

# BRISPORT

THE NEWSLETTER OF THE BRISBANE  
SPORTING CAR CLUB - REID STREET,  
WOOLLOONGABBA - PHONE 33918881



November Newsletter 1997

## DEAN & DOM DO PERTH

Queensland Rally Champ-in-waiting, Dean Tighe, has returned from a strong showing at Rally Australia with an offer to drive an Imprezza in the '98 ARC Super Series.

Dean and co-driver Dom Corkeron finished 27th at Rally Australia despite six punctures, in a Possum Bourne Group N Subaru hired from Maxspeed in the UK.

Dean blamed inadequate sidewalls on one batch of tyres for most of the punctures, although course conditions were particularly rough.

Dean said that although the car was well-built, it was under-powered and low-geared, with a top speed of just 160km/h.

So low was the gearing that at Langley Park, Dean and Dom were in fifth gear prior to turning right from the short bitumen straight.

Apart from the punctures, the Brisbane pair had a trouble free-run, reaching as high as 22nd prior to the final stage of the event, where they had a puncture and were forced to stop and change it.

At that time, other leading Group N contenders, Michael Guest and Rob

Herridge were placed 18th and 20th respectively.

Unfortunately, the team was unable to participate in pre-event testing. On the morning of the test day, they discovered two loose teeth in the gearbox and spent the day installing a spare box.

In group N, Dean and Dom finished tenth.

Despite the very dry, dusty conditions, Dean had high praise for the event and its organisers.

He says Perth is the only international event where organisers treat drivers as equals.

Dean says that after gaining an unassailable lead in the '97 QRC prior to the final round at Gallangowan, his options for 1998 remain open.

The proposed ARC ride would involve a New Zealand based team.

Surprise, surprise, it would require additional sponsorship or a driver's contribution to complete the deal.

"I'm considering it," Dean said.

## OWEN'S PUG IN CLASSIC WIN

The final round of the 1997 BP Classic Road Rally Series was a first for Queensland. Run under CAMS new Touring Road Event Regulations, it featured 3 Special Tests conducted on closed private sealed roads.

Planning for the event included locating suitable venues for the special tests. A long search was undertaken to find sections of private road that could be closed. We located three venues and decided to include two in the event and save the third for next years series.

Entry numbers were disappointing with only 17 crews nominating. Two were withdrawn before the start which left a field of 15 cars.

The first left BP Blacksoil at 8.00am, and travelled north-west up the Brisbane Valley Highway before turning South-West to an un-mapped road through Glamorganvale and Lowwood. The crews were then asked to travel via Mt Taraupa where they should have found a secret passage control but unfortunately the control officials got lost on their way and couldn't find their location so the crews who took the short cut escaped detection this time.

From Mt Taraupa the route took the crews through Glenore Grove and joined the Esk Road before turning east on the Highway to Gattorn

*Continued P4*

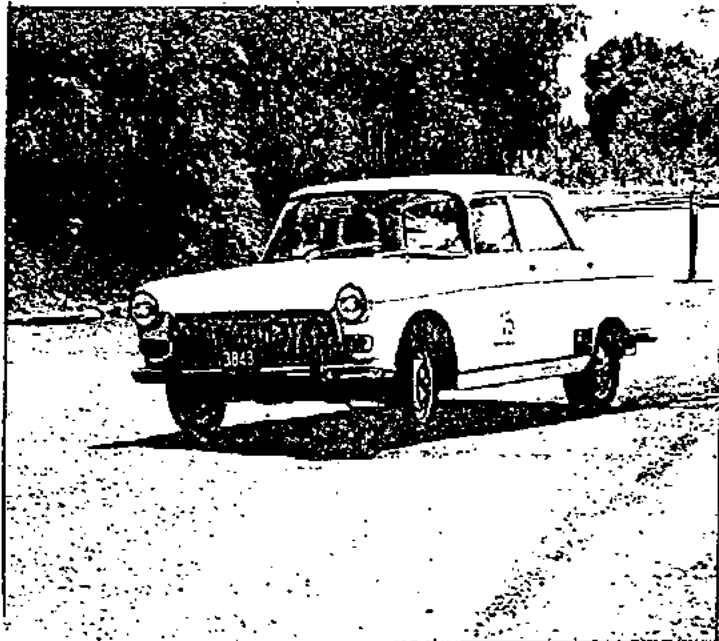
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## Gallangowan - don't miss it

When Barry Neuendorff and I started work on this event in early August, the country around Gallangowan looked very green indeed.

This prompted a re-think of the '96 event using the very fast Blake Snake and our old favorite, Wrattens at 35kms. Conditions would not let us use those stages.

So for our event for 1997, again sponsored by our perennial club benefactor, Henk Kabel from Keema Automotive Group, we are using three stages close to Gallangowan. Effectively using these stages gives us seven competitive stages with a distance of 250kms, of which 160kms are competitive. The Clubman series, again sponsored by GP Cars consists of four stages with a competitive distance of 89kms.

Scrutineering will take place at Keema Mitsubishi at Buranda on Wednesday evening, December 3, from 6pm.

As part of the entry fee, a barbeque lunch will start at noon on Saturday, December 6, with catering available throughout the weekend. Servicing is on the oval and at a point approximately 6kms north of Gallangowan on the Kilcoy-Murgon road.

The roads are in first class condition with heavy rains in the area over the last week. The country has changed with plenty of green grass about and water in the creeks.

This is the last event of the year and with excellent numbers of competitors for recent events, we are hoping you will make an effort to join us at Gallangowan for a fun weekend.

We require 21 road blocks on Saturday, with a similar number for Sunday. Should you be able to help (and I implore you to support us) then please phone Esme (33918881) and let her know.

Have a great weekend. I look forward to seeing you at Gallangowan.

Craig Porter - Clerk of Course

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They make it look oh, so easy. Dick Owen and Tony Best cruise to victory in the Parts and Service Classic. Neil Hamey pic.

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# Stringfellow '97 table king

The sixth and final round of the '97 Nash Glass and Aluminium Table Top Rally Series was held on Wednesday, October 15.

Competitors were very surprised when they were given a British topographic map. The route took them through the beautiful countryside of North Devon, visiting villages with foreign-sounding names such as Great Gorwood and Little Pillhead. *(have these people been smoking something?)*

The map scale was 1 to 63360 or one inch to one mile, which most people had not used for 25 years. Apart from this the route instructions were relatively straightforward compared with the last couple of rounds.

One advantage of Table Top Rallies is not getting bogged when going down an impassable wrong road (as mentioned last month) but a disadvantage is not being able to stop at the interesting country pubs along

*Continued P9*

# BSCC board contact list

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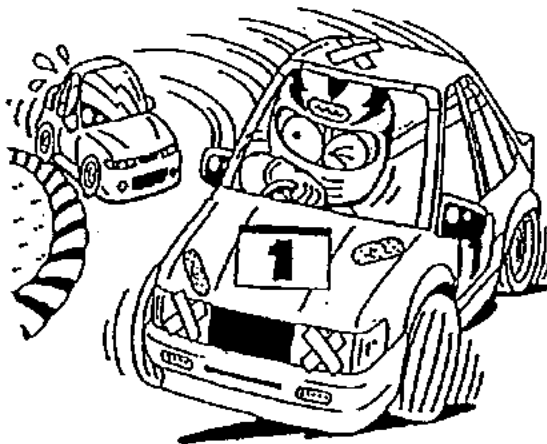
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# CARS FIND NEW TESTS IN P&S CLASSIC

## Continued from P1

College for the first Special Test. Six crews arrived at Gatton with no time penalties but only three had answers to all route questions. The leading three cars were cars 9, 16 & 17. Peter Whalley and Errol Bailey came to a temporary halt with fuel supply problems in the Datsun 1600 and by the time the problem was fixed, they had to cut and run to Mt.Cotton to stay in the event.

Meanwhile at Gatton, a section of college road to the north of the Highway was set out with a 2km course with 5 test lines where competitors had to stop or straddle an imaginary line. To set the best time required a good performing car and good crew teamwork. Two crews registered the best time of 2min 15secs for the test, cars 12 & 17, the Cooper S and Saab 99EMS, while Wayne Johnston and Michelle Gatton were only 2 seconds slower in the Chrysler Galant.

Two crews were more than 40 seconds slower than the fastest time and scored maximum penalty of 40 points.

From this test the crews traversed the college to a section of road next to the airfield where a straight acceleration test with a flying finish was set up. The best time was set by the Cobra DRB of Chris Hatfield/Yve Stocks. Chris Lane reported that the noise and launch control of the Cobra was also the best. Stones were being ripped out and thrown from the sealed road - awesome !!.

This made the Ferguson/Bates crew in the Saab event leaders at this point being only 3 seconds slower than the Cobra at the flying finish. Crews were then dispatched east towards Mt. Cotton for the third Special Test via Laidley, Grandchester, Rosewood and a Control at Purga Creek. A few crews went a little astray on this section with several crews arriving around 30 minutes later than due time. The Ferguson/Bates crew fell from the front here leaving the rally leaders Anthony Perrett and Barry Goodwin just ahead of Dick Owen and Tony Best with Murray Cox and Ken Philp in the Lancia in 3rd place.

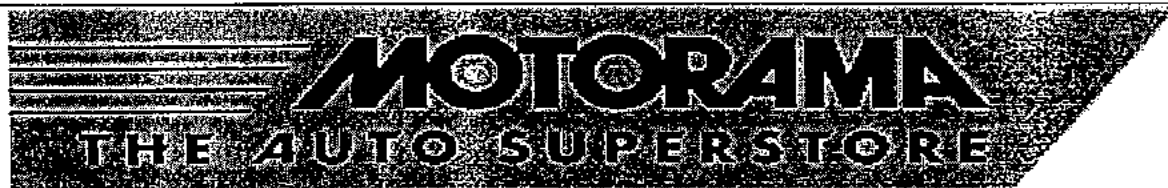
The crews arrived at Mt.Cotton for the third

Special Test to find ten thousand people gathered for the Open Day at the Mt.Cotton Training Centre. We had organised Pat Hetherman and the Mackay Family to run this Special Test and provide great entertainment for the crowd gathered around the Skid Pan area. The response from the crowd was fantastic, with the fastest times being posted by the MX-5 crew of Ted Looi/Andrew Gordon and Glen Battershill/Gavin Goeldner in the BMW at 70seconds. Two seconds down were cars 13 & 17 with cars 6, 8 & 12 only 3 seconds behind the best time.

Slowest time was recorded by Owen/Best in the Peugeot 404. Cox/Philp in the Lancia incurred maximum penalty for going the wrong way on both runs. Most spectacular performance was Whalley/Bailey in the now repaired Datsun 1600. Seems a crowd brings out the showman in Peter, but his driving skill gave him a time only 4 secs slower than the fastest. Well done!!.

From Mt.Cotton the crews did a loop out to

*Continued P9*



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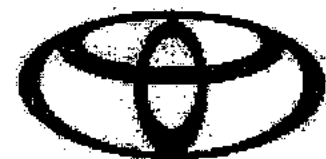
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# Editorial

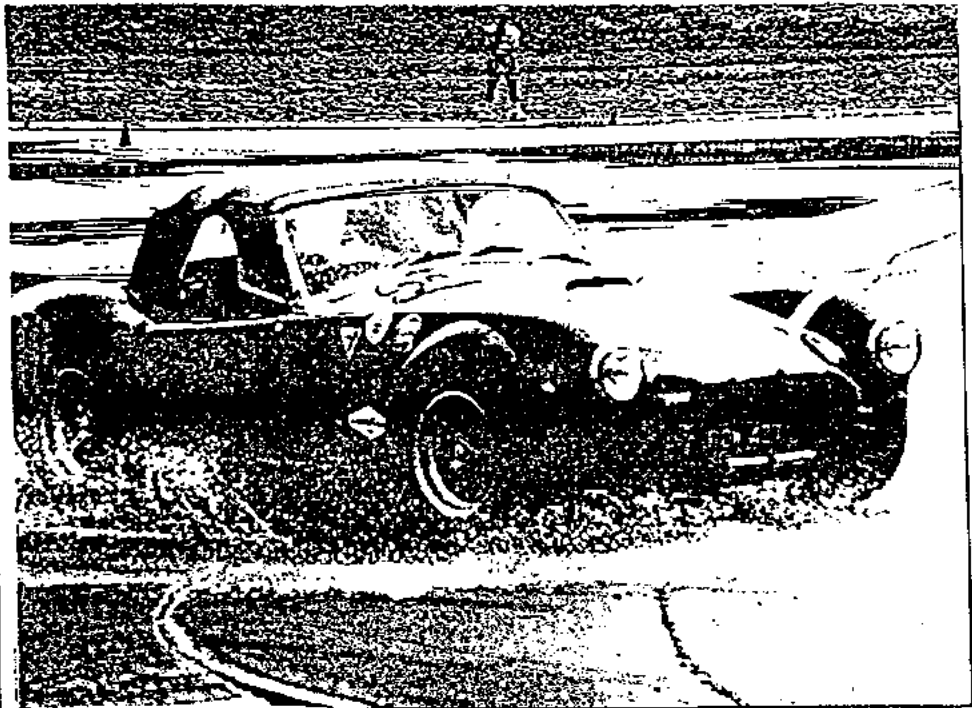
Congratulations this month to the winner of the semi-official BSCC kart series, Lee Evans and to organiser, Barrie Burr.

Barrie has been filling the pages of this magazine with his karting commentary (and still some members were disappointed when the round 4 story was held over to accommodate a commemorative piece in last month's edition).

Barrie will be making the series longer, with racing on a monthly basis next year (that means just one round per magazine). He is interested in making the series an 'official' BSCC activity and I certainly support the idea.

The kart series has attracted 20 participants. It is well run and provides a cheap form of competitive and safe motorsport to appeal to members restrained from club activities by other commitments.

If a BSCC series does begin, I only hope CAMS can be persuaded to keep away. We're bugged by too many unnecessary rules and permits already.



Novices Chris Hatfield and Yve Stocks pleased the crowd with their stump-pulling V8 display at the Mt Cotton test. (Neil Hamey pic.)

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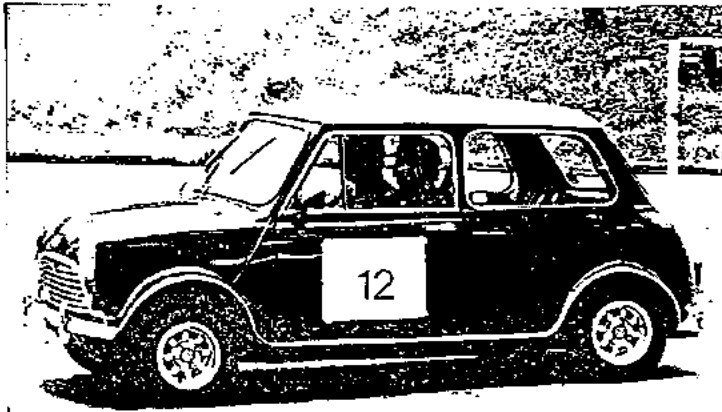
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Second in the P&S Classic were Anthony Perrett and Barry Goodwin in a pretty Cooper S. (N Hamey pic)

## LEE WINS KART SAGA

Lee Evans went into this final round 1 point in arrears to Barrie Burr and emerged 1 point in front with the championship.

Strange event, this final round. The officials reversed the direction of the travel and added a very tight chicane. A driver vote split 50-50 and settled on the toss of a coin decided that the reversed direction would be followed.

Lee Evans had the curse of the black jellybean. He drew last on the grid, alongside his dad, Ray. Lee's championship rival, Barrie was on pole. Peter Baker was no:2.

Heat one: Burr led W Seaman for 4 laps then spun 360 degrees at the chicane, but resumed in 2nd spot. They finished in that order, inches apart. Elsewhere, the last four (Evans' Depper and Farthing) made a mad rush forward on lap 2. On lap 6, Wes Depper and Lee tangled at the Garden. Wes made a sporting gesture and helped the championship contender to restart. Lee finished heat one in 6th.

Heat 2: Prior to the start, the championship leading pair tried to plan a finish (with Lee 2nd and Burr 6th) that would get them side by side on the final grid.

Lee accomplished his mission more easily than Barrie. On lap 7 he was 7th. He picked up two places on lap eight when Hamey and Depper spun. Lee finished 2nd, Barrie 4th. Heat one winner, Seaman, had his kart stop at the chicane. He restarted but finished last.

For the final, Burr was on pole, Lee on the second row. At the start, Barrie

*Continued P8*

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# BSCC COMING EVENTS

To submit articles, please contact Esme on 33918881

## SHORT COURSE

The short course off-road event scheduled for November 30 has been cancelled due to lack of interest in short course events by off-road competitors and the proximity of other events.

## HISTORIC RALLY TROPHY PRESENTATION

Presentation of Trophies for the Parts and Service Touring Road Classic and for the '97 BP Australia Qld Classic Rally Series and the Nash Glass and Aluminium Table Top Rally Series will be at the Clubrooms Wednesday, Dec. 3 at 8pm.

This will be a good opportunity for competitors in historic rallies to discuss the year's activities. Hopefully, there will be information on what is happening next year.

## KEEMA CLASSIC RALLY

This event, featuring Coote & Stewart in the Feron 1600, will be the fifth and final round of the 1997 Queensland Rally Championship and the sixth and final round of the GP Cars Clubman Rally Series on Saturday, December 6. A publicity start will be staged at the new Keema Showrooms on the Pacific Highway at Springwood. All entrants from within a 50km radius of Brisbane will be required to take part. Once activities at Springwood are complete, participants can tow their cars to join other entrants starting at Gallangowan. Final details will be in the event's further regs. Contact Craig Porter 33766563

## KEEMA CLUB RALLY

As in previous years, the club

will be running an 89km (comp) rally at Gallangowan on December 7. The start will be on the oval at 9am.

Further information is available from Craig Porter 33766563a/h

## CLUB CHRISTMAS PARTY

The club's annual Christmas Party will be held on Saturday, December 13 at the Broncos leagues Club, Fulcher Rd, Red Hill. See the ad. elsewhere in this publication or call Esme or Berenice to book.

## LAST CLUB NIGHT FOR '97.

Wednesday, December 17 will be the last night the clubrooms will be open this year. Traditionally, this has been a night to get together, discuss the year's activities, plan the next and exchange Christmas

greetings. The bar will open at 8pm.

## 1st CLUB NIGHT FOR '98.

The clubrooms will be closed over Christmas and New Year and will re-open on January 21, 1998. Once again, this is a good opportunity to plan the year's activities.

## 1st RALLYSPRINT FOR '98.

The '98 motorsport season gets under way early in the year with a rallsprint planned for Sunday, February 1.

This event will be held in the Beerburum Forestry area. There will be more details in the next issue of Brisport. At this stage, keep the date free.

For more information, contact Peter Baker: 32851452 a/h.



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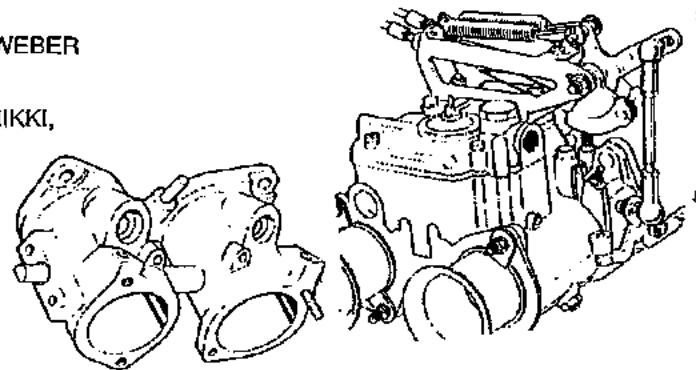
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# Lee's Kart Win

*Continued from P 6*

let Troy Farthing go from position 2 and began a wheel to wheel duel with Lee. Seaman was the fly in the ointment. On lap 3, he passed Lee, but then held him up.

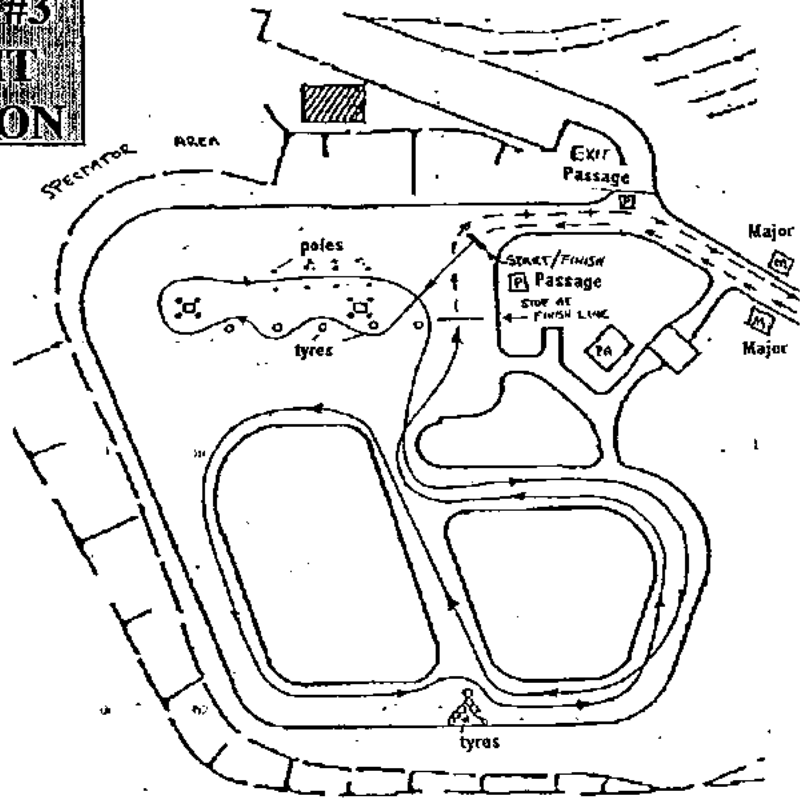
On lap 5, Barrie slowed right down and allowed Seaman to pass in order to resume the battle with Lee Evans. On lap 8, Lee made a brilliant move on Barrie at an 'impossible' spot that the chicane. next lap, Barrie repeated the move. Seaman took the lead from Troy Farthing. By lap 13, Burr and Lee were right on Farthing's tail. As Barrie tried to overtake, both spun. This time, Lee slowed up to resume the battle.

The finish order was: Wayne Seaman; Wes Depper; Ben Archer; Lee Evans; Troy Farthing; Barrie Burr; Ray Evans; Neil Hamcy; Peter Baker; Kevin Taylor.

Congratulations to Lee Evans, who had champagne to celebrate his win (supplied by his rival, Barrie Burr). Lee knew how to overtake and when to do it. He deserves the win. A big thanks to Chris and all at Fast Karts at Mudgec St, Kingston. For next year, I plan to run a 10 race series from March to November.

**Barrie Burr (Phone Barrie on 38624668)**

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# HOT DAY, HOT COMP.

## Continued from P4

Redland Bay and back to BP Loganholme for the Lunch Stop and Fuel Fill for the Economy Test. Best fuel score was a dead heat between the MGB of Peter & Laraine Ganderton and the Peugeot 404 of Owen/Best. Worst was the Cobra of Hatfield/Stocks -performance at a price. At this stage the rally leaders were Anthony Perrett/Barry Goodwin (Cooper S) from Owen/Best and novices Ted Looi/Andrew Gordon.

After lunch, the first section sent the crews south along the Highway to Stapylton where they turned east passing through Alberton before heading south to Norwell and Pimpama. The un-mapped roads to cross the Highway at Pimpama cost some crews a bit of time but all but one crew found the control at Upper Coomera. The leading car was still the Cooper S from the Owen Peugeot and Johnston/Gatton third.

From this control the navigators had

a bit of a rest with a map trace taking them over Mt. Tamborine and down to Tamborine at the next control. A few crews missed vital questions on this section by not knowing where they were on the map and guessing the map location. After this section the leaders were unchanged.

The control at Tamborine was the start of the only average speed test on the event, and five crews managed to clean sheet the test. The novices had a good go at it and one came very close to the target time with the secret control hidden at Logan Village. Now the leaders were car 16, car 12 and car 13.

From here the crews proceeded north through Waterford & Loganlea before heading to the finish at Ace Brakes at Woolloongabba. Our sponsors again provided a fantastic BBQ for competitors and officials. An approaching storm sent most of us home early from the BBQ, but after such a long, hot day, an early shower

was appreciated by all.

After the scoring was complete the crew of Dick Owen/Tony Best in the Peugeot 404 finished first on 110 points lost, from Anthony Perrett/Barry Goodwin in the Morris Cooper S on 151 points, and Wayne Johnston/Michelle Gatton with 188 points third.

Congratulations to all the competitors for finishing the event and very special thanks to all the control and special test officials who made it all possible.

The presentation of trophies will be held at the BSCC Clubrooms on Wednesday 3rd December at 8.00pm for this event and the 1997 BP Series.

Everyone is welcome to come along and there are a few "Special Awards" to be presented.

Roll on 1998 Historics.  
Tony & Debbie Slattery  
Event Organisers

## '97 results on the table

### Continued from P3

the route, drinks only being available from John Rogers at the BSCC bar.

Results for Round six are:

1. Peter Stringfellow 76pts
2. Tony Slattery 90pts
3. Dick Owen 92pts
4. Rod Sams 101pts
5. Sara Slattery 103pts
6. Gavin Gouldner 114pts
7. Michelle Gatton 116pts

This means that Peter Stringfellow has won the glass coffee table donated by Nash Glass and Aluminium for 1997, closely followed by Michelle Gatton and Ron Sams. The club would like to thank David Nash for his generous support and remind all competitors that the series will return in '98.

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33513958.

While we may be coming to the years end the Club still has a number of activities on the calendar. The rally competition comes to the close with The Keema Rally Weekend of the 6th & 7th of December. This event has proved to very popular over past years and Craig Porter and his team have put together a great event for this year.

I hope to see many of you at this year's Christmas Party to be held at the Bronco's. This is a great opportunity for you to come along and wind down for the year. Those who attended last year had a great time. If you have not been to the Clubs Christmas Party for a while or have never been why not come along this year. Give Esme a call to book your ticket now.

The Club's involvement in the

Mt Cotton Driver Training Centre open day was a great success. Competitors in the Parts and Service Co Touring Road Classic showed their skills on the skid pan as part of the event. While most competitors completed the test with a certain amount of finesse, Peter "Donut King" Whalley put on a great display for the spectators.

The Transport Department are to be congratulated for their initiative in putting on the day. I have heard that over ten thousand people passed through the complex during the day.

Thanks must go to the Slattery's and their dedicated group of helpers for the work they put into the event. A big thank you must also go to the guys and girls from Parts and Service Co for the excellent B-B-Q they put

## President's Corner (by Rod Sams)

on at the end of the event.

Didn't the coverage of the action from Perth make good television viewing, it certainly reached a wide viewing audience. It really does show that rallying with the right promotion can provide a slick entertainment package.

The levels of professionalism shown at an event of this standard certainly set high benchmarks for other events run across the country. While I believe we should strive for improvement it should not be at the expense of the grass roots of the sport.

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# Off Road News

## SHORTCOURSE SERIES

The 1997 Shortcourse Course Series has certainly turned out to be a fizzer with the SEQORRA event of the 9th November cancelled as insufficient entries were received to run the event.

Because of the lack of support shown by competitors to run shortcourses this year and the change of date of the previous event a decision was made to not go ahead with this Club's event scheduled for the end of the month. The Club's event at the beginning of the year was also cancelled due to lack of entries.

Why competitors weren't prepared to support the series this year is a mystery and raises a concern for the future of the sport in this state.

I don't believe the often quoted reason of high entry fees is the reason people aren't entering events. Entry fees have risen modestly over the years and they are a relatively minor expense in the overall costs of participating in events.

The Advisory Panel as the organiser of this year's Series needs to have a serious look at the situation. This year's formula did not work.

## OFFROAD PRESENTATION

The 1997 Offroad Championship presentation lunch will be held at the Everton Park Tavern on the 7th December 1997 commencing at 12pm.

Cost is a very reasonable \$10 Adults and \$6.00 Children.

Final Series' Pointscores for the year are published elsewhere in the magazine.

## NORC MINUTES

The AORC Pointscore Structure is to change again. NORC Chairman is to canvass Clubs and competitors with a list of options.

It has been recommended that Event organisers be given the option to provide regional scrutineering for AORC events.

The NORC has recommends that Australian Champion Stadium Drivers be recognised in 1998.

Winners in four classes will be decided over a five round series throughout the year.

The NORC Chairman will write to various State Panel Chairmen calling for nominations for the NORC.

# '97 BSCC calendar UPDATE

DATE	EVENT	CONTACT
02/02/97	Off Road Short Course (Not Held)	
08/02/97	Motor Show Classic Rally	P Hetherman
21/02/97	Night Run Series 1	Marque
01/03/97	Cooloola Rally (QRC)	B Everitt
01/03/97	Cooloola Rally (Clubman)	B Everitt
14/03/97	Night Run Series 2	MGCCQ
22/03/97	Norm Singleton Rally	T Best
13/04/97	BP Mountain Challenge Classic	J McKeon
18/04/97	Night Run Series 3	R Sams
10/05/97	Falken Tyres Rally Qld	E Bailey
16/05/97	Night Run Series 4	MGCCQ
18/06/97	Table Top Rally	
20/06/97	Night Run Series 5	Marque
22/06/97	GP Cars Classic	A Owen
16/07/97	Table Top Rally	
18/07/97	Night Run Series 6	K Ferguson
27/07/97	Rally Sprint	Peter Baker
15/08/97	Night Run Series 7	MGCCQ
23&24/08/97	Leyburn Touring Assembly	J Jones
31/08/97	Off Road Gatton	R Sams
12/09/97	Night Run Series 8	K Stecher
13/09/97	Bailey Powerlines Rally	P Whalley
14/09/97	Holden Motorkhana	C Swallow
17/09/97	Table Top Rally	
21/09/97	Gold Coast Khanacross	N Stanton 55337134
28/09/97	Spring Classic Rally	A Stean 33418688
15/10/97	Table Top Rally	
17/10/97	Night Run Series 9	BSCC
16/11/97	Parts & Service Classic	?
30/11/97	Off Road/Autocross	R Sams
06/12/97	Keema Rally (QRC)	C Porter
06/12/97	Keema Rally (Clubman)	C Porter
07/12/97	Keema Rally (Clubman)	C Porter

## IWMAC wins Interclub Autocross

The Ipswich West Moreton Auto Club has emerged victorious from the interclub Autocross series, staged at the Willowbank circuit.

Valiant BSCC competitors led by Henry Ryman went down fighting, coming second in the series and third in the final round, held recently. BSCC competitors were Russell and Randall Bryson in a 180B, Justin Goudry (Toyota T18), Henry's Baleno 1.6, Mark Spitz in a Charade and Tony Arbon in a Celica. Honda driver, Ferris Lee also took part, but not in the BSCC team as he was running in a new motor.

The event, consisting of five timed runs, was won by the IWMAC's Steve Emson in a 2Ltr Escort. Our Henry was in the top three within reach of the lead, but took out two flags in the slippery conditions and slipped back to fifth (although first in class).

In the interclub competition, the BSCC crew did not have their usual luck and were beaten into third by Triumph Car Club members.

BSCC members are urged to get out and defend our honour in 1998, when the series will be repeated. At \$30 a time, it is very cheap motorsport. A practice day will be staged at Willowbank during the first weekend of December.

1997 OLD OFF ROAD ROAD CHAMPIONSHIP  
CLASS POINTS  
DRIVER

DRIVER	ROUND 1	ROUND 2	ROUND 3	ROUND 4	POINTS	PLACE
<b>CLASS 1</b>						
A BRAND	180	130	270	140	620	1
M TAYLOR	140	110	140	100	490	2
L SWINDELBERT	120	90	60	90	465	3
L STANSON	100	90	115	100	405	4
W STANSON					340	5
R MARTINET					180	6
J FERONI					130	7
M TAYLOR					130	8
M COLLINS					120	9
T HELLMAYER					110	10
G HANCOCK					110	11
S WILLET					100	12
<b>CLASS 2</b>						
N STONOR	220	200	170	85	675	1
C GAYE	120	110	130	120	515	2
D JONES	100	140	140	200	465	3
B HAYMAN	180	240	240	100	400	4
D KENNEDY	180	135	135	115	315	5
A O'BRYEN	180	180	180	110	300	6
L FINE	115	180	180	110	285	7
M TAYNE	120	120	120	120	260	8
Z MURRAY	107	127	127	100	254	9
D JACOBSON	120	120	140	140	240	10
I BELMER					140	11
T PARSON	110				110	12
<b>CLASS 3</b>						
T WAHRY	160	170	190	190	430	1
G HUTTON					130	2
G HANNEY	120	130	130	130	310	3
C BURNS	120				120	4
L VORSEER	120				90	5
A MCNOLL	120				90	6
<b>CLASS 4</b>						
K HANSCHEID	120	120	130		390	1
<b>CLASS 5</b>						
J HENZ	180		170		350	1
D BENDIS	100		100	100	200	2
H HOLLIS				160	160	3
H ANCHILLAND	140				140	4
P ANDREWS			120		120	5
P CHAMPION	120				120	6
S HILTON					120	7
L MARSHALL					110	8
T LUNSTAD					100	9
I KELLY					90	10
P HINE	90				90	11
R SCHIFF					80	12
Q OREN	80				80	13
<b>CLASS 6</b>						
A HIGSON			100	130	230	1
A ALLSING			140	140	140	2
J WALKER			140		140	2
<b>CLASS 7</b>						
R BUTLER			120	140	260	1
J DRAKE	100	110	100	100	310	2
Q PICKERING	140				230	3
<b>CLASS 8</b>						
G WALESWORTH	120				140	1
I DAVIS	110				110	2
A MELIE					100	3
<b>CLASS 9</b>						
R HARRIS	140				140	1
J COBURN	120				120	2

1997 OLD OFF ROAD ROAD CHAMPIONSHIP  
CLASS POINTS  
NAVIGATOR

NAVIGATOR	ROUND 1	ROUND 2	ROUND 3	ROUND 4	POINTS	PLACE
<b>CLASS 1</b>						
S BRAND	200	150	250	140	740	1
J STANSON	100	180	310	120	410	2
D SWINDELBERT	120	90	170	90	380	3
W WALSH					340	4
A BERTS					240	5
M WILLET					180	6
P HINE					150	7
V BERTS					100	8
G WILLET	140				140	9
S TAYLOR					120	10
S POLANS					115	11
P BROWN					110	12
A STANON					110	13
<b>CLASS 2</b>						
T O'BRYEN	220	200	170	85	675	1
C GAYE	120	110	130	120	515	2
D JONES	100	140	140	200	465	3
B HAYMAN	180	240	240	100	400	4
D KENNEDY	180	135	135	115	315	5
A O'BRYEN	180	180	180	110	300	6
L FINE	115	180	180	110	285	7
M TAYNE	120	120	120	120	260	8
Z MURRAY	107	127	127	100	254	9
D JACOBSON	120	120	140	140	240	10
I BELMER					140	11
T PARSON	110				110	12
<b>CLASS 3</b>						
T WAHRY	160	170	190	190	430	1
G HUTTON					130	2
G HANNEY	120	130	130	130	310	3
C BURNS	120				120	4
L VORSEER	120				90	5
A MCNOLL	120				90	6
<b>CLASS 4</b>						
K HANSCHEID	120	120	130		390	1
<b>CLASS 5</b>						
J HENZ	180		170		350	1
D BENDIS	100		100	100	200	2
H HOLLIS				160	160	3
H ANCHILLAND	140				140	4
P ANDREWS			120		120	5
P CHAMPION	120				120	6
S HILTON					110	7
L MARSHALL					110	8
T LUNSTAD					100	9
I KELLY					90	10
P HINE	90				90	11
R SCHIFF					80	12
Q OREN	80				80	13
<b>CLASS 6</b>						
A HIGSON			100	130	230	1
A ALLSING			140	140	140	2
J WALKER			140		140	2
<b>CLASS 7</b>						
R BUTLER			120	140	260	1
J DRAKE	100	110	100	100	310	2
Q PICKERING	140				230	3
<b>CLASS 8</b>						
G WALESWORTH	120				140	1
I DAVIS	110				110	2
A MELIE					100	3
<b>CLASS 9</b>						
R HARRIS	140				140	1
J COBURN	120				120	2

# FOR SALE

\* Escort Mk1 2 door bodysell; body repaired including new front guards. Has running gear and interior minus engine - \$450

\*Twincam/Capri front struts with new, unused gas strut inserts - \$250

\*Escort Mk1 alloy 6 point roll cage, with side intrusion - \$450

\*Twincam standard rear leaf springs - \$60; standard front coil springs - \$50

\*Four Performance 'superlite' (minilite replica) alloy wheels 13x6 Escort pattern - \$480

\*Four new, unused Yokohama A017 rally tyres 175/80/13 - \$500

\*Twin weber 40DCOE side draft carbs - \$400

Phone Geoff 33663663

# Barrie draws close in kart round 4

Lee Evans grip on this series was loosened a bit during this fiercely competitive meeting.

Barrie Burr pulled out all stops to reduce the 11 point gap to Lee, but there were eight other drivers out to do the same - including Troy Farthing, Ben Archer and Ray Evans.

Grid positions for heat one were decided by driver weight. This put Lee at the back, alongside his father, Ray. Troy Farthing at 65kgs was just in front of them. Burr was at no.5 - midfield.

Rolling starts behind the circuit trike were the order of the day, to allow the heavies at least some chance of glory.

After the first four, Neil Hamcy led, Peter Baker and Graeme Anderson with Burr looking for a way past them all. Lee Evans was just holding Ray off.

On lap 2, Ray put in a move on Lee, reversed the positions and kept moving forward.

But on lap five, Lee was up to eighth and Ray back to ninth. 100 metres covered the field.

On lap 3, Peter Baker surrendered the lead to Burr,

who held on to the finish. Troy Farthing moved up to second on lap six and Ben Archer moved to third on lap 9.

The finishing order was Burr, Farthing, Archer, Anderson, Baker, Hamcy, L. Evans, Depper, R. Evans, Medhurst.

Heat two started with this order in reverse on the grid.

Ray Evans led for the first two laps, but Evans junior passed on lap 3.

Ray stayed in touch for the next six laps while Wes Depper, third for seven laps, was pounced on by Burr and Farthing.

Peter Baker retired on lap five and was disappointed there was no bar at the circuit.

Ben Archer, who was last on lap two succeeded in passing Lee Medhurst and Graeme Anderson.

By lap 8, it was Les from Ray, Burr and Farthing - very close.

On lap 9, Barrie moved on Ray, but the two

*Continued P16*

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## Lee's lead lost in penultimate kart round

This was the most fiercely contested round of the series yet. Lee Evans was determined to maintain his lead. Barrie Burr, trying to close the gap and Troy Farthing, a further ten points from Barrie, needed a win to stay in contention for the series trophy.

For this round, the circuit owners had installed a computerised timing system (complete with glitches), so instead of qualifying times for grid positions the 'draw a number out of a hat' system was used.

Farthing was out of luck, selecting no.9- last row of the grid. At the front of the grid sat his rivals, Lee at no:3 and Burr at no:4. Pole position went to returning racer Jeff Winston. Mr Evans senior was no:2.

Rolling starts are employed in the series to give the 'heavies' a go. The pole man, Winston had a slow start. Ray and Barrie formed up two abreast. Eventually, Barrie had to give way, but at Sunshine, Barrie pulled up late under brakes. Ray held on but went off at Bale.

Top four positions for heat one were Burr; L Evans; Wes Depper and Troy Farthing.

In heat two, Ray Evans was on pole, next to Gary Lieberam (115kgs). Ray shot off like Thrust SSC. Burr slipped between Wes and Troy, then between Neil Hamey and Peter Baker, into third spot.

At the finish, Barrie was in front. Ray Evans held off his son, Lee, then Wes and Troy.

For the final, the new timing system which was recording phantom times from two unused karts in pit lane, was up and running. After the warm up, the top four were Burr, Lee Evans, Farthing and Depper.

Lee Evans was all over Barrie's rear bumper and at his side all race, with the gap dropping as low as 0.08 secs. However, Barrie came through from Lee; Farthing, Depper, Baker; Hamey; R Evans; Winston; Taylor and Lieberam. 1.5 secs covered the top six.

Points after round five were: Burr 37, Lee 36, with Troy too far back to catch up.

## John's Rag and Bone Column

If you have rally gear to sell, but you're too lazy to do the leg work, call our club scrounger, John Rogers. He will list the gear and act as a contact for buyers. Contact: (07) 33494420

### NEW LISTINGS

VR4 Rally car (complete) and spares

- 1x Leo Rally Mate
- 1x Speed Pilot
- 2x 4 point harness
- 1x 4 speed Gemini gearbox
- 1x Gemini Short motor and cylinder head
- 2x Falken Tyres 185-65x14 (new) \$150ea.

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- Bonnet Pins - metal
- Rubber hold Down Bonnet Clips
- Celica Boot lid and LH door
- Full exhaust System Celica Twin Cam
- Celica rear arms Urathane bush
- Celica Tacho Dash and other minor spares
- Adjustable Koni shockers to suit Celica
- Assorted mags to suit Laser
- 1 Terra Trip (202)
- Assorted Halda "T" pieces and cables.

### MOTOR PARTS

- 1 x Electronic Distributor for Twin Cam Camry 5 SFE
- 1 x 4K ported and hot head
- 1 x "Tighe" 30 - 70 Corolla Cam
- 4K Corolla engine parts

## BSCC Xmas Party 13 Dec.

Ho ho ho let's go to the Broncos!

The BSCC annual Christmas dinner will be held Saturday 13th December at 7pm (the week after Gallangowan) at Broncos Leagues Club, Fulcher Rd, Red Hill. \$20.00 buys an all-you-can-eat delicious buffet.

Come along and farewell the year. Limited seats. Book early, ring Esme 3391 8881 or Berenice a/h 3209 2073 or 0414733614.

### CARS

- 1 x KE70 Rally Car and Parts
- 1 x Nissan Skyline Rally Car
- 1 x Lancer Rally Car and spares
- 1 x Humber vogue Good condition

### INTERCOMS

- 1 Sonic Open Face
- 1 Sonic Full Face
- 1 "Ray Evans" Full face & open face

### DRIVING LIGHTS

- 2 x Cibie Super Oscars (1 Pencil, 1 Flood)
- 6 x Cibie Oscar Bodies, 1 lens & rims

### RALLY CAR BODIES

- 1 x TA22 Celica with cage
- 1 x Lancer with Cage
- 1 x Toyota Sprinter Body (Aust Compliance Plate) & Front cut, 4AGE Motor, 5 Speed Gearbox

### GEARBOXES

- 1 x Datsun option one
- 2 x 5 speed Celica all Steel
- 1 x RX7 Good Condition
- 1 x CB Lancer 5 speed
- 1 x Corolla 4 speed upto KE70
- 2 x 5 speed Gearboxes - Toyota FWD

### MOTORS

- 1 x 5A Twin Cam Toyota
- 1 x 3/4 Laser Balanced Hi-Comp Fly wheel and clutch
- 1 x 18 RGU Twin Cam, twin carbies, Yamaha head
- 1 x 2 litre 3 SGE FWD Twin Cam

### DIFFS

- 1 x Toyota LSD (type unknown)
- 1 x Toyota Sprinter LSD & 5 Link rad bars

### CARBIES

- Factory Twin Carbies Datsun 1600 - 2000

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Peter Mapstone's VH SS V8 Commodore. Fresh 308; Full Steel Cage; Aluminium fuel tank; T10; Ford 9" diff. Comes with comprehensive spares package, 12 rims and tyres \$15000.

Contact Peter: 014-458688 or 3513958

QUEENSLAND SHORT COURSE SERIES

NAME	RD1	RD2	RD3	RD4	TOTAL	TOTAL	TOTAL	TOTAL
CLASS ONE					CLASS	PLACE	O/R	PLACE
M MATHEWS	150				150	1	80	3
T FEHLHABER		140			140	2	120	2
D MCGREGOR	110				110	3	5	16
M FEHLHABER		100			100	4	80	3
CLASS TWO								
B CHAPMAN	150	140			290	1	180	1
J BRAND	110				110	2	60	6
K COWLING		100			100	3	5	16
K HONOUR	90				90	4	5	16
CLASS THREE								
C HUTTON	90	110			200	1	27	9
C BURNS		150	*	*	150	2	40	7
J WAHRY	150				150	2	20	10
T WAHRY	110				110	4	15	11
A VAN HANEGHEM		90			90	5	5	16
CLASS FIVE								
G GREEN		150			150	1	5	16
P HINE	130				130	2	5	16
J ROBERTSON		110			110	3	5	16
D ENDRES		90			90	4	5	16
CLASS SIX								
A MANNING		170			170	1	5	16
J WAGER	140				140	2	10	13
R KILNER		130			130	3	5	16
R WAGER	100				100	4	5	16
CLASS SEVEN								
W SCHULTZ		130			130	1	10	13
R BULTER	130				130	1	30	8
CLASS EIGHT								
G WAINWRIGHT	130	140			270	1	70	5
T DAVIES		100			100	2	7	15
CLASS NINE								
T McNICOL		130			130	1	15	11

PARTS AND SERVICE CLASSIC RALLY

FINAL SUMMARY

No	Div.1 Time	TEST 1	TEST 2	TEST 3	Div.2 Time	Av. Speed	Div.1 Ques	Div.2 Ques	Fuel Econ	TOTAL	Class	Class Place	Outright Place	No.	Crew		
															Driver	Navigator	Car
2	67	25	0	6	0	70	260	100	39	567	0	2	10	2	Chris Hatfield	Yve Stocks	Cobra DRB
4	73	6	2	5	12	27	320	160	29	634	2	4	12	4	Laurie Stinson	Robert Hansford	Triumph GT6
5	12	8	2	9	28	0	360	180	23	622	3	1	11	5	Ian Walker	Hugh Walker	Holden EH
6	58	35	5	3	3	0	180	80	19	383	2	3	9	6	Peter Ganderton	Laraine Ganderton	MGB
7	14	10	2	0	1	50	120	60	20	277	0	1	7	7	Ted Looi	Andrew Gordon	Mazda MX-5
8	35	29	7	3	27	70	380	180	27	758	2	5	13	8	Peter Smith	Del Garbell	MG Midget
9	26	5	2	0	4	0	140	20	21	218	4	4	4	9	Glen Battershill	Gavin Goeldner	BMW 5 series
10	28	40	7	10	270	70	280	180	20	905	1	1	14	10	Robin Edwards	Diana Kateley	MG TF 1500
11	32	38	8	40	11	0	40	60	41	270	2	1	6	11	Murray Cox	Ken Philp	Lancia Fulvia
12	15	0	2	3	0	44	40	20	27	151	4	2	2	12	Anthony Perrett	Barry Goodwin	Morris Cooper S
13	19	2	4	2	0	21	120	0	20	188	4	3	3	13	Wayne Johnston	Michelle Gatton	Chrysler Galant
14	74	37	5	5	14	21	120	80	23	379	2	2	8	14	Jim Haines	Jeff Sattler	MGB
15	430	40	40	4	0	70	260	80	40	964	4	6	15	15	Peter Whalley	Errol Bailey	Datsun 1600
16	4	48	8	19	0	0	20	0	19	110	4	1	1	16	Dick Owen	Tony Best	Peugeot 404
17	30	0	3	2	0	0	120	80	34	269	4	5	5	17	Ian Ferguson	Alan Bates	Saab 99 EMS

## Kart Rnd 4

Continued from P13

touched karts and they went into the next flat right hand turn side by side. Troy pulled alongside and it was three abreast along the back side.

Ray came out on top at Garden bend followed by Barrie and Troy. Second became first for Barrie at Sunshine, but Troy's attempt to follow was unsuccessful.

The finishing order was L Evans, Burr, R Evans, Farthing, Depper, Hamey, Archer, Anderson, Medhurst, Baker. The grid for the final was: Burr, Farthing, L Evans, Archer, Anderson, Hamey, R Evans, Evans, Depper, Baker, Medhurst.

After two warm up laps, Troy Farthing made most of the rolling start, followed by Burr, Archer, L Evans, Hamey, R Evans, Anderson, Medhurst, Depper and Baker. After three laps, Barrie passed Troy at Bale.

This duel lasted all race, with Troy passing on lap 13, only to be passed by Barrie 100 metres later.

Ben Archer and Lee Evans followed the leading pair. Ray Evans grabbed fifth on lap 11, while Ray took Ben's spot on Lap 14.

The finishing order was Burr, Farthing, L Evans, Archer, R Evans, Anderson, Hamey, Baker, Medhurst and Depper.

Points after round four were: L Evans 29, Burr, 25, Farthing 15, D Miller 12, R Evans/B Archer 9.

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TO BE HELD ON THE

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Price Includes: Lunch      Vegetable and Salad Bar  
   - Choice of 4 Main Courses  
   - Desert Bar

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RSVP    Date for Tickets: Sunday 30<sup>th</sup> November 1997

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              Greg Nicoll    (07) 3844 6797 (w) 3355 6145 (h)  
              Steve Hilton   (07) 3205 7133 (w) 3882 3772 (h)



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# PARTS AND SERVICE CLASSIC RALLY - TIME SHEETS AND PENALTIES

## Division 1 Time Control

Car	Sect 1.1 =>1:10:00Actual			Pen.	Test 1	Best=>	00:02:15	Pen.
Control=>>>	1	3	4	5	6	7	8	9
2	08:00:00	09:23:02	01:23:02	13	09:28:00	09:30:40	00:02:40	25
4	08:01:00	09:41:28	01:40:28	30	09:50:00	09:52:21	00:02:21	6
5	08:03:00	09:13:38	01:10:38	0	09:18:00	09:20:23	00:02:23	8
6	08:04:00	09:34:25	01:30:25	20	09:47:00	09:49:50	00:02:50	35
7	08:05:00	09:15:49	01:10:49	0	09:19:00	09:21:25	00:02:25	10
8	08:06:00	09:28:23	01:22:23	12	09:44:00	09:46:44	00:02:44	29
9	08:07:00	09:16:57	01:09:57	0	09:20:00	09:22:20	00:02:20	5
10	08:08:00	09:26:25	01:18:25	8	09:41:00	09:44:04	00:03:04	40
11	08:11:33	09:27:59	01:16:26	6	09:53:00	09:55:53	00:02:53	38
12	08:10:00	09:19:08	01:09:08	0	09:25:00	09:27:15	00:02:15	0
13	08:11:00	09:23:55	01:12:55	2	09:31:00	09:33:17	00:02:17	2
14	08:13:50	09:51:16	01:37:26	27	09:56:00	09:58:52	00:02:52	37
15	08:13:00	09:25:36	01:12:36	2				40
16	08:14:00	09:24:05	01:10:05	0	09:34:00	09:37:24	00:03:24	40
17	08:16:00	09:25:09	01:09:09	0	09:38:00	09:40:15	00:02:15	0

# NASH GLASS AND ALUMINIUM

Name	19 Feb	23 Apr	18 Jun	16 Jul	17 Sept	15 Oct	Tot	Pos
Peter Stringfellow	20	15	20	19	20	20	113	1
Michelle Gatton	18	20	19	17	20	14	108	2
Rod Sams	14	18	16	20	18	17	103	3
Dick Owen	19	13	17	-	17	18	84	4
Claire Swallow	16	19	-	18	-	-	53	5
Garvin Gouldner	-	10	14	-	-	15	39	6
David Abbott	11	7	-	16	-	-	34	7
Sara Stacey	-	-	15	-	-	16	31	8
L. Ganderon	15	12	-	-	-	-	27	9
Glen Battershill	-	9	18	-	-	-	27	9
Tony Stacey	-	-	-	-	-	19	19	11
Jeff Sattler	-	18	-	-	-	-	18	12
Ian Ferguson	17	-	-	-	-	-	17	13
Glen Davis	-	15	-	-	-	-	16	14
Rick Bagarday	-	-	-	15	-	-	15	15
Diana Kately	-	14	-	-	-	-	14	16
Kate Gibb	13	-	-	-	-	-	13	17
Peter Baker	-	-	13	-	-	-	13	17
Roy Scheil	12	-	-	-	-	-	12	19
Geoff Bott	-	12	-	-	-	-	12	19
John McKeon	-	8	-	-	-	-	8	21
Jim Haines	-	6	-	-	-	-	6	22

TABLE TOP RALLY SERIES

Car	Test 2 Best=> 00:01:50 Pen.			Sect 1.3 =>45mins Pen.			Sect 1.4 =>40mins Pen.				
Control=>>>	6	7	8	9	10	11	12	13	14		
2	09:40:00	09:41:50	00:01:50	0	09:45:30	11:01:06	01:15:36	30	11:01:06	11:58:53	00:57:47
4	10:03:00	10:04:52	00:01:52	2	10:09:18	11:18:05	01:08:47	23	11:18:05	12:00:06	00:42:01
5	09:30:00	09:31:52	00:01:52	2	09:36:00	10:27:18	00:51:18	6	10:27:18	11:33:32	01:06:14
6	09:59:00	10:00:55	00:01:55	5	10:10:33	11:18:28	01:07:55	22	11:18:28	12:11:00	00:52:32
7	09:33:00	09:34:52	00:01:52	2	09:38:00	10:34:04	00:56:04	11	10:34:04	11:27:00	00:52:56
8	09:54:00	09:55:57	00:01:57	7	10:01:38	11:02:06	01:00:28	15	11:02:06	12:02:44	01:00:38
9	09:35:00	09:36:52	00:01:52	2	09:40:00	10:50:55	01:10:55	25	10:50:55	11:41:43	00:50:48
10	09:50:00	09:51:57	00:01:57	7	10:05:00	11:02:50	00:57:50	12	11:02:50	12:05:23	01:02:33
11	10:01:00	10:02:58	00:01:58	8	10:07:06	11:18:24	01:11:18	28	11:18:24	11:59:32	00:41:08
12	09:37:00	09:38:52	00:01:52	2	09:51:06	10:51:06	01:00:00	15	10:51:06	12:04:58	01:13:52
13	09:42:00	09:43:54	00:01:54	4	09:55:23	10:58:17	01:02:54	17	10:58:17	11:50:41	00:52:24
14	10:07:00	10:08:55	00:01:55	5	10:12:52	11:38:25	01:25:33	40	11:38:25	12:21:36	00:43:11
15				40				270		11:54:06	100
16	09:44:00	09:45:58	00:01:58	8	09:57:07	10:46:39	00:49:32	4	10:46:39	11:32:57	00:46:18
17	09:48:00	09:49:53	00:01:53	3	09:59:07	11:15:01	01:15:54	30	11:15:01	12:00:26	00:45:25

No	Fuel	Weight	Wt & CREW	Score
2	48.57	1.100	1.240	39
4	27.35	0.813	0.953	29
5	39.30	1.550	1.690	23
6	23.29	1.065	1.205	19
7	21.89	0.955	1.095	20
8	22.70	0.714	0.854	27
9	33.60	1.450	1.590	21
10	21.15	0.941	1.081	20
11	40.51	0.850	0.990	41
12	21.55	0.648	0.788	27
13	22.85	0.980	1.120	20
14	27.73	1.065	1.205	23
15	20.00	0.970	1.110	40
16	23.02	1.050	1.190	19
17	34.18	0.856	0.996	34

Car	Test 3 Best=> 00:01:10 Pen.			Sect 1.6 =>38mins Pen.								
Control=>>>	12A	13A	1st run	12B	13B	2nd run	14	15	Pen.			
2	12:16:00	12:17:16	00:01:16	6	12:18:00	12:19:17	00:01:17	0	12:34:00	13:00:46	00:26:46	24
4	12:24:00	12:25:15	00:01:15	5	12:26:00	12:27:21	00:01:21	0	12:29:00	12:57:25	00:28:25	20
5	11:51:00	11:52:21	00:01:21	0	11:54:00	11:55:19	00:01:19	9	11:57:00	12:32:03	00:35:03	6
6	12:43:00	12:44:13	00:01:13	3	12:45:00	12:46:15	00:01:15	0	12:48:00	13:18:28	00:30:28	16
7	11:57:00	11:58:10	00:01:10	0	11:59:00	12:00:16	00:01:16	0	12:03:00	12:44:27	00:41:27	3
8	12:29:00	12:30:13	00:01:13	3	12:31:00	12:32:14	00:01:14	0	12:34:00	13:08:19	00:34:19	8
9	12:02:00	12:03:11	00:01:11	0	12:04:00	12:05:10	00:01:10	0	12:16:00	12:55:07	00:39:07	1
10	12:39:00	12:40:30	00:01:30	0	12:41:00	12:42:20	00:01:20	10	12:44:00	13:18:13	00:34:13	8
11	12:20:00	12:21:03	00:01:03	0	12:22:00	12:23:00	00:01:00	40	12:25:00	13:03:50	00:38:50	0
12	12:34:00	12:35:13	00:01:13	3	12:36:00	12:37:15	00:01:15	0	12:39:00	13:16:35	00:37:35	0
13	12:06:00	12:07:14	00:01:14	0	12:08:00	12:09:12	00:01:12	2	12:11:00	12:48:58	00:37:58	0
14	12:48:00	12:49:15	00:01:15	5	12:50:00	12:51:15	00:01:15	0	12:53:00	13:38:44	00:45:44	7
15	12:11:00	12:12:14	00:01:14	4	12:13:00	12:14:27	00:01:27	0	12:17:00	12:26:20	00:09:20	58
16	11:45:00	11:46:41	00:01:41	0	11:48:00	11:49:29	00:01:29	19	11:52:00	12:30:23	00:38:23	0
17	12:53:00	12:54:12	00:01:12	2	12:55:00	12:56:13	00:01:13	0	13:05:00	13:43:44	00:38:44	0

## Division 2 Time Control

Car	Sect 2.1 =>0:50:00 Pen.			Sect 2.2 =>0:40:00 Pen.			Av. Spd 13.85km 00:12:04 Pen.	Sect 2.3 =>60mins Pen.								
Control=>>>	15	17	18	17	18	19	18	20	21	22						
2	13:37:00	14:27:00	00:50:00	0	14:27:00	15:07:05	00:40:05	0	15:07:05	15:24:10	00:17:05	70	15:07:05	16:02:00	00:54:55	0
4	13:36:00	14:26:00	00:50:00	0	14:26:00	15:06:27	00:40:27	0	15:06:27	15:19:08	00:12:41	27	15:06:27	16:19:00	01:12:33	12
5	13:32:00	14:08:54	00:36:54	28	14:08:54	14:48:27	00:39:33	0	14:48:27	15:00:38	00:12:11	0	14:48:27	15:48:27	01:00:00	0
6	13:52:00	14:44:27	00:52:27	2	14:44:27	15:25:42	00:41:15	1	15:25:42	15:37:50	00:12:08	0	15:25:42	16:25:42	01:00:00	0
7	13:33:00	14:22:00	00:49:00	0	14:22:00	15:03:36	00:41:36	1	15:03:36	15:16:40	00:13:04	50	15:03:36	16:03:00	00:59:24	0
8	13:39:00	14:28:00	00:49:00	0	14:28:00	15:22:41	00:54:41	14	15:22:41	15:36:06	00:13:25	70	15:22:41	16:36:00	01:13:19	13
9	13:35:00	14:29:39	00:54:39	4	14:29:39	15:09:07	00:39:28	0	15:09:07	15:21:13	00:12:06	0	15:09:07	16:04:00	00:54:53	0
10	13:56:00			100				100				140		16:25:00		0
11	13:38:00	14:35:00	00:57:00	7	14:35:00	15:13:45	00:38:45	4	15:13:45	15:25:40	00:11:55	0	15:13:45	16:13:45	01:00:00	0
12	13:40:00	14:29:14	00:49:14	0	14:29:14	15:08:18	00:39:04	0	15:08:18	15:21:16	00:12:58	44	15:08:18	16:08:00	00:59:42	0
13	13:34:00	14:23:00	00:49:00	0	14:23:00	15:03:04	00:40:04	0	15:03:04	15:15:39	00:12:35	21	15:03:04	16:03:00	00:59:56	0
14	14:06:00	14:49:00	00:43:00	14	14:49:00	15:28:55	00:39:55	0	15:28:55	15:40:28	00:11:33	21	15:28:55	16:28:00	00:59:05	0
15	13:30:00	14:20:00	00:50:00	0	14:20:00	14:59:09	00:39:09	0	14:59:09	15:12:19	00:13:10	70	14:59:09	15:59:00	00:59:51	0
16	13:31:00	14:21:00	00:50:00	0	14:21:00	15:01:00	00:40:00	0	15:01:00	15:12:59	00:11:59	0	15:01:00	16:01:00	01:00:00	0
17	14:05:00	14:55:03	00:50:03	0	14:55:03	15:35:04	00:40:01	0	15:35:04	15:47:07	00:12:03	0	15:35:04	16:35:00	00:59:56	0



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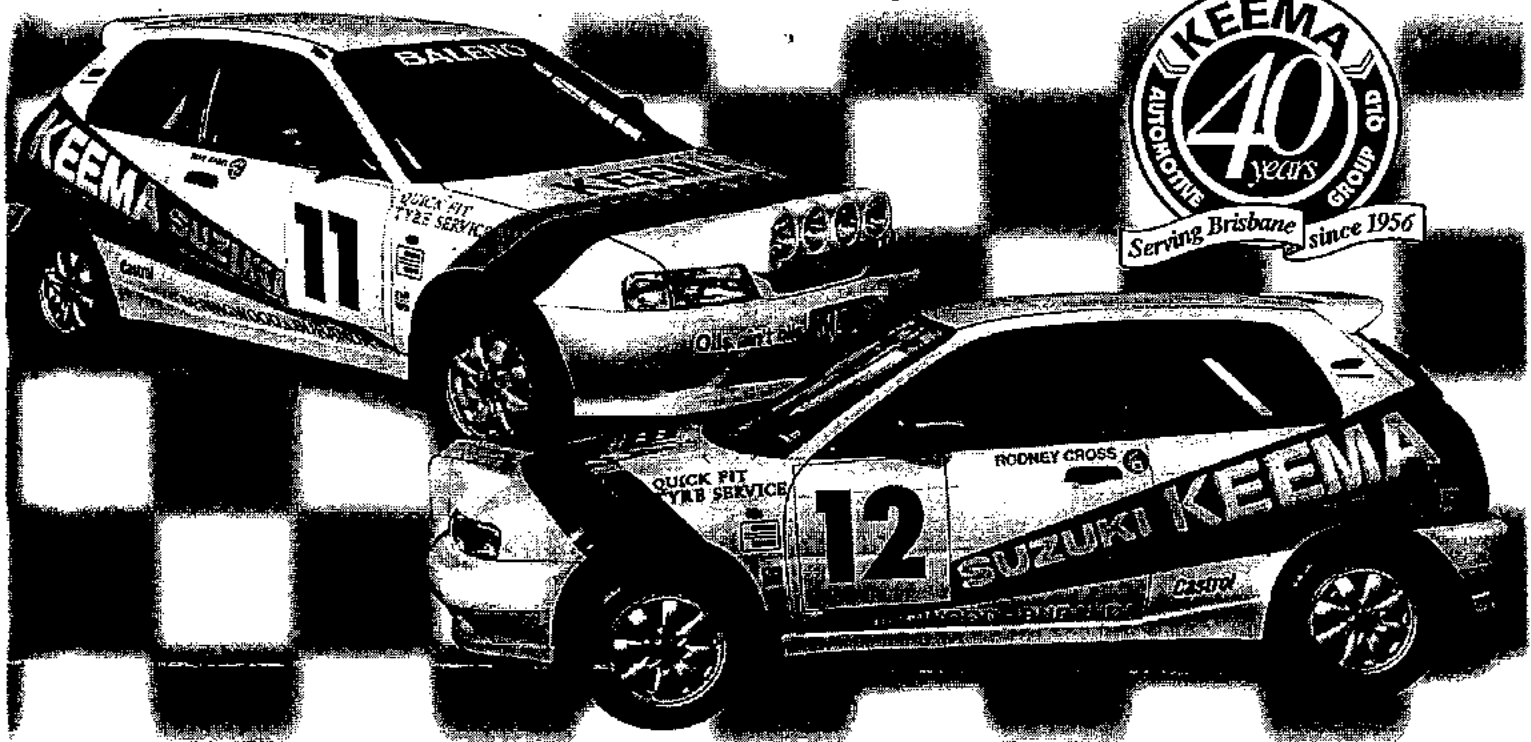
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