

BRISPORT

THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1994 Rally Champion



VIV GEES

1994
Speed Event
Champion



BARRY
COOK

1994
Night Run
/Ladies
Champions



RAY EVANS/
TRISH EVANS

1994
CLUB CHAMPION



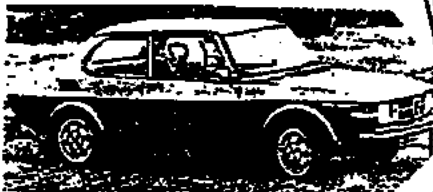
TONY BEST

1994
Junior Champion

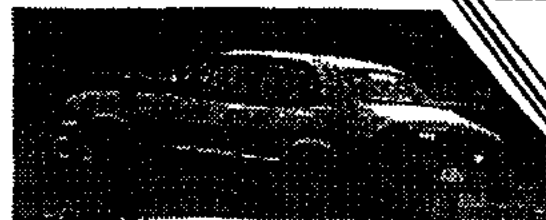


LEE EVANS

1994
Historic Champion



1994
Motorkhana
Champion



MICHAEL HOCKING

1994
Off-Road
Champions



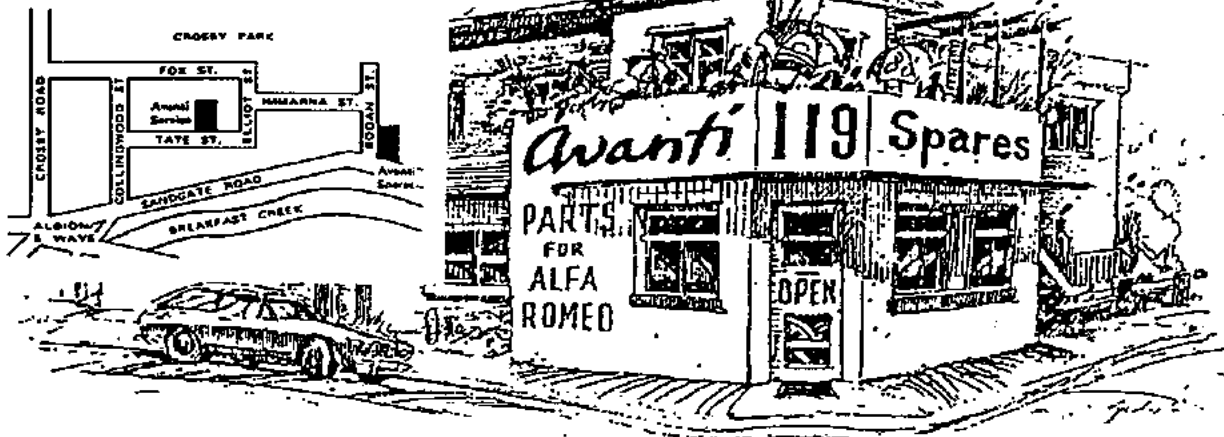
STEVE/BARRY WILLETT

IAN FERGUSON

Awanti



Spares



New & Used Parts to suit
alfa romeo

Richard Anderson

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

MOTORAMA



TOYOTA

CALL QUEENSLAND'S TOYOTA GENUINE PARTS SPECIALISTS

Keep the feeling!
TOYOTA
Genuine parts • Quality service

(07)

892-1177

1800 777 960

COUNTRY CALLERS

We deliver
Australia-wide
Overnight

• FACSIMILE (07) 848 1250

1130 IPSWICH ROAD, MOOROOKA 4105

From the Editor's Desk.

Well, it's happened earlier than I thought it would but I won't be running for re-election as Editor next year. In fact I'm buggered if I know how I'm going to get the next three or four magazines done!

As I write this column I'm only days away from starting a new job and there's no way I'm going to be spending any time on the mag. at work (as I am sometimes able to do at the moment.) You know the day consists of work, sleep and the other small bit at night between dinner and bed in which one is supposed to fit everything else!

Consequently with a number of other writing deadlines which pay a great deal more than this one, 'Brisport' no longer comes in on top of the list.

We are in September now which means that I will have to sit on the board of Editors until March's AGM at which time another body takes over. Again I have given plenty of warning so anyone out there slightly interested should consider a possible future here.

Anyway, with the bad news out of the way the latest reports have come in regarding September's great event 'Telstra Rally Australia'. The Queensland representation featured not quite as strongly as in past years but I believe a 100% finishing rate has been recorded.

I mentioned recently the Queenslanders who were making the trip in the forms of Mark Griffith/Del Garbett (Subaru car 31), Craig Lee (Co-driver for Marty Beckton) and Tony est (Co-driver for David West), but I forgot the 'garden gnome'. Of course our own Iain Stewart was present in the works Hyundai with Wayne Bell.

I must apologise to Stewie, but he has been off galavanting around the world so much recently I simply forgot to list him!!

The short story is that Marty/Craig finished 14th outright, Westy/Tony finished 16th outright and Mark/Del finished 20th outright. Belly and Stewie won their class in the new J2 Lantra, I am led to believe, after overcoming some problems early in the event!!

Congratulations to you all on making the effort.

Winning the event was Kenneth Eriksson in the Evolution 3 Lancer by some 19 seconds from the Subaru Impreza of Colin McRae. These two guys actually finished day 3 of the event on the same accumulated time - can you believe how close these things are to each other??

In the last month we've had the annual 'Bailey Powerlines Rally', sponsored by none other than our own Rod Bailey who was present in the sweep vehicle in his favourite role.

No less than 59 entries faced director David Nash up at the Imbil 'Island Reach' camping ground, which is a great HQ for the event.

A lot of people unfortunately retired due to mechanical failures and flat tyres etc., and in places the roads were quite testing, but experience counts if you want to win a rally and Richard Anderson proved that the Alfa 75 was fit for sprint events as well as round Australia trials.

He and co-driver Alan 'Achmed the Mad Bomber' Bates took the win from Paul Goodwin in the Datsun 240Z.

A good event to finish off the ARN Junior Rally Challenge and the man going to Canberra for the Esanda rally is Ian Wright, with Paul Young in the silly seat of the Datsun 280Z.

Honestly, Ian's car is probably the most technologically advanced vehicle of the challengers and certainly the most powerful, so the team should be in with a chance.

There is also a small piece on the Gold Coast Tweed Rally in the mag, which finished with Bruce Dummett and Joe Ferrier taking the win in the VR4 over Marky Mark and myself in the Subaru.

There was some consternation over the results, but with all penalty times included the final scores were made available to all at the presentation on the following Sunday night.

Some top roads were used but the event suffered from a shortage of volunteer officials, which set back the running schedule and the rally in general.

The club's enthusiasm needs to be supported by volunteer assistance from other parties, just the same as any other event.

The next major rally on the calendar is the C10 event at Coff's Harbour which will be great to spectate if you're not competing.

After that Craig Mole is running a Club rally on November 11 in Yarraman, which contributes to the Clubman Series.





EARL'S
PERFORMANCE PRODUCTS

TECHNICAL SERVICE CENTRE

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

FITTING SERVICE AVAILABLE

NORM SINGLETON
AUTOMOTIVE
195 CAMP MOUNTAIN ROAD
SAMFORD

MOBILE 019 482 750
Phone 07 3289 1082



Queensland Racing Imports

250 King Street, CLONTARE, QLD, AUSTR. 4019
Inc. FLAMECRUSHER QLD. - TURBO PRODUCTS QLD.
IMPORTER AND AGENT

PHONE:
(07) 284 5686
FAX:
(07) 284 9661

NOMEX : PROTEK : WOOL : Flame Resistant Suits.
For MOTOR RACING : AVIATION : INDUSTRY.
KART SUITS: FLAMECRUSHER : TOP KART.
TURBO BOOTS: FULL-THREE QTR. NOMEX : NOMEX/SUEDE.
NOMEX : WOOL : BALACLAVAS : UNDERWEAR : SOCKS.
TURBO NECK SUPPORTS: NOMEX-MOTOR RACING ; KARTS.
WILLANS' RACE HARNESS: LONG-SHORT TO 5 OR 6 POINT.
VISOR POSTS : TEAROFFS: STRAIGHT OR BANANA STYLES.
SYNTHETIC MOTOR OILS: AMS OIL : NEO OILS.
CAR SEATS: VITESSE : CLUBSPORT.
CAR PARTS: FORD RS 2000 : HOLDEN HQ.

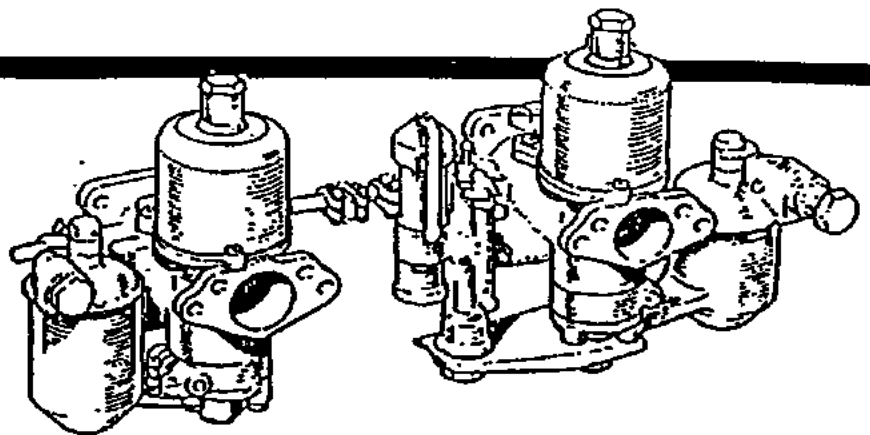
Over the past 13 years we have marketed a range of good quality Motor and Kart racing products, all at realistic prices. Our motto "We'll keep you safe from head to toe" still prevails. Ask your club secretary to let you see our catalogue. You are welcome to channel enquiries either direct to QRI or to our local agents shown below:

GP CARS PTY LTD
323 Kelvina Grove Road
KELVIN GROVE 4052

Phone 356 9544

KCF RALLYSPORT
31 High Street
KIPPA RING 4020

Phone 284 1546
Keith Fackrell



NEW CARBURETTORS Stocked include ...
C.D., ZENITH - STROMBERG, HOLLEY, S.U., STROMBERG AND WEBER

SERVICE PARTS for above types, Plus
ASIAN AUTOLITE, CARTER, DELLORTO, FORD, HITACHI, NIKKI, ROCHESTER, SOLEX AND ZENITH
Over 120 different S.U. Needles stocked.

AKSES

• AKSES AUTO PARTS

• WEBER CARBURETTORS (QLD.)

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

Kart Championship - Round 6

Rod wraps it up!!

The scene was set for this, the final round of the club's inaugural Kart Racing Series with only two drivers who had the opportunity to win outright honours - Rod Browning on 37 points and Brett Wright 4 points adrift.

Brett had to make it through the preliminary heats in order to have a shot at the overall Championship, but Rod wasn't going to add to his tally due to other commitments elsewhere in the country.

To make Mr Wright's task all the more imposing, was the calibre of drivers of the like of the Tighe family, Dean and Lyndall - tarmac racers of reknown, David Collins - a current sedan racer, Chris Michel - a former Kart racer in his days in the tropical north, Justin Keogh - until recently a former pupil of Finnish rally ace Pentti Arrikala - et al.

And Brett's own ability behind the wheel of a tarmac car is very good. Lady Luck was going to play a part in this round in whatever guise she could!

Heat one comprised - Brett Wright, John Spencer, Neil Michel and Gary McLane. First blood to Brett 'Look out Rodney' Wright, followed by Spencer, Michel and McLane. Heat two went to J Keogh, L Tighe, L Evans and rounded out by Ron van Opstal.

Heat three was Spencer, D Tighe, K Warren and C Michel. This heat was serious stuff and exciting to boot - John just keeping Dean out by a wheel.

Heat four - D Collins, J Keogh, B Wright and G McLane. David made a last effort lunge at Justin on the final corner and managed to take the chequer by a short bumper. The ones who were serious on a final's berth were starting to show their intent.

Heat five - L Evans, N Michel, K Warren and R van Opstal. The ultra-lightweight Lee leaping away from the pack for a faultless finish in first place. Heat six - C Michel, G McLane, J Spencer and L Tighe.

Heat seven - D Collins, L Evans, J Keogh and D Tighe. This was arca humdinger. For the first 3 laps the order was Collins, Evans, Tighe and Keogh, then on lap 4 Dean made a great passing move on Lee 1/2 way into the final lap. Three corners later Lee re-took 2nd place as Dean slid wide and this allowed Justin to make his move into third place.

Heat eight - C Michel, B Wright, N Michel and K Warren. Another super race with all four drivers running bumper to bumper all the way.

Heat nine - L Tighe, G McLane, R van Opstal and D Collins. On lap 4 David had a second best coming together with Lyndall. She just closed the door firmly on him, his kart stopping with no drive and David walked the five metres to the pit.

Heat ten - D Tighe, L Evans, J Spencer and N Michel. Once again leaping Lee had an amazing start, causing Dean to call on all of his experience to find a way past the midget racer.

Heat eleven - L Tighe, C Michel, J Keogh and B Wright. This was make or break time for Brett and he had to win this with the fastest lap time of the night to make the final. Lap three saw Brett make a move on the inside of Lyndall on the very same corner David Collins made his move in heat nine. Brett was alongside at the exit but had the door shut in his face, thank you very much. The kart's forward motion was immediately arrested by the tyre barrier and concrete post.

Heat twelve - D Tighe, D Collins, R van Opstal and K Warren.

And so to the final:- pole position was held by David Collins from Chris Michel, Dean Tighe, and Lee Evans. David just pulled away with seemingly great ease and Chris appeared to be holding Lee up, causing Lee to be the meat in the Michel-Tighe sandwich. The youngster coped with the pressure very well and then the race settled into a rhythm for a number of laps, until Dean picked his moment to pass Lee.

Half a lap later Lee reversed the situation in an excellent move on his more senior rival. The status quo was maintained for a further 2 laps until Dean re-passed Lee at the same corner as this first attempt, but this time with more gusto.

From there they held station to the finish, but the judges of fact were not finished yet. It was deemed that Dean's second move on Lee constituted an illegal manoeuvre - i.e. too much pushing and this decision elevated the flyweight to third position and his first podium finish of the series.

The racing in the final was what we had hoped it would be - Great Fun!! The final race finished thus - David Collins, Chris Michel, Lee Evans and Dean Tighe.

Rod Browning's win in this series is made all the more impressive by his domination of the first four rounds, amassing enough points only to miss the last two rounds and still win by the slender margin of two points.

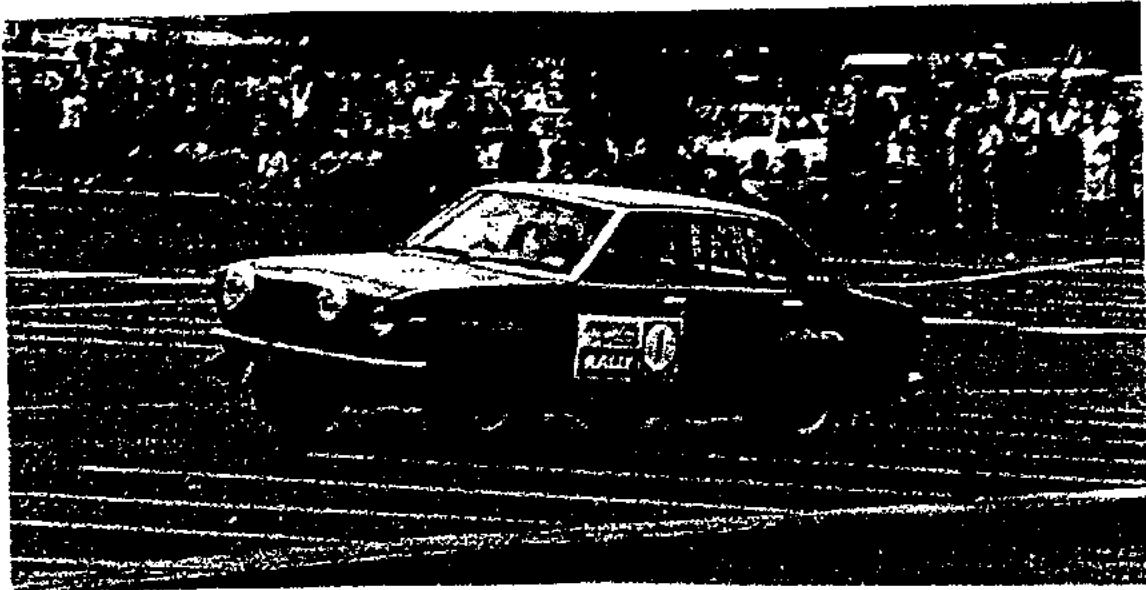
The popularity of this Kart Series is evidenced by no less than 22 club members taking part over the six races, and the club gained 3 new members as a direct result!! Due to this overwhelmingly positive response, I am keen to run the series again in 1996. But, on an even happier note, we were all very pleased to see Ray Evans turn up with Trish and son Lee. As was mentioned briefly in the last magazine, Ray has had an operation and is on the mend. Good to see you out there and about Raymond!! Best Wishes.

Barrie 'Kart Blanche' Burr.

Test Your Memory!!!

Here's a test for those people who have been in the sport long enough to remember this particular rally car. The event was the Armstrong Nissan rally in about 1984 and this was in the heyday of Group G.

Who was the driver in this car and what was so special about it???



The answers will be provided in next month's magazine.

Congratulations!!

A number of people involved with the club have entered into the perilous area of matrimony and we offer our heartfelt congratulations to everyone.

Greg Tebble was married to leander Turvey on Saturday 2nd September.

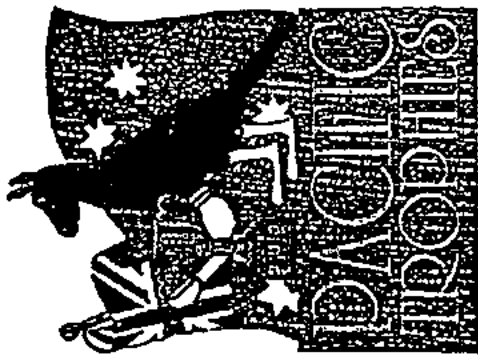
Ian Bremner has become engaged to Shiralee Watt, with a wedding in 1997.

Berenice Linton has become engaged to Brad Stratton, also with a wedding in 1997.

Ex-President of the club Derrick Kennedy was married on 5 August 1995.

The end of an era??

As I write this magazine, I am just one week away from taking on a new job in another area of the Government. As a result, I feel that I am not going to be able to dedicate as much time to the magazine as I have in the past, due to some need to travel and concentrate on my new role. As most people would know I have other deadlines for my scribblings which will take up my spare time at home. Consequently, expressions of interest are called for a replacement editor to take on the task of preparing 'Brisport' every month. Call me!!



Jim & Sandi Currie

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

DJK AIRCONDITIONING

Domestic • Commercial • Industrial • Sales & Service

DERRICK KENNEDY

TELEPHONE:
(07) 892 4682
Mobile:
018 982 315

18 MONASH RD.
TARRAGINDI, QLD. 4121

MATT SIMPSON

MOBILE: 0418 721 384
TELEPHONE: 3851 2169



FOR ALL PLUMBING NEEDS - COMMERCIAL AND DOMESTIC

FAX NO: 3351 2435

98 GLENGARRY ROAD
KEPERRA. 4054

NASH GLASS

& ALUMINIUM PTY LTD

David Nash

07-5541 1314

MOBILE
018 736 669

Glass Replacement

Security & Flyscreens

Aluminium Windows & Doors

Shower Screens & Mirrors

Window Replacements

Patio Enclosures

GOODYEAR

Auto Service Centre

John Spencer
Proprietor

Goodyear Auto Service Centre (Sumner Park)
Proprietor - (Sumner Park Tyre & Brake P/LACN 055 168 075)
Cnr Spine & Neon Streets, Sumner Park 4074
Facsimile (07) 279 4309
Telephone (07) 376 2000

K C F RALLYSPORT

C A M S APPROVED - A N D R A APPROVED
DEPARTMENT OF TRANSPORT APPROVED
Lic. No. 107135 - Spec. No. R1-R5



31 High Street, Kippa Ring 4020

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

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

ALL FABRICATIONS - RACE & RALLY - STREET & STRIP

EVANS INSTRUMENTS

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

Ray & Trish Evans
(07) 209 1432

52 Hope Street
Kingston Qld. 4114

DENNING CAR RADIOS

607 LUTWYCHE ROAD,
LUTWYCHE 4030

357 6429 357 9331

SALES — SERVICE — INSTALLATIONS



33 SPINE STREET
SUMNER PARK
PHONE : 279 3601

NICOLL'S auto repair service pty. ltd.

86 Colchester St., SOUTH BRISBANE, Qld. 4101

PHONE 844 6797 • AFTER HOURS 355 4678 COLIN
349 8402 BARRY
355 6145 GREG

Panel Beating — Spray Painting — Mechanical Repairs

Courtesy Car available, Free Pick-up and Delivery

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



PARTS & SERVICE COY.

Specialists over 40 yrs in

CLUTCH • BRAKE • FILTRATION

AUTOMOTIVE - MODERN CLASSIC VINTAGE
INDUSTRIAL • AGRICULTURAL • MARINE

46 Ipswich Rd, Woolloongabba 4102

Ph (07) 391 5644 Fax (07) 891 6024

Errol Stewarts

IAN DUNKLEY

Manager

WOODRIDGE PARK SHOPPING CENTRE

26-36 WEMBLEY RD, WOODRIDGE QLD 4114

PHONE: (07) 808 9839 FAX: (07) 808 9408

REDCLIFFE STEERING RALLYSPRINT 24 SEPTEMBER 1995 PROVISIONAL RESULTS

Car	Entrant	Entrant/Driver	Co-Driver	Vehicle	Class	SS1	SS2	SS3	SS4	Total	OvR	Class
3		Rob Bekker	Tony Wilson	Mazda	R5	2.57.4	2.22.4	2.54.9	2.24.1	10.38.3	1	1
4		Peter Mapstone	Michael Oldano	Holden Commodore	R4	2.58.6	2.23.0	3.06.1	2.21.3	10.49.0	2	1
2		Barry Cook	Wes Depper	Mazda	R5	3.01.0	2.34.9	2.57.8	2.31.2	11.04.9	3	2
1		Greg Poole	Del Garbett	Mazda 323	R5	2.57.2	2.38.2	2.56.8	2.33.0	11.05.2	4	3
13		Bill Wilson	Peter Lettice	Datsun 1600	R6	3.09.3	2.37.6	3.07.6	2.33.2	11.26.7	5	1
5		Bruce Dawson	Jo Nott	Datsun Z	R4	3.17.8	2.37.7	3.10.0	2.33.2	11.38.7	6	2
23		Craig Mole	Craig Smith	Nissan	R5	3.14.2	2.39.0	3.09.2	2.37.0	11.39.4	7	2
8		Kevin Taylor	Tony Taylor	Ford Escort	R6	3.12.7	25.37.7	3.13.0	2.36.7	11.40.1	8	3
15		Robin Berardo	Paul Pyyvaara	Datsun 1600	R6	3.14.6	2.37.9	3.16.5	2.36.5	11.45.5	9	4
9		Jim Guest	Brad Fowler	Torana	R4	3.16.0	2.42.1	3.12.6	2.37.5	11.48.2	10	3
11		Rodney Reid	Belinda Russell	Holden Commodore	R4	3.20.0	2.37.9	3.23.5	2.41.1	12.02.5	11	4
17		Chris Corbee	Geof Stanaway	Cortina	R4	3.13.3	2.40.6	3.24.5	2.45.0	12.03.4	12	5
16		Gordon Bishop	Paul Bishop	Holden Commodore	R4	3.21.7	2.43.9	3.20.9	2.40.1	12.06.6	13	6
10	GCTMC	Robert Bell	Jan Bell	Cortina	R4	3.21.9	2.49.3	3.14.8	2.44.4	12.10.4	14	7
19		Paul Bergman	David Ovenden	Fiat	R3	3.16.8	2.41.2	3.28.7	2.44.8	12.11.5	15	1
12	BSCC	Larry Littlewood	Craig Porter	Gemini	R2	3.23.5	2.46.4	3.23.5	2.43.3	12.16.7	16	1
24		Mick Barry	Megan Barry	Gemini	R2	3.22.7	2.48.8	3.22.0	2.46.8	12.20.3	17	2
14		Ken McWha	Debbie Dillon	Holden Gemini	R2	3.22.8	2.48.5	3.27.2	2.45.6	12.24.1	18	3
18	Rally Connecto	Jim Pilgrim	Shane Pilgrim	Holden Torana	R4	3.37.7	2.39.3	3.21.7	2.45.8	12.24.5	19	8
31		Paul Bradshaw	Damien Johnson	Holden	R2	3.29.0	2.49.1	3.24.4	2.47.8	12.30.3	20	4
21		Tony Paton	Lisa Jones	Daihatsu Charade	R1	3.29.3	2.53.4	3.25.1	2.47.4	12.35.2	21	1
27	GCTMC	Robert Brochie	Glen Eggrins	Triumph 2.5pl	R4	3.25.6	2.56.8	3.23.3	2.54.6	12.40.3	22	9
20		Horst Effenberger	Peter Lettice Snr	Mitsubishi Colt	R2	3.26.4	2.57.6	3.23.5	2.56.3	12.43.8	23	5
22		Tony Howard	David Lapworth	Datsun 1600	R6	3.25.8	2.55.8	3.28.7	2.53.6	12.43.9	24	5
28		Andrew Pearce	Tim Kay	Daihatsu	R1	3.29.4	2.55.5	3.28.0	2.53.0	12.45.9	25	2
26		Adrian Dillon	Jeffrey Thrupp	Holden Gemini	R2	3.30.6	2.55.3	3.28.7	2.53.6	12.48.2	26	6
30		Randall Bryson	Russell Bryson	Datsun 180B	R3	3.27.8	3.02.7	3.28.2	2.55.7	12.54.4	27	2
7	R Owen	David Owen	Andrew Owen	Peugeot	R6	3.43.0	3.04.6	3.40.6	3.03.3	13.31.5	28	6
6	T Boardman	Brian Boardman	Geoff Boardman	Datsun 1600	R3	3.41.1	3.07.01	3.41.9	3.06.7	13.36.8	29	3
32		John Rogers	Mark Carbine	Toyota	R6	3.51.6	3.14.4	3.46.3	3.12.5	14.04.8	30	7
25		Alhol Schafer	PerryWhite	Datsun 1600	R3	3.34.8	3.05.3	4.23.3	3.26.7	14.29.9	31	4
34		Graeme Anderson	David Duignan	Ford Escort	R3	4.01.0	3.27.0	3.58.2	3.15.6	14.41.8	32	5
35		Tom Sibe	Campbell Smith	Gemini	R2	4.01.8	3.20.8	4.09.9	3.18.5	14.51.0	33	7
33		Anne Melcolm	James Melcum	Datsun 180B	R3							
29		Bruce Hodgson	Rodney Walk	Ford XY	R6	DNF Mec						
21		Tony Paton	Lisa Jones	Daihatsu Charade	R1	3.29.3	2.53.4	3.25.1	2.47.4	12.35.2	21	1
28		Andrew Pearce	Tim Kay	Daihatsu	R1	3.29.4	2.55.5	3.28.0	2.53.0	12.45.9	25	2
12	BSCC	Larry Littlewood	Craig Porter	Gemini	R2	3.23.5	2.46.4	3.23.5	2.43.3	12.16.7	16	1
24		Mick Barry	Megan Barry	Gemini	R2	3.22.7	2.48.8	3.22.0	2.46.8	12.20.3	17	2
14		Ken McWha	Debbie Dillon	Holden Gemini	R2	3.22.8	2.48.5	3.27.2	2.45.6	12.24.1	18	3
31		Paul Bradshaw	Damien Johnson	Holden	R2	3.29.0	2.49.1	3.24.4	2.47.8	12.30.3	20	4
20		Horst Effenberger	Peter Lettice Snr	Mitsubishi Colt	R2	3.26.4	2.57.6	3.23.5	2.56.3	12.43.8	23	5
26		Adrian Dillon	Jeffrey Thrupp	Holden Gemini	R2	3.30.6	2.55.3	3.28.7	2.53.6	12.48.2	26	6
35		Tom Sibe	Campbell Smith	Gemini	R2	4.01.8	3.20.8	4.09.9	3.18.5	14.51.0	33	7
19		Paul Bergman	David Ovenden	Fiat	R3	3.16.8	2.41.2	3.28.7	2.44.8	12.11.5	15	1
30		Randall Bryson	Russell Bryson	Datsun 180B	R3	3.27.8	3.02.7	3.28.2	2.55.7	12.54.4	27	2
6	T Boardman	Brian Boardman	Geoff Boardman	Datsun 1600	R3	3.41.1	3.07.01	3.41.9	3.06.7	13.36.8	29	3
25		Alhol Schafer	PerryWhite	Datsun 1600	R3	3.34.8	3.05.3	4.23.3	3.26.7	14.29.9	31	4
34		Graeme Anderson	David Duignan	Ford Escort	R3	4.01.0	3.27.0	3.58.2	3.15.6	14.41.8	32	5
4		Peter Mapstone	Michael Oldano	Holden Commodore	R4	2.58.6	2.23.0	3.06.1	2.21.3	10.49.0	2	1
5		Bruce Dawson	Jo Nott	Datsun Z	R4	3.17.8	2.37.7	3.10.0	2.33.2	11.38.7	6	2
9		Jim Guest	Brad Fowler	Torana	R4	3.16.0	2.42.1	3.12.6	2.37.5	11.48.2	10	3
11		Rodney Reid	Belinda Russell	Holden Commodore	R4	3.20.0	2.37.9	3.23.5	2.41.1	12.02.5	11	4
17		Chris Corbee	Geof Stanaway	Cortina	R4	3.13.3	2.40.6	3.24.5	2.45.0	12.03.4	12	5
16		Gordon Bishop	Paul Bishop	Holden Commodore	R4	3.21.7	2.43.9	3.20.9	2.40.1	12.06.6	13	6
10	GCTMC	Robert Bell	Jan Bell	Cortina	R4	3.21.9	2.49.3	3.14.8	2.44.4	12.10.4	14	7
18	Rally Connecto	Jim Pilgrim	Shane Pilgrim	Holden Torana	R4	3.37.7	2.39.3	3.21.7	2.45.8	12.24.5	19	8
27	GCTMC	Robert Brochie	Glen Eggrins	Triumph 2.5pl	R4	3.25.6	2.56.8	3.23.3	2.54.6	12.40.3	22	9
3		Rob Bekker	Tony Wilson	Mazda	R5	2.57.4	2.22.4	2.54.9	2.24.1	10.38.3	1	1
2		Barry Cook	Wes Depper	Mazda	R5	3.01.0	2.34.9	2.57.8	2.31.2	11.04.9	3	2
1		Greg Poole	Del Garbett	Mazda 323	R5	2.57.2	2.38.2	2.56.8	2.33.0	11.05.2	4	3
13		Bill Wilson	Peter Lettice	Datsun 1600	R6	3.09.3	2.37.6	3.07.6	2.33.2	11.26.7	5	1
23		Craig Mole	Craig Smith	Nissan	R5	3.14.2	2.39.0	3.09.2	2.37.0	11.39.4	7	2
8		Kevin Taylor	Tony Taylor	Ford Escort	R6	3.12.7	25.37.7	3.13.0	2.36.7	11.40.1	8	3
15		Robin Berardo	Paul Pyyvaara	Datsun 1600	R6	3.14.6	2.37.9	3.16.5	2.36.5	11.45.5	9	4
22		Tony Howard	David Lapworth	Datsun 1600	R6	3.25.8	2.55.8	3.28.7	2.53.6	12.43.9	24	5
7	R Owen	David Owen	Andrew Owen	Peugeot	R6	3.43.0	3.04.6	3.40.6	3.03.3	13.31.5	28	6
32		John Rogers	Mark Carbine	Toyota	R6	3.51.6	3.14.4	3.46.3	3.12.5	14.04.8	30	7

Ken Philp offers for sale the following items:-

1. **1961 JAGUAR MK. 2 3.8;** high performance motor with triple webers, cam and other modifications. Motor in extremely good condition, recently reconditioned all syncro gearbox, new carpets, rest of interiuro and body work in good condition. 11 months registration.

\$20,000.00 or best offer

2. **Set of four brand new Minilite wheels,** never used, still boxed. These were bought for my Jaguar and as I am selling that I now want to get rid of the wheels. These are the English Minilites and not Australian copies.

For sale below cost at \$900.00

3. **AUSTIN HEALEY SPRITE MK 2A,** 1962 model, this car has done run-in miles only. Full ground up restoration by Austin Healey specialist. Other project forces sale, restoration details too numerous to mention. Super condition cost over \$16,000.00 but will sell at:

\$12,000.00 or near offer

**Phone Ken Philp regarding any of the above items on (07) 3229 0494 - (work)
(07) 3371 5652 - (home)**

Brisbane Sporting car Club Christmas Party!!

Yes, folks it's that time of the year again. Time to enjoy the festive season, eat, drink and be merry. Our social convenor Berenice Linton has once again been hard at work and has come up with a new and exciting venue in association with the club's good friends at the Carlton Crest Hotel in the city.

Date: Saturday 9th December (the weekend after Gallangowan)

**Venue: The Spice Market Restuarant
Carlton Crest Hotel**

Cost: Approximately \$22.00 per head

BOOKINGS ARE ESSENTIAL AND MAY BE MADE THROUGH ESME AT THE CLUB ON (07) 3391 8881/fax (07) 3891 1401 or by contacting Berenice on 018 733 614 or after hours on 3208 4971

**GERMAN AUTO'S ENDURO
BSCC - 27/995 - FINAL RESULTS**

CAR NO	DRIVER/ NAVIGATOR	PROLOG	SECT 1	SECT 2	SECT 3	TOTAL	OV POS	CL/ POS
131	Rod Brand/Sabine Brand	4.42	50.31	49.08	50.05	2.29.44	1	1
132	Gary Hancock/Peter Rideout	5.02	1.46.42	DNF				
138	Anthony Fehlhaber/Jackie Sandberg	4.37	DNF					
140	Mick Wilett/Leigh Wilett	4.44	51.37	51.25	DNF			
141	Steve Wilett/Barry Wilett	4.37	DNF					
142	Daniel Wilett/Kim Wilett	4.56	DNF					
144	Laurence Svenson/Janelle Svenson	4.19	DNF					
171	Warwick Mendham/Glenn Gilliland	4.58	52.27	DNF				
197	Wayne Bannan/Kelly Cassidy	5.05	52.15	DNF				
207	John Swinglehurst/David Swinglehurst	4.49	52.33	DNF				
219	Brad Cook/Gina McCullough	4.48	53.09	51.16	1.31.14	3.15.39	9	2
242	Mark Twine/Holly Pearce	5.03	56.15	DNF				
248	Don Macarthur/Russell Macarthur	DNF						
249	Brett Plant/Patrick Ellsworth	5.31	DNF					
266	Troy Crane/Scott Garoier	4.48	54.34	1.00.22	57.30	2.52.26	5	1
287	John Brand/Peter Fry	5.05	53.47	1.28.52	54.55	3.17.34	10	3
304	Russell Hartnett/Judy Hartnett	4.51	53.18	DNF				
305	Alan Nicol/Greg Nicol	4.49	59.54	57.46	1.10.07	3.07.47	8	2
335	Keith Honour/Trevor Burgess	4.47	51.53	51.14	52.11	2.35.18	2	1
376	Chris Hutton/Angelique van Honegha/Troy Wahry	6.29	1.59.03	DNF				
397	Brendan Linneweber/Tony Robertson	5.40	DNF					
412	Kevin Hufschmid/Wayne Hufschmid/Chris Cave	5.44	1.19.00	58.40	DNS			
503	Les Marshall/John Graham	5.08	DNF					
511	Don Tairton/G Smith	DNS						
520	Andy Stewart/James Atken	7.38	1.33.33	2.16.11	DNS	Out of Late Time		
533	John Hinz/Phil Andrews	8.59	DNF					
558	Tim Unsted/Scott Martin	5.45	2.36.39	DNS				
609	Rob Wager/ Hamilton Wager	5.46	1.01.33	DNF				
616	Micheal Veritz/Gary Wyatt	5.53	1.00.48	1.00.09	1.04.36	3.05.33	7	2
617	George Croucher/Ross Duncan	5.08	56.22	56.52	58.19	2.51.33	4	1
770	Robert Butler/Trevor Davies	5.19	1.00.22	1.01.08	1.01.45	3.03.15	6	1
771	John Dare/Daryl Cole	6.50	1.18.21	1.17.36	1.24.15	4.00.12	11	2
920	Stephen Hilton	4.43	51.44	51.01	52.40	2.35.25	3	1
933	Wayne Barlow	5.19	DNF					

KARTING COMMENT

from Barrie Burr

Friday 28th July saw the running of round 4 of the club's Kart Championships at Lee Karts Racing Centre, and quite a mixed bag of racing antics showed up in this one.

To say that I am disappointed with the way some of you drive on the track would be a gross understatement!! Any more antics like this will result in a black flag for the rest of the meeting!

Please don't waste your time as well as the time of those you push off the track. (stern words indeed - Ed.)

Once again Lee 'Light as Rice Paper' Evans was good value to see in action, until he got punted off in one particular heat. Commonsense prevailed and point scores were subsequently adjusted in Lee's favour.

Another driver who is also very consistent and very quick is Brett 'I taught Richard Anderson all he knows' Wright. Brett is running second in the series but only managed tenth in this meeting. Round five will give him the opportunity to close the gap to Rod Browning who is 11 points clear at the moment.

Rod will miss round five due to other commitments and a win in the next race will see them split by 1 point in Brett's favour. This will make the final round very interesting indeed with Senna/Prost or Hill/Schumacher proportions.

Our only lady driver of the series - Lyndall Tighe is one not to be taken lightly. Lyndall can race it with the best in the club and she picked up two thirds and a win on her way to a third grid spot in the final. Seems that husband Dean has taught her very well.

Staggered grid position for the 12 lap final was - Rod Browning on pole, Dean Tighe 2nd, Lyndall Tighe 3rd, Barrie Burr 4th. I resigned myself to the fact that fourth place was going to be my lot for this race, having made it into the final by 1/100th of a second due to a faster lap time over the next candidate for the position David Collins (Sorry, mate!!)

So my only hope of improving on my start position was for those in front to make a mistake - and sure enough they did! Dean and Rod struggled for a piece of real estate and Lyndall had to go wide to avoid them, leaving the door open for me and through to third I went. Thanks 'ol Luv.

Rod got into the lead and away he went - won by almost half a lap. Dean thought he had better drop back to slow me up and help Lyndall get back up to third. Interesting lines Dean, but legal.

A way past was out of the question for me and Lyndall was doing her best to get past me, but the positions remained that way to the flag. Thanks guys, a good clean final that we all enjoyed.

Round 4 winners.

1st Rod Browning
2nd Dean Tighe
3rd Barrie Burr
4th Lyndall Tighe
5th David Collins
6th Ron van Opstal

Overall positions.

1st Rod Browning 36 pts
2nd Brett Wright 26 pts
3rd Chris Michel 13 pts
4th Barrie Burr 13 pts
5th Dean Tighe 12 pts
6th Lee Evans 11 pts

This article won't reach the magazine before round 5 on Friday 11 August (correct - Ed.) but hopefully before round 6, the final round on September 1st (Sorry Bazz, I didn't make it!! - Ed)

A word of advice to those with a win at all cost attitude - Get rid of it!! You may then be able to relax and enjoy the racing. Then, possibly a win may be on the cards for you.

These karts were not built for this kind of treatment and Lee Karts management despair and the cost of repairing them.

Barrie 'Kart Blanche' Burr.

OUTSTANDING COLOUR OVERHEADS

Improved quality overhead transparencies with even faster turnaround.

PROFESSIONAL PRESENTATION

Dynamic colours for high impact presentation.

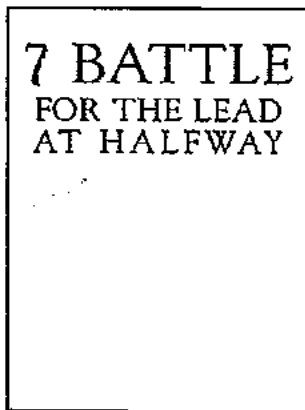
FASTER TURNAROUND

The increased speed of Canon's new copiers means we are geared for fast turnaround on all your work.

ADD IMPACT AND UNDERSTANDING

Whatever your colour requirements are, our new colour machines will have your work standing out from the rest.

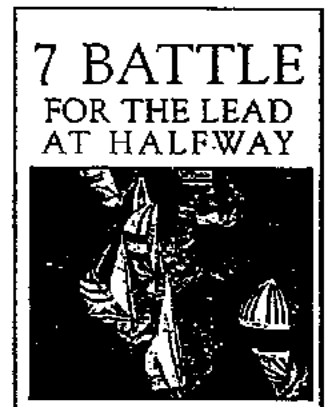
Merge 2 documents



FROM THIS



AND THIS



TO THIS

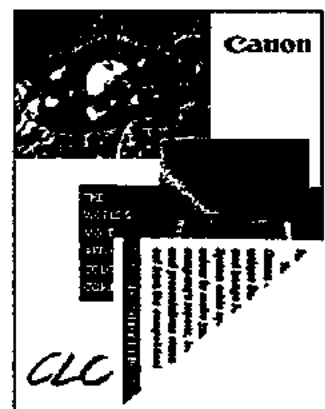
Double sided colour copies



FROM THIS



AND THIS



TO THIS



Lyndal Tighe
Supervisor

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

GET THE COMPETITIVE EDGE.
USE THE NEW GENERATION OF CANON COLOUR.

Rally Competition Out Back and Up Top

Crocodile infested swamps, buffalo wallows, bulldust and rallysport - that's the favoured weekend combination for members of the North Australian Motor Sports Club, who have been conducting rallies around Australia's top end for 20 years or more.

A visit to Darwin in August gave me the opportunity to catch up with members of the club and to join them for a Saturday night blast through the bush at Gunn Point, 20 kilometres east of the Northern Territory capital. I am sorry, but I didn't keep the results, which were totted up on the back of someone's roadbook, so what follows is all from memory.

Up there in the Top End, Group G Dreamtime is still a reality and the sound of sidedraft webers is all encompassing, that's just one unique aspect of the NT rally scene, which is as different from our weekend fare as chalk is from cheese.

At the start, in the backyard of Mick Sawyer's block at Humpty Doo, the field was a bit of a disappointment. Carnage at a recent rallysprint, coupled with a range of other excuses had cut the number of starters from a dozen or so to just five.

It was a Datsun benefit, with two 1600's, two 180B's and a lone 1200 ute, heavily modified for the recent Finke Desert Race.

The favourites were local hot shoe Charlie Sikyr and his navigator Gary in a 180B and the 1200 ute with the experienced team of Terry Wenborn and Bill Whitmarsh. These two retired the ute in the Finke Desert Race while leading their class just 30 km from the finish (quite a feat!)

The other competitors were Mark Hanrahan and his wife Kerryanne in a 1600, 'Devo' and Alastair Greenway in a FJ20 1600 and my driver Gary - um - er - well last names are not a big issue in the Top End.

Despite the luxury of five minute dust gaps between cars, dust was a problem in the still conditions which prevailed over the 100km course.

The first surprise casualties in competitive stage one were Wenborn and Whitmarsh who launched the ute over a very big log and tore off a castor rod. They had missed the necessary detour. This first stage had plenty of big whoop-de-dooos and the potent FJ20 lost it's headlights, dropping Devo and Alastair into last place. Charlie blew the rest of us into the weeds.

In competitive stage two, which began with a navigator's nightmare around the paperbark swamps and ended with a straight line blast along the Gunn Point powerline track, the Hanrahans got lost and Charlie came unstuck when he had a serious disagreement with a woolly-butt tree.

The third stage took us on a winding journey which was too slow for third and too fast for second - you know what I mean! Anyway the Hanrahans were first at the break, followed by Gary and I and the Devo machine.

Division two was division one in reverse - something that is easy to organise with a microscopic field. Our Datsun was suffering from a seriously underpowered alternator, but it cost us no time and positions were unchanged at the finish.

naturally, the NT hospitality was flowing back at Mick Sawyer's place and the evening finished with a BBQ and plenty of drinks. The club is expecting another top night of entertainment this weekend (September 16) when the Championship resumes on Cox Peninsula, west of Darwin.

If you're travelling their way, the best contact for the North Australian Motor Sports Club is probably Les Leather on 089-472 188 or Terry Wenborn on 089 881 248.

Cameron Thompson.

ARN JUNIOR CHALLENGE QUEENSLAND FINALISTS

Following the final deciding round of the ARN Junior Challenge here in Queensland, the local representatives have been selected and they are to be Ian Wright and Paul Young.

The team have been extremely competitive all year in their extremely well-prepared Datsun 280Z and enjoyed a fierce battle with Trevor Sparks and Troy O'Boherty, also in a Datsun 240Z.

Unfortunately Trevor and Troy retired early from the 'Bailey Powerlines Rally' this month and the expected big finale was a little disappointing.

Nonetheless, take nothing away from their performance and they will be good ambassadors for Queensland in the big race in Canberra.

EAGLE BOYS™

DIAL-A-PIZZA

WANTED

CONTRACT DRIVERS

We require energetic, contract drivers with their own economical vehicle and insurance for deliveries. Evening shifts available both on weekends and weekdays.

Ideally you will be team spirited, motivated, have a neat appearance and an outgoing personality.

Payment is by way of a fixed fee per delivery.

Apply in person at (or phone) the following locations.

Brisbane City
Lindsay Mullins
377 St Paul's Tee
Phone: 216 0388

Browns Plains
Fiona Doonar
Sh 14, Wembley Plains 2
Wembley & Browns Plains Rds
Phone: 800 8388

Chermside
Steve Turner
744 Gympie Rd
Phone: 359 9555

Coorparoo
Brian & Kim Jenkins
281-285 Old Cleveland Rd
Phone: 847 3611

Cleveland
Ray & Sally Pilcher
Store 2, 16 Doig St
Phone: 821 3388

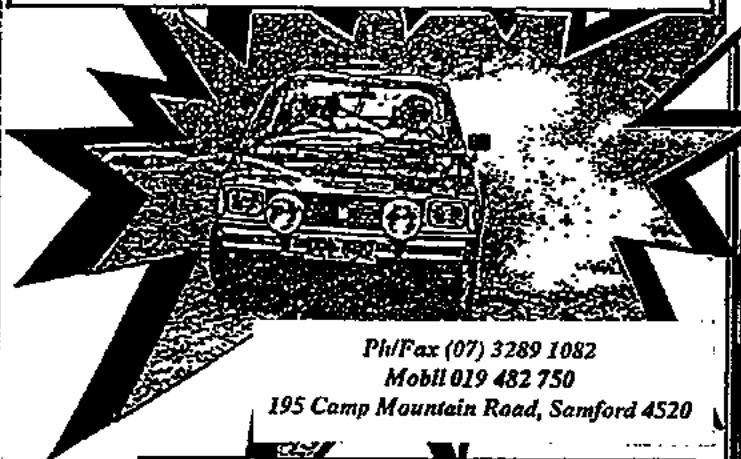
Eagleby
Adam Wenck
Sh 20, 130 Riverhill Rd Eagleby
Shopping Centre
Phone: 807 7544

Mitchelton
Greg Braden
581-585 Samford Rd
Phone: 355 2344

Mt Gravatt
Reiny Bierman
1295 Logan Rd
Phone: 849 6809

Slacks Creek
Phillip George
214 Kingston Rd
Phone: 290 3333

Give Rallying A Go



Ph/Fax (07) 3289 1082
Mobil 019 482 750
195 Camp Mountain Road, Samford 4520

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

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

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

the

Rally Connection

**John Barnes & Co
(Qld)**



LOCKSMITH

- DEAD LOCKS
FITTED**
- KEYS CUT**



**AUTOMOTIVE LOCK
SPECIALISTS**



844 1800

AORC COMPETITOR SURVEY

The following document has been forwarded to the club to gain input from CAMS members who are off-road competitors.

It has been reproduced in full here in the magazine and you are welcome to copy the page of questions with which to respond. Alternatively, there are some full A4 copies available from the club, and by phoning and asking Esme nicely you may have one.

AORC COMPETITOR SURVEY 1995 NUMBER 2

The competitor survey conducted earlier this year has now been finalised, and the findings published and disseminated. They were also discussed at some length at the recent meeting of the National Off Road Committee. On many issues competitors' opinions were relatively evenly divided, so any change to the present requirements on those issues would achieve little. However, where there was a clear consensus of competitors' opinions, changes will be made as appropriate to reflect this.

At the August NORC meeting, three more issues arose, which the committee felt should be put to competitors so that they could have their say. They were;

- a. the current requirement for a competitor to complete the entire course in order to be classified as a finisher,
- b. the recent trend towards what is virtually a three day national championship event, and
- c. engine capacities for Classes 2 and 3.

Each is explained more fully in the body of the survey.

As with the previous survey, this one has been sent to all off road vehicle owners who have taken out vehicle registration for this year, and to off road clubs. Anyone can respond, but everyone who does so is requested to also complete the personal profile at the front. Clubs are requested to publicise the survey, and to run off extra copies for members who want to participate, but who did not receive copies direct.

Responses should be sent to:

Mr Andy Clark
CAMS Victorian Office
PO Box 2110
Camberwell West Vic 3124.

They should reach him by Friday 13th October 1995.



PERSONAL PROFILE

Name: _____

State: _____

In which class do you currently compete?

What is your usual competition number?

How many AORC events did you contest in 1992, 1993 and 1994?

1992	1993	1994
------	------	------

How many other open (non AORC) events did you contest in 1992, 1993, 1994?

1992	1993	1994
------	------	------

In which of the following types of event do you regularly participate?

- a. short course
- b. long course
- c. stadium

1. BEING DEEMED A FINISHER

It has been suggested that the current requirement of completing the whole course, to be deemed a finisher, is too tough and that this requirement should be abolished.

In support of this is the view that events go on for too long after the first cars have finished. This comes about because AORC regulations stipulate that all cars must be allowed equal competition time. Further, whilst the equal time system is popular, competitors have been vocal in the past when time allocated, in their views, has not been sufficient.

An additional frustration is that many spectators and supporters of the winning groups depart soon after the finish. The mood of the event then becomes a bit flat and it is difficult to keep officials motivated. Consequently, competitors finishing something like two and a half hours after the winner has loaded up and gone back to town, sometimes feel cheated by both the lack of spectator support and/or officials' enthusiasm.

With the above in mind, an alternative proposal has been submitted for consideration to change the current equal time and being classified a finisher systems.

An event starting at 9.00am may dispatch the last car or group at 9.35am. This last car is therefore 35 minutes behind which is allowed for. If the winning car completes the course at 1.00pm the last car would be allowed 35 minutes after this, (the gap time), to start any new lap. The time then to complete this next and final lap would be calculated on the same basis as it is now, (the calculated average time of a slow car plus a bit of "contingency"), and specified in supplementary regulations. Likewise, if a car started 10 minutes after the first car started, the gap time would be 10 minutes after the time of the winner to start any new lap, plus the specified last lap time. Any car trying to start any lap after the time of the winner plus the gap time, would not be able to commence that lap. A vehicle on a specified last lap, not completing that lap within the specified time, would not be deemed to have completed that lap.

At the same time the rules determining the classification of a finisher would be amended to read: to be classified a finisher, vehicles must complete a minimum of 80% of the total distance of the event or the lap less than; but nearest to it.

With an ink pen or biro, please circle your preference of: (a), (b) or (c):

- a) The current system is OK; don't change it.
- b) The proposal above has my support.
- c) My alternative proposal is attached to this response.

PERSONAL PROFILE (Contd)

- d. club events
- e. open events (non-championship)
- f. state championship
- g. national championship
- h. other (please specify)

If not a competitor, what has been your involvement in the AORC: eg pit crew, event official, spectator etc?

2. EVENTS

In the last survey some competitor comments indicated a resistance to activities over and above the "standard", (ie reconnaissance, prologue, event), and the NORC decided that this should be further investigated. These activities usually take the form of a "top ten shootout", servicing/wheel changing competitions or the like. There may also be activities such as motorcycle races which do not involve off road competitors. Such activities are intended to enhance the promotability of the overall event, and in particular to attract paying spectators. It should be borne in mind that the money from these paying spectators usually goes towards the costs of running the event; and without it, either entry fees would have to go up, or standards would fall.

Once again, please circle your preference with an ink pen or biro:

Example: Coming first **is** / is not better than second.

- i) All AORC events should / should not be restricted to two days.
- ii) Organisers should / should not be encouraged to promote activities such as car displays and street parades.
- iii) Generally I would prefer longer / shorter long course events.
- iv) Organisers that offer shootout type events, for promotional and/or spectator purposes only, should be encouraged / discouraged.

3. ENGINE CAPACITIES

Anyone may answer the following questions but only Class 2 or 3 responses will be counted:

- i) The Class 3 engine capacity should be set at a maximum of: 1200 / 1250 / 1300 / 1350 cubic centimetres.
- ii) The Class 2 engine capacity should be set at a maximum of: 1600 / 1650, cubic centimetres

1995 Qld Clubman Rally Series

Norths 13/9/95 J14

DRIVER	RND 1		RND 2		RND 3		RND 4		RND 5		RND 7		RND 8		TOTAL
	GCTMC		RYNAC		CACA		GCTMC		BSOC		NOSOC		BSOC		
	Ci	Out	Ci	Out	Ci	Out	Ci	Out	Ci	Out	Ci	Out	Ci	Out	
Murphy McDONALD															180
Peter MAPSTONE	20	18	20	15	20	20			20	12					142
Wayne JOHNSTON	20	1	15	8	10			20	12	15	2				101
Shaun OFFER	20	8	20	12	20	8				10	3				101
Ian WRIGHT	15	12	15	10	12	12				12					85
Geoff STANNWAY	18	2	18	3				20	3	12	6				77
Nicholas GATTON	10		12		20			20		15					77
Tony MORRISON	20	4	20		20	10									74
Tony KABEL	15	8			15	2	12	10							60
Ray FORD	4		8		15		12	4	12						35
Geoff YARROW	8		12		15	8			12	4					30
Rob BECKER					20	4	15	15							54
Andrew JOHNSTONE	15		12	4				15	8						31
Chris CORBEE								20	4	15	8				51
Merv SINGLETON	18		20	1	12										48
JIMMY PROGAN	8		8		20	3			10						47
Trevor SPARKS			12		15	15									42
Wayne APPEYARD								20	15						35
Chris WATERS	8		20	8											34
The COLLINGWOOD	12							20	1						33
Ashley BURGANS	20		10												30
Chris MOLE								20	10						30
Bruce DAVISON			10		8				10						28
Andrew PARCE							15	10	10						28
Gregory JACKSON			15						8						23
Colin GARDNER	12				3				8						23
Rob BELL	12	10													22
Jordan BISHOP	10	2			4				8						22
Brian EVERITT	8		8		8										22
Peter STEWART	10		10												20
Chris LAWRENCE			4				12	1	3						20
Tony PATON									20						20
Jim GUEST	8				10	1									19
David GRUNDY					1		15	2							18
Robbie REID	2		8		8										18
Peter LOCKHART	4				12										16
Ian VAN DER STRAIT							10		4						14
Rob CRASE	3		8		4										13
BE WILSON	12														12
Jean ROGERS							12								12
Mark NEARY			10	2											12
Wes EDWARDS								12							12
Paul PYYLARA	1		3		8										12

1995 Qld Clubman Rally Series

Norths 13/9/95 J14

DRIVER	RND 1		RND 2		RND 3		RND 4		RND 5		RND 7		RND 8		TOTAL
	GCTMC		RYNAC		CACA		GCTMC		BSOC		NOSOC		BSOC		
	Ci	Out	Ci	Out	Ci	Out	Ci	Out	Ci	Out	Ci	Out	Ci	Out	
Lance JONES	20	20	20	20	20	20	10	10							140
Steve LAKE	12	10	15	18			15	15	20	12					114
Chris LAFWORTH	15	8	20	12	20	15				12	8				110
Clay BRIGGS	20		15	4	10				20	8	15				92
Shaun OFFER	20	3	25	10	20	8				10	1				90
Tony SMITH	12						20	8	20	20					80
Michael JOHNSON	15		15	2					20	1	15	3			71
Paul YOUNG	12	8	15	8	12	10									71
Alan STEPH	20	12	4							15	15				66
Chris WALSH	4		8		20		12	2	12						58
Jean SLATTERY	8		12		15	4				12	2				51
Merv ROGERS	10				20		20								50
Gareth MCCOYREY	15		12	3			15	3							48
Nick SINGLETON	15		20		12										47
Tony WILSON					15	8	12	12							42
Lee MILLER									20	20					40
Tony BEST	20		20												40
Greg TEMPLE	10	1			12	2	8	8							38
Troy OUCHERTY			12		15	12									38
Kevin SOXSMITH							20	4	10	4					38
Ian CAPPS	8		20	8											32
Anthony McLOUGHLIN									20	10					30
Brandon LOWTHER	20		10												30
Wes DEPPER	15	15													30
Chris SMITH	3								20	8					28
Scott PHOENIX			15						12						27
Col GARDNETT	12					12									24
John HAYDEN			10		8				8						24
Tony PATON	8						15								23
Shaun MOLE	8		8		8										22
Chris SWALLOW									20						20
John BUTCH	10		10												20
Greg WRIGHT			4				12		3						18
Bruce DAVISON						1	15								16
Bruce FOWLER	4				10	1									15
David LAKE									15						15
Michael MORAY					15										15
Darren BAUMANN			8		8										14
Sharon BELL	10	4													14
Steve BIRD							10		4						14
Paul WANDERBANK	3		8		4										12
Paul BISHOP	8				4				3						13
Neville TAYLOR			12												12

Coming Events:

October 14 Coff's Harbour C10 ARC round. This is traditionally a great rally to spectate and enjoy the weekend away. Also the event offers some testing roads and is very competitive.

November 11 Northern Districts Sporting Car Club - 'Nambour Radiators Classic Rally' in Yarraman. This is a round of the Clubman Rally Series for 1995 and will use excellent roads in Yarraman with competitive distance of about 100 kilometres and a fairly short liaison distance.

November 24 Esanda Rally of Canberra - The C15 International may be the decider for the 1995 ARC - great spectating.

December 2/3 The Keema weekend of motorsport, featuring the decider for the 1995 QRC 'The Keema Classic Rally' and the final round of the 1995 Club series, the 'Keema Club Rally'. This all goes hand in hand with a great weekend away for the finale of the season. PARTY!!!

The Gold Coast Tweed Rally QRC3 - 1995

On Saturday August 19, The Queensland Rally Championships returned to New South Wales (?) when the Gold Coast Club organised the third round of the series this year. 39 entries were received which unfortunately only included about 12 QRC contenders. The remainder of the field were 'Clubman' crews who would be covering slightly less competitive distance.

The start of the rally was at the Treetops Tavern at Burleigh Waters and the assembled field parked in the adjoining carpark, staring longingly at the vacant block across the road as David Hood and his 'Digga For Hire' tidied up part of a jump which the cars were about to traverse as part of the stage.

A slightly tardy start saw the Subaru Impreza of Mark Griffith and Tom Smith take quickest time followed by the Galant VR4 of Bruce Dummett and Joe Ferrer. These two would face up to a stage by stage battle all rally-long which would only be decided on the last section.

Unfortunately the voluntary officials who had committed their time for the weekend did not all turn up and Gary Hewson (event director) was left foundering a little.

Eventually after a number of various delays the stages went on and were for the most part, quite demanding and reliant on driver ability. They were twisty and some in particular were fast and flowing.

The last two afternoon stages were run at night because of delays and all but one car raced without spotlights. This caused a lot of concern for the 4wd turbo cars, because they travel faster and can crash faster, but no incidents were reported.

Twice the field returned to Murwillumbah for demonstration laps around the showground special stage and the dust became a bit troublesome at the rear of the track. Also the pull-up distance from the red finish flags to the control was short enough for some cars to stop out in the roadway!!

The battle between Griffo and Bruce was intense with both swapping stages until the third last when the gearbox in the Subaru let go of third gear. A quick oil change and return to the second last stage saw a loss of penalty time for late arrival, and then the cancellation of the final stage of the night meant that the VR4 took out first place by mere seconds.

Unfortunately them's apples, and the HELLA Subie team settled for second.

A late night finish back at Murwillumbah and a champagne fight between Mark and Bruce then saw everyone return to whence they came, with the Brissy crews making the long journey home and some of the smart fellas staying the night in town.

Only six finishers made it through the QRC and considerably more in the Clubman event. Winners of the Clubman event were Murdo MacDonald/Simon Lake in the Subaru RX-Turbo, followed by Rob Bekker/Tony Wilson (Mazda 323) and Allen and Lance Jones in the Laser TX3-4wd.

Unfortunately Gary and his team were not able to present as good an event as they had hoped because of the delays and no-show by some necessary officials.

Only 110 kilometres were covered by the QRC competitors and just on 100 by the Clubmen so the distance difference was not that great.

Third place in the QRC was taken by Tony Kabel/Greg Tebble in their best finish in the Keema Swift 4x4, with fourth Andrew Johnstone/Gerard McConkey (Stanza), fifth to Dave Grundy/Brad Davidson (Corolla) and sixth to Andrew Pearce/Tony Paton in Andrew's first QRC in the ex-Goasdouc Charade.

The presentation the following weekend at the Treetops Tavern was quite well put-together and a buffet meal was laid on for the reasonable turn-out of trophy-winners and guests.

The QRC is now to be decided at the Keema Classic Rally on the weekend of December 2/3.

The outright contenders, at least mathematically are Wayne Hoy, Bruce Dummett and Mark Griffith, with outside chances to Dave Grundy if all three of the 4wd turbo cars fail to finish.

How would that be?? A Corolla 1600cc winning the Championship in a famous first!!

The Keema should be a great event to finish the season, with a great party to be had by all on an overnight stop at Gallangowan.

Depending on the outcome of things towards the end of the ARC season, Wayne Hoy and Alan Stean should be seen in their Lancer and the expected battle between the flame-spitting turbo cars will be a doosey!! (Is that how you spell "Doosey"?)

The next day sees the Keema Club Rally which is not a part of the Clubman Series, but a stand-alone event which is open to all-comers.

Consequently if you've got a grunter that you want to bring out for a run, here's your chance.

PROGRESSIVE MEDIA
TELEPHONE-ON-HOLD MESSAGES

ENHANCE PUBLIC RELATIONS

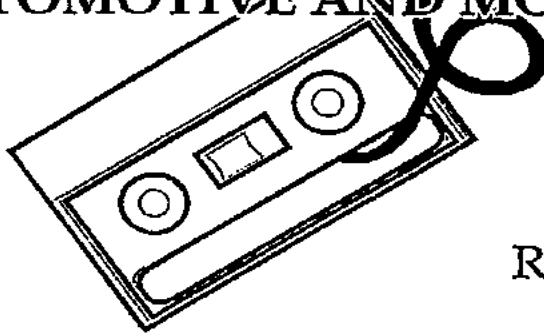
PROFESSIONALLY PRODUCED

INCREASE PROFITS
IMPROVED AWARENESS

Fax: (07) 8181237
Mobile: 018 720246
Phone: (07) 8181034
Page: (07) 8316199 #7970

EASY TO USE
COST-EFFECTIVE

**FOR FULL NO OBLIGATION DETAILS..
TALK TO ME PERSONALLY, OR DISCUSS
OUR SERVICE WITH ANY OF OUR MANY
AUTOMOTIVE AND MOTOR-SPORTING CLIENTS**



The Professional Voice

Jim Pilgrim

Radio, TV & Film Voice-over
and Narration



DRIVE YOUR OWN VEHICLE AND
FOLLOW ME INTO THE MAGNIFICENT
MOUNTAIN AND STATE FOREST AREAS
OF S.E. QLD. and Nth N.S.W.
FULLY CATERED ONE AND TWO DAY
TOURS AVAILABLE.

For further information phone: 07 841 3958 Fax 07 841 3966

Historic Rally NEWS

Norm Singleton's Rally Connection

Historic Rally Series

Pointscore - Top 10 - Best 4 results

Tony Best	49
Peter Smith	41
Peter Whalley	41
Andrew Owen	40
Brian Krieger	38
Don Biggar	37
Malcolm Gibb	37
Graham Brown	37
Ray Wallin	37
Tony Slattery	36
Debbie Davies	36
Ian Ferguson	36
Dave Burnett	35
Dave Gilbert	35

(after 5 events)

Thank you to our supporters.

House of MG

Parts and Service Co.

GP Cars

Sports Cars Services

Refrigeration Parts (Qld)

BP Australia

The Rally Connection Ph/Fax: 3289 1082 or 019 482 750

Historic Rally Group

MEETING

WEDNESDAY October 18th, 1995

(8.00pm)

A RALLY SCHOOL is being organised by Tony Slattery. The first school this year was great and this is sure to interest many crews.

The NEW Historic Competitor Kits will be available FREE on the night ! These kits will be must for many crews.

Alan Stean will be giving details of the BP Range Rally Classic - Round 6 of Norm Singleton's Rally Connection Historic Rally Series.

COMING EVENTS

October 14/15	NSW #4- Winter Classic Rally
October 28(Sat)	Historic Rd 6 and NSW #5 - BP Range Rally Classic
November 15	Norm Singleton's Rally Connection Historic Rally Series and BP Range Rally Classic Presentation Night

OTHER NEWS - AROUND THE MAPS

Norm Singleton's Rally Connection Historic Series is certainly hotting up with only one event to go. Although Tony Best has the Series in the bag, the battle for 2nd and 3rd is far from over. All competitors in the top 10 have a chance to take 2nd in the series.

The GP Cars Classic Rally run by Jim Reddix and Peter Marshall was won by Andrew and Glenda Owen in their Austin Healey Sprite. Second went to Brian Krieger and Tony Best in the mighty Hunter with Peter Whalley and Pete Smith in the rapid Datsun 1600 close behind. More news and results on other pages.

A expanded sub-committee for Road Rallying (or Historic as we presently know it) in Queensland has been setup to better organise and promote these events and co-ordinate with interstate clubs. From the last two meetings, a new Competitor Kit has evolved. An Event Director's Pack (including the 1996 event guidelines) has also been drawn up to assist with event format and organational matters. An event calendar is almost finalised for 1996 which should be released on November 15.

The Competitor Kit is packed with information about Road Rallying including info about the historic rally group and its objectives, info for other car clubs, answers to common questions about the sport, where to get advice, the Rally Series structure (events, pointscore, etc), Vehicle Eligibility, Competitor Paperwork, Navigation Needs, Vehicle check list and identity form and much more. If you haven't got your copy yet - come along to the next meeting.

The national sub committee for Touring Road Events has released minutes and guidelines from its last meeting. Most of the guidelines proposed for 1996 were fairly reasonable except for the fee proposal. These guidelines are still in the discussion stage so lets hope common sense prevails.

Don't forget that the BP Range Rally Classic (Qld #6 and NSW #5) is on October 28th. The start and finish is at the BP Service Station - Murwillumbah. The half way stop is Lismore as in previous years where the local car club supports our event well. Entries are open now so start planning.

.....Tony Galletly

The GP CARS Classic Rally

This event, the fifth round of the 1995 Queensland Historic Rally Series, was held on Sunday 3rd of September and attracted 21 entries. This included most of the regular Queensland Historic Rally competitors plus a couple of new ones, and one crew that came all the way from Coff's Harbour.

The rally was sponsored by GP CARS, well known suppliers of motor sport equipment and was directed by Jim Reddix who had Peter Marshall as Assistant Director.

It commenced at 8.30 am from Amberley just west of Ipswich, and started with a couple of map-reading sections. The first of these used a 20 year old map which did not show a major deviation of the Cunningham Highway and showed a lot of railway lines that no longer existed. This caused a number of crews to miss via points.

The remaining morning sections used a more recent Sunmap Tourist Map which was reasonably accurate but not perfect. One via point near Fassifern Reserve was only found by one competitor, (Andrew Owen, who happens to be a surveyor!).

The lunch break was at Allora on the southern Darling Downs where approximately half of the competitors did not enter the control along the road intended to be used.

During the lunch break competitors had to attempt a 'slow-race' where they had to achieve the slowest possible time between two points without stopping. This was won by Ross Colledge who pushed his car rather than driving it. (There was nothing in the regulations to say that this could not be done, and Ross also received a special Director's Award for ingenuity.)

The first afternoon section used a map trace on another very old map, once again causing problems with old alignments. The remainder of the event used the Sunmap Tourist Map and took crews to the finish at Lowood.

The winners were Andrew and Glenda Owen in their Sprite, followed by Brian Krieger and Tony Best (Hillman Hunter) and Peter Whalley and Peter Smith (Datsun 1600).

GP CARS CLASSIC RALLY 3 September 1995 Provisional Results By Class

	Entrant*/Driver	Navigator	Vehicle	Year	Cla	Total	O/R	Cl
19	Andrew Owen	Glenda Owen	Austin Healey Sprite	1960	1	8	1	1
13	Graham Brown	Ray Wallin	Austin Healey 100/4	1954	1	124	9	2
18	Don Biggar	Malcolm Gibb	Austin A35	1956	1	165	=11	3
8	Nev Mansfield	Peter Carney	Austin Healey Sprite	1959	1			
20	Ken Philp	Glen Battershill	Lotus Elan	1968	2	167	13	1
7	Carol Homer	Austen Horner*	Lotus Europa	1969	2	179	15	2
6	Lorraine Hornabrook	John Hornabrook*	MG Roadster	1963	2	203	17	3
12	Ross Colledge	Peter Stringfellow	Eureka PL 30R	1974	3	80	5	1
5	Peter Ganderton	Laraine Ganderton	MG Roadster	1973	3	165	=11	2
16	Murray Arundell	Jeff Sattler	MG V8	1975	3	168	14	3
3	Grant Harvey	Roy Harvey	MG Midget MKII	1971	3	189	16	4
17	D Warniner*/Dean Tigh	Lyndal Tighe	FRB Clubman		3	210	18	5
9	Ian Dunkley	June Dunkley	MG	1976	3			
21	Brian Krieger	Tony Best	Hillman	1967	4	20	2	1
15	Debbie Davies	Tony Slattery	MG 1100	1964	4	100	6	2
2	Dick Groves	Gail Groves	Toyota Corona	1965	4	112	7	3
1	Peter Whalley	Peter Smith	Datsun 1600	1971	5	60	3	1
10	Lorraine Best	Ian Ferguson*	Saab	1975	5	64	4	2
11	Lea Medhurst	Claire Swallow*	Austin Mini	1971	5	162	6	3
4	Neil Michel	Chris Michel	Mitsubishi Lancer	1974	5	139	9	4
14	Dave Burnett	David Gilbert	BMW	1975	5			
	GP CARS CLASSIC	RALLY 3 Septembe						
	Provisional Results	Outright						
19	Andrew Owen	Glenda Owen	Austin Healey Sprite	1960	1	8	1	1
21	Brian Krieger	Tony Best	Hillman	1967	4	20	2	1
1	Peter Whalley	Peter Smith	Datsun 1600	1971	5	60	3	1
10	Lorraine Best	Ian Ferguson*	Saab	1975	5	64	4	2
12	Ross Colledge	Peter Stringfellow	Eureka PL 30R	1974	3	80	5	1
15	Debbie Davies	Tony Slattery	MG 1100	1964	4	100	6	2
2	Dick Groves	Gail Groves	Toyota Corona	1965	4	112	7	3
13	Graham Brown	Ray Wallin	Austin Healey 100/4	1954	1	124	8	2
4	Neil Michel	Chris Michel	Mitsubishi Lancer	1974	5	139	9	4
11	Lea Medhurst	Claire Swallow*	Austin Mini	1971	5	162	10	3
5	Peter Ganderton	Laraine Ganderton	MG Roadster	1973	3	165	=11	2
18	Don Biggar	Malcolm Gibb	Austin A35	1956	1	165	=11	3
20	Ken Philp	Glen Battershill	Lotus Elan	1968	2	167	13	1
16	Murray Arundell	Jeff Sattler	MG V8	1975	3	168	14	3
7	Carol Horner	Austen Horner*	Lotus Europa	1969	2	179	15	2
3	Grant Harvey	Roy Harvey	MG Midget MKII	1971	3	189	16	4
6	Lorraine Hornabrook	John Hornabrook*	MG Roadster	1963	2	203	17	3
17	D Warniner*/Dean Tigh	Lyndal Tighe	FRB Clubman		3	210	18	5
9	Ian Dunkley	June Dunkley	MG	1976	3			
8	Nev Mansfield	Peter Carney	Austin Healey Sprite	1959	1			
14	Dave Burnett	David Gilbert	BMW	1975	5			

GP CARS

AUTOMOTIVE EQUIPMENT







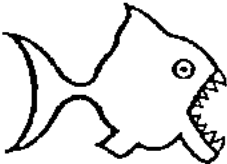


SUPPLIER OF SPECIALISED
EQUIPMENT FOR CAR & DRIVER

323 KELVIN GROVE ROAD
KELVIN GROVE Q, 4059

PHONE: (07) 356 9544
F A X : (07) 352 6282

SUPPORTER OF YOUR CLUB

 <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 THE ULTIMATE CAR CARE SYSTEM</p>	 <p>RECARO ORTHOPAEDIC CAR SEATING</p>	 <p>CAR ALARMS by PIRANHA</p>	<p>FITTING SERVICE AVAILABLE</p>

PAUL MASON'S
**Competition
Electrics**

High performance Wiring and Electrics

• CIRCUIT • RALLY • OFF-ROAD

**SPECIALISING IN ENGINE MANAGEMENT
& HARNESS CONSTRUCTION**

**HIGH OUTPUT
"BULLET PROOF" ALTERNATORS
CUSTOM VEHICLE WIRING**

OVER 20 YEARS COMPETITION EXPERIENCE

FOR ON SITE SERVICE

PHONE 018 874 034

225 MONTAGUE ROAD, WEST END, QLD 4101



The Camshaft Specialist

TELEPHONE: (07) 844 4283

FACSIMILE: (07) 846 3662

FREE CALL: (008) 801 581

- EXCHANGE & REGROUND CAMSHAFTS IN STOCK.
- PERFORMANCE CAMS FOR PETROL, DIESEL, VINTAGE AND VETERAN.
- SPECIALISING IN HEAVY DIESEL CAMSHAFTS.
- NEW CAMS AVAILABLE FOR ALL POPULAR MODELS.
- FULL RANGE OF MOTORCYCLE RE-MANUFACTURED CAMSHAFTS.
- HARD FACING FACILITIES.
- SPECIALISED MANUFACTURE OF FUEL PUMP CAMS.
- A RANGE OF OVER 2000 CAMSHAFT MASTERS PROFILES.

AUTOMOTIVE CAMSHAFT • REPROFILING • MODIFICATION • MANUFACTURE

The Bailey Powerlines Rally

10/9/95

Well, I think the club has finally got the process down pat, with yet another successful 'Bailey Powerlines Rally' being conducted on Saturday 10 September.

Running the show again this year was our own David Nash, who is taking a greater profile in rallying and organisation these days and doing a pretty good job as well.

He chose the good old Imbil forest and the 'Island Reach Camping Ground' in the middle of Imbil town as the rally HQ and this provided sufficient assembly space and a venue for something of a party afterwards.

A very healthy field of 58 crews entered the event, led by the Clubman drivers Rob Bekker/Tony Wilson (Mazda 323) and Murdo MacDonald/Simon Lake (Subaru RX-Turbo).

This was a contributing round to the 1995 Clubman Rally Series and the field reflected a very good array of clubman drivers with a few 'known' drivers also having a run on what is regarded as a well-run event.

Leading the 'pros' was Richard Anderson/Alan Bates at car three in the Alfa 75, slowly being updated to sprint specifications and what Richard realistically believes can be the quickest 2wd rally car around.

Nashy's route consisted of just six stages, but one of these was a shade over 30 kilometres in length and would be run twice.

In fact this was the first section of the event and would be an early demise for a number of cars.

The field started at 2.00pm and Rob led the crews out of town just a few kilometres to the start of the first stage.

Unfortunately, he didn't make very far with some unspecified problems seeing him parked by the side of the road some way in, the car looking okay but not going.

A little further on, Trevor Sparks and Troy O'Doherty were walking out of the stage, their 240Z breaking a diff mount and dropping a couple of cylinders. This meant their effort in the ARN Junior Challenge was over and chief protagonist Ian Wright just had to cruise to the finish.

Still a little further on and Coff's Harbour driver Robert Bishop was parked with a broken tie-rod end at a grid then road goes right.

Road block official Ken Warren said there were a lot more who almost came unstuck at that particular instruction.

I was co-driving for Greg Poole in the ex-Craig Icc Mazda 323 but it dropped a couple of cylinders for no apparent reason and we finished the stage and elected to head back to HQ.

There were three more stages to go until the 'division break' and Richard was going extremely well in the great sounding Alfa. Murdo had suffered a flat tyre and lost some time and we had lost Bruce Fullerton with undercar problems after a heavy landing.

The next stages were 'Branch 1' over 5.1 km, 'Million' over 12.38 kilometres and '300' over 5.65 kilometres.

At the break Richard/Alan were leading the field from a number of drivers closely bunched together including Paul Goodwin in his 240Z, John Martin in his Commodore V8, Garry Marshall in the 280Z and of Murdo in the Subaru.

Other competitors were going well including Wayne Appleyard/Anthony McLoughlin in the Gemini, Steven and Terry Scott from the Central Coast Car Club in their very well presented Subaru RS Turbo and Chris Corbee in his 6 cylinder Cortina.

After the break, which allowed all cars to be cleared through 'Casey Gully' the field returned to do that 30 kays again followed by 'Branch 2' over 5.1km.

The spectator point was quite well attended and most of the cars looked pretty good through the tight left hander. At the finish the scores were tallied up and Richard/Alan had taken the win from Paul Goodwin/Lee Killer.

Third place went to John Martin/Peter Rasmussen, fourth to Garry Marshall/Alan Stean and fifth to Murdo MacDonald/Simon Lake, which was enough for them to maintain their lead in the Clubman Series.

Ian Wright and Paul Young continued on to finish equal nineteenth with Darren Gardiner/Steve Vines and this was enough for them to take out the ARN Junior rally Challenge for the Queensland contingent. Poor old Supa-Tony Morrison had a gearbox let go and he failed to finish for the first time.

A lot of retirements were experienced with poor Mark Neary rolling hi Gemini coupe, Richard and Steve Galley putting the Gemini over a big drop and starting a small battery fire. Brian Everitt/Stuart Hole also retired when their Gemini engine overheated after trailing a slower competitor over the long stage.

The event was well run and most enjoyable, with the next round of the Clubman Series on November 11/Yarraman.

GERMAN AUTOS

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

Laurence Svenson

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

PERFORMANCE

Motor sports & mechanical



Robin Berardo
07-841-2960

Turbo modifications • Roll cages • Disc brake conversions • Engine conversions • Performance motors • Weber carburetors • General mechanical • Toyota/Datsun/Gymrat Specialist

BETTER BUY TYRES

816 1666

ENGINES PANELS & PARTS

816 0062



14 Coal Street, Bundamba 4304

CARB-TECH

SPECIALIZED OFF-VEHICLE CARBURETTOR
REPAIRS AND PARTS SALES

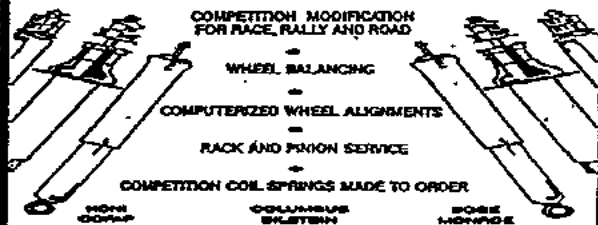
IAN STEWART

PH./FAX: (07) 284 3061

UNIT 4, 38 HIGH ST., KIPPA-RING, Q. 4021

ACCURATE SUSPENSION

PERFECT HANDLING
MEANS
PERFECT PERFORMANCE



PHONE KEN GRAHAM
NOW FOR AN OBLIGATION
FREE QUOTE

5113 Trimm Centre
WOODBRIDGE Q 4116
(07) 808 2678

AUSTRAPHANE

PTY LTD
A.C.N. 010 475 466

INDUSTRY PLACE, MOONBI ST, STRATHPINE Q 4500

Peter J. Baker

Phone: (07) 205 1666

Fax: (07) 205 4236

Mobile: 018 875 641

QUALITY FLEXIBLE PACKAGING

SPECIALISTS IN "KLIKSEAL" & "EASILOCK" RECLOSABLE BAGS

CUSTOM OFF-ROAD COMPONENTS

Specialising in:

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

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

GEORGE CROUCHER

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



Alan Stean
Manager

Phone: (07) 608 2755

14 Kenway Drive
UNDERWOOD Q 4119



Defensive & Advanced
DRIVER TRAINING

JOEL NEILSEN B.Eng. (Civil)

SAFE DRIVE TRAINING

21 McCartney Street, Ormiston, Qld 4160
Phone: (07) 3821 4162 Facsimile: (07) 3821 4162
Gold Coast Phone: (07) 5598 3844

TIM COLLINGWOOD AUTOMOTIVE

Unit 10
37 Kremzow Rd.,
Strathpine Q. 4500
Phone: 3205 6305
Mobile: 018 767 926

COMING EVENTS

Night Run

The Club's next night run will be on Friday 6th of October, starting from the clubrooms at 7.30 pm. When it became no longer necessary to obtain a third party insurance extension for night runs there was a large increase in the number of competitors in these events.

Over the last few months the numbers have dropped back to half a dozen regular competitors. Night runs have been a club tradition ever since the club started and they would have to be the cheapest form of motorsport that it is possible to compete in.

If you have not competed in a night run, or have been a previous competitor but have not competed recently, have a serious thought about having a go before the end of the year.

Entries are accepted at the start of the event and (as previously mentioned), no third party extension is required.

Video Night

Chris Lane's next Motor Sport Video Night will be on Wednesday 11 October at the clubrooms, commencing at 8.00 pm. A number of interesting videos of recent international rallies will be shown and should be a good night of free entertainment.

Next Motorkhana

The club's next motorkhana will be held on Sunday 15th October and the event will be held at Car Park Q at the Boondall Entertainment Centre. The start is at 9.30 am and entries are accepted on the morning of the event.

The support for motorkhanas has also tended to drop back to a small group of regular competitors, and the events would be a lot better if they were supported by a few more club members. Motorkhanas would have to be the second cheapest form of motorsport that it is possible to compete in.

Rally Navigation School

Tony Slattery is organising a Rally Navigation School to be held at the clubrooms on Wednesday 18th of October, commencing at 8.00 pm.

The course will be mainly directed at competitors in historic rallies, and will include map reading by references, map traces, stick charts, tulip diagrams etc. However anybody who wishes to attend is welcome to come along and participate.

Many of the types of instructions that Tony will be talking about are used on night runs and other navigation runs as well as historic events.

Gold Coast Ironman Weekend

The weekend of 21/22 October will feature a Khanacross on the Saturday afternoon and a Motorkhana on the Sunday morning. A Khanacross is somewhere between a long motorkhana and a short rallysprint and should suit competitors in both types of event.

BSCC members are welcome to enter either (or both) of these events and further information can be obtained from Wade Edwards on 015 020 338.

MG Club Night Run

The MG Car Club are holding their next night run on Friday 27 October and BSCC members are welcome to compete. The start is at 7.30 pm.

The MG Club has recently had to leave their clubrooms at 9 Nash St Rosalie, so this event will start from their new temporary clubrooms in Donkin Street West End (just around the corner from Montague Road).

BP Range Rally

Richard Collingwood and Alan Stean are organising the Range Rally this year, taking over from Tony Galletly who has directed the event on all three previous occasions that it has been run.

This will be the sixth and final round of the 1995 Queensland Historic Rally Series, and as it will be held in northern NSW it will also be the fourth and final round of the 1995 NSW Historic Rally Series, so expect a bit of interstate competition.

The rally will start from BP Murwillumbah at 9.00 am over a course of approximately 300 km with a lunch stop at Lismore. Further information can be obtained from Alan Stean on 3808 2755.

November Night Run

This event will be held on Friday 3rd of November commencing from the Clubrooms at 7.30 pm. (Refer to previous comments on the October night run.)

Another Midnight to Dawn Run

The Christian Autosports Club are running a Midnight to Dawn Rally commencing at

midnight on Friday November 3 (which means that the event will actually be run on Saturday November 4).

Midnight to Dawn events provide a good transition between Night Runs and the easier rallies such as the Motor Show Rally. The event will be run on public roads with a mixture of bitumen and gravel and using a variety of route instructions.

Further information can be obtained from Ross Colledge on 3200 5627 (a/h). (The BSCC night run will finish well before midnight, so it will be possible to do the two events in the one night.)

November Rallysprint

The fourth and final Club Rallysprint for 1995 will be held on Sunday November 5.

The sponsor for the event will be 'AUST OIL' (thanks to Chris Corbee for organising this) and supplementary regulations should be available soon. As with previous rallysprints the event will consist of two 5 km special stages each run twice, with two reconnaissance of each stage before the timed runs.

Further information can be obtained from Tony Best on 3371 0367 (a/h).

The Rally of Canberra

The date given for this event in the August issue of 'Brisport' was the weekend of 25/26 November, but this has now been brought forward a week.

It is amazing that the date of a major international event can be changed three months before it is held. The reason given for the change was the closeness to the Rally of Thailand.

The date for the Thailand event (early December) was printed in the February 1995 issue of Australian Rallysport News and would presumably have been known by CAMS and others a long time before that, so the organisers should not really be able to use this as an excuse.

The date change will affect the BSCC Motorkhana on the 19th of November and the Toowoomba Auto Club Rallysprint on the 18th of November. Both could lose entries from people wanting to spectate or service on the Esanda and no club rallies in Queensland were scheduled on the original date because of this reason.

Note that it appears Esanda are not the sponsors of the event this year!

Presented BSCC 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS

Saturday 2 December 1995 Final Round

SE Qld/Gallangowan
C of C Craig Porter

CLUB RALLIES

Sunday 3 December 1995

Gallangowan
C of C Craig Porter

RALLYSPRINTS

Sunday 5 November 1995

C of C Tony Best

OFFROAD

Sunday 26 November 1995

Richard Collingwood/Alan Stean

HISTORIC

Saturday 28 October 1995

MOTORKHANA

Sunday 15 October 1995

Boondall Entertainment
Centre Q Carpark 9.30 am

NIGHT RUNS

First Friday of the month - Start BSCC Clubrooms 8.00 pm unless otherwise advised. No Third Party Extension required.

FOR SALE

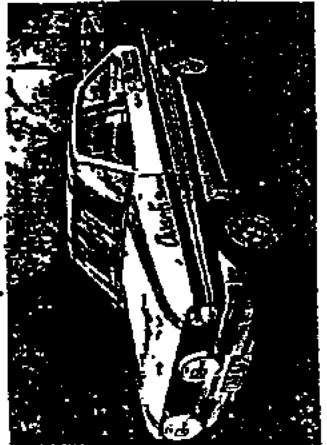
Ford Escort 2.0 litre RAC rally car. rally rebuilt last year with new shell and has done very little rally kilometres since then.

The car is fully prepared to RAC specifications with twin downdraft webers and 24 exhaust manifold.

Ballstein suspension and 140 with 4 wheel discs and very well prepared. Presents immaculately with spares.

Call Ian Brennan on 3343 5551 or 3862 1222

\$7,500.00



For Sale:

- Rally Tyres as listed
- 2 x 165/80/14 Dunlop 61's (new)
- 2 x 175/70/14 Dunlop 52's (new)
- 2 x 165/80/14 Dunlop 61's (average)
- 6 x 195/70/14 Yokohama ADBBR's
- on 4 stud Alfa mags - will separate.

Phone John Spencer on 3376 2000
Sumner Tyre and Drake.

CLUB OFFICIALS

	The Rt Hon	Lord Mayor Alderman	Telephone Home	Numbers Business
PATRON	James Soorley	Alan Bates	3379 9804	3254 1799
PRESIDENT	Rod Sams	Rod Sams	3345 9075	3224 3851
VICE-PRESIDENT	Laurence Svenson	Laurence Svenson	3261 3349	3266 6822
IMMEDIATE PAST	Gary McLane	Gary McLane	3355 5985	3848 6464
PRESIDENT	Neil Michel	Neil Michel	3398 1810	3308 7112
SECRETARY	Greg Horton	Greg Horton	018 746 284	3268 2914
TREASURER	Errol Bailey	Errol Bailey		
ASSISTANT	Alan Clunes	Alan Clunes		
TREASURER	Fabio Francini	Fabio Francini		
BOARD MEMBERS:	Craig Porter	Craig Porter		
Richard Anderson	Ken Warren	Ken Warren		
Tony Best	Esme Gibson	Esme Gibson	3345 3435	3391 8881
Richard Collingwood	Alan Bates	Alan Bates	3379 9804	3254 1799
David Nash	Peter Quinn	Peter Quinn		
Tony Slattery	Tom Smith	Tom Smith	3862 9263	3834 2713
ADMINISTRATION Offr	Del Garbett	Del Garbett	3808 1538	
CAMS DELEGATE	John Rogers	John Rogers	3349 4420	
AUDITOR	Craig Porter	Craig Porter	3376 6563	3215 4415
EDITOR	Tony Slattery	Tony Slattery	3834 8257	3391 3022
REGISTRAR	Rod Sams	Rod Sams	3345 9075	3224 3851
REFRESHMENTS OFFICER	Craig Porter	Craig Porter	3376 6563	3215 4415
PROPERTY OFFICER	Ken Warren	Ken Warren	780 060	
SPORTING SUB C'TTES	Berence Linton	Berence Linton	3208 4971	
HISTORIC	Alan Bates	Alan Bates	3379 9804	3254 1799
OFF ROAD				
RALLY				
MOTORKHANA)				
NIGHT RUN)				
SOCIAL SUB-C'TEE				
PROMOTIONS and				
MARKETING				

CLUBROOMS
BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at
Corner REID and HAWTHORNE STREETS
WOOLLOONGABBA

and are open EVERY WEDNESDAY from 8.00 p.m. onwards.

POSTAL ADDRESS/TELEPHONE/FACSIMILE NUMBERS:

All correspondences, enquiries etc. for the Club should be addressed to:
BRISBANE SPORTING CAR CLUB LTD,
P O BOX 8347
WOOLLOONGABBA Q 4102

Telephone: (07) 3391 8881

Facsimile: (07) 3891 1401

ALLJAP Auto Parts

***BODY PANELS**

***ENGINES**

***GEARBOXES**

***TYRES**

**BODY SHELLS now available on confirmed orders
from our yard in Japan**

TYRES NEW & USED from \$20

ENGINES 6 months warranty

BODY PANELS, LIGHTS etc John Pinder 266 6699

ENGINES & TYRES call Rob Bekker 266 5255

at our main warehouse 37 Toombul Rd NORTHGATE

TYRES, ENGINES & PANELS AT BRANCHES

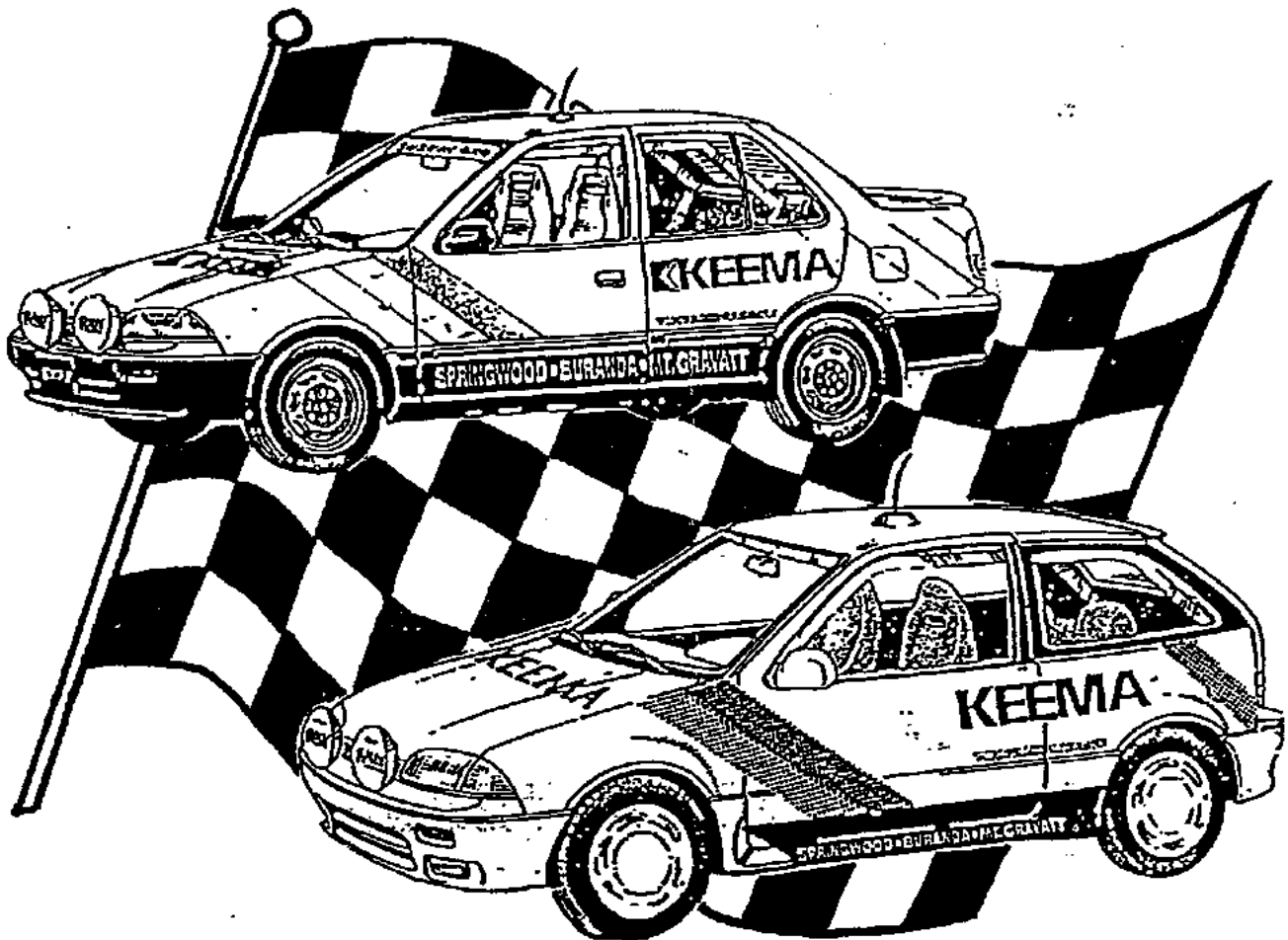
Ph Ben 2 Moss St, SLACKS CREEK Ph 808 7988

Ph Kevin 9 Hildon Crt, NERANG Ph (075) 960485

KEEMA

**AUTOMOTIVE
GROUP**

The company that supports motor sport in Queensland



SALES * SERVICE * PARTS

■ MITSUBISHI	222 Logan Road, Buranda	PH. 393 1200
■ MAZDA	Pacific Highway, Springwood	PH. 208 4333
■ HYUNDAI, SUBARU, VW	1532 Logan Road, Mt. Gravatt	PH. 343 5888
■ 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