARY
BARRIE BURR

TREASURER
GARY McLANE

ASSISTANT TREASURER
NEIL MICHEL

CLUB CAPTAIN
GREG HORTON

BOARD MEMBERS:
ERROL BAILEY
TONY BEST
PETER HILLMAN
PETER MARCOVICH
JOHN ROGERS

TELEPHONE NUMBERS
Home Work

379 9804 254 1799
345 9075 224 3851

261 3349 256 6822
862 4668
355 5985 848 6464
398 1810 231 5560
018 746 284 268 2914

ADMINISTRATION
OFFICER ESME GIBSON 345 3435 391 8881
PETER MARCOVICH 395 1722 274 3647

CAMS DELEGATE
PETER QUINN 862 9363 834 2713

AUDITOR
TOM SMITH 808 1538
DEL GARBETT 780 060

REGISTRAR
RREFRESHMENTS OFF/R KEN WARREN 074

PROPERTY OFFICER CRAIG PORTER 376 6563 870 3355

SPORTING SUB COMMITTEES:
ROD SAMS 345 9075 224 3851

OFF ROAD
BARRIE BURR 862 4668



BSCC CHRISTMAS PARTY

Where? BRONCOS LEAGUES CLUB, FULCHER ROAD RED HILL
(Not ANZ Stadium)

When? Saturday 10 December 1994
(The Saturday after Gallangowan)

The newly renovated Broncos Leagues Club is located 2 kilometres from the city centre, has full club facilities, 250 poker machines, function rooms, sports lounges, TAB, Bistro; coffee lounges etc.

Remember the date as numbers are limited.

Please reserve your seats by calling Esme during club hours on (07) 391 8881, or fax your booking to Esme on (07) 891 1401.

OR call Berenice on 208 4971 (a/h).

MOTORKHANA)
NIGHT RUN) KEN WARREN 074 780 060

SOCIAL SUB-COMMITTEE BERENICE LINTON 208 4971

CHAIRPERSON

PROMOTIONS & MARKETING

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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 8347
WOOLLOONGABBA Q 4102

Telephone: 07 391 8881 Facsimile: 07 891 1401
P O Box 8347
Woolloongabba
Qld 4102

BRISBANE SPORTING CAR CLUB LIMITED INC. IN QUEENSLAND

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Cnr Reid and Hawthorne Street,
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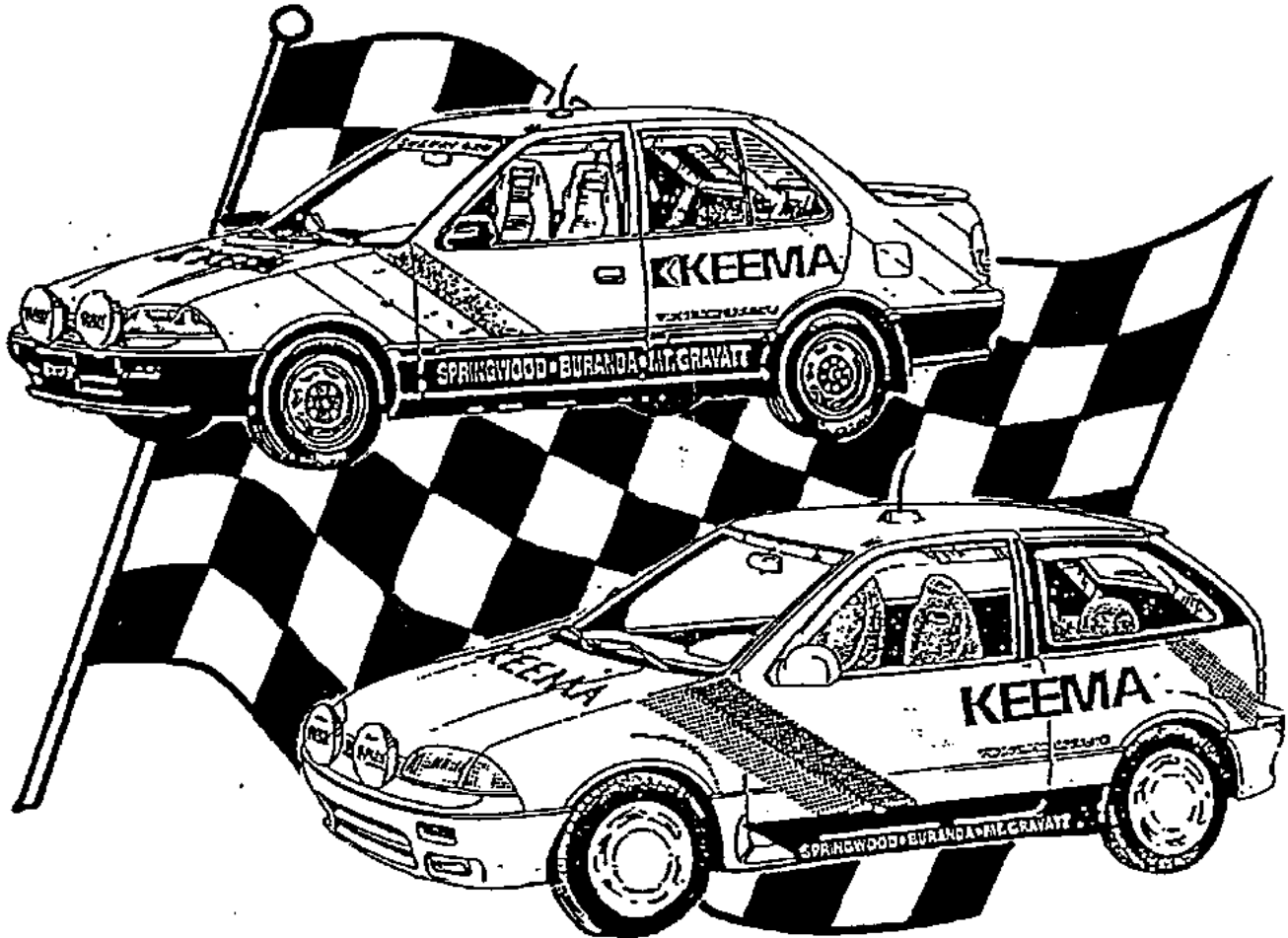
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■ JAGUAR ROVER	1532 Logan Road, Mt. Gravatt	PH. 343 5888
■ SUZUKI	222 Logan Road, Buranda	PH. 393 1200
■ SUZUKI	Pacific Highway, Springwood	PH. 208 4333

After hours - Henk Kabel Ph. 300 2617