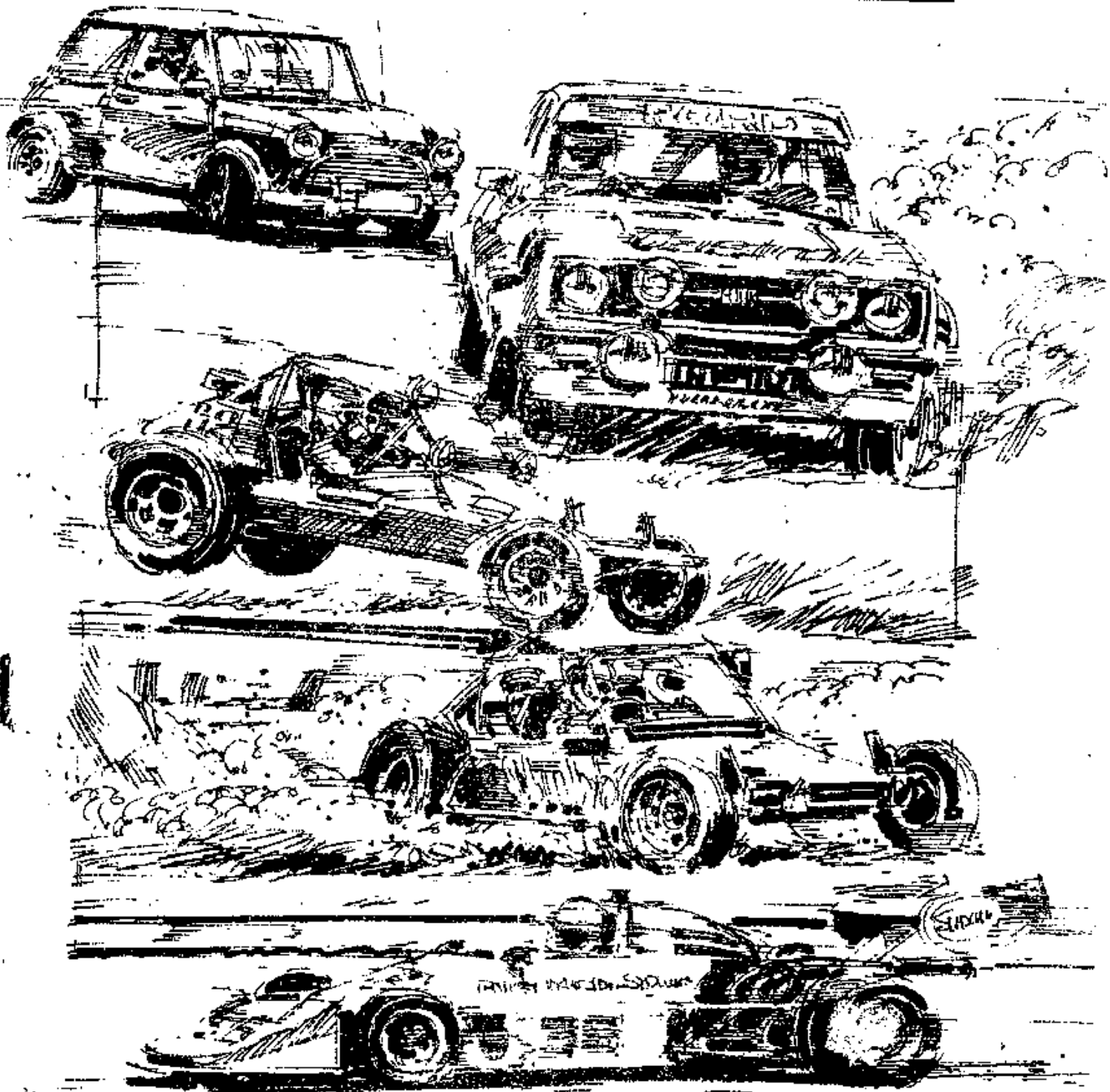




# BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication - Category B

SEP 1980





Major Forthcoming EventsSunday 24th August - Purga Creek EnduroOff Road Classic

Bring the whole family for a thrilling and cheap days spectating. The Purga Creek Off-Road meeting will be contested on Sunday 24th August. Racing starts at 10.00am. To get to the course; take the Warwick highway through Ipswich; Turn Left into Boonah Road; look for an arrow on the R.H.S. indicating a right turn into Purga School Road, which is about 6kms along Boonah Road. Follow the Purga School Rd to the end of the bitumen; Turn Left at the arrow and follow the dirt road for about 2kms and you will come to the pits.

FOOD AND CASTLEMAINE CORDIAL WILL BE AVAILABLE ON THE GROUNDS.

Have a good day but please remember you are on Private-Property, and as the landowner is a short tempered old loony you'd best take all your debris home with you!

Remember; Its In the Bin...Or he'll Hammer You Thin.

o-o

Westfield Warana Rally

Saturday 20/21st September 1980

Round 5 Queensland Rally Championship

This imaginative event will start from Indooroopilly Shopping Town at 2pm. There will then be a motocade through the city, and the first stage will be 3km through the bush alongside Toombul Shopping Centre.

Following this sort of sophisticated start to the event the whole thing should be a treat. We're delighted that Indooroopilly-Westfield and Toombul Shopping Towns are backing the event, total prize monies to date total \$1400.

Timing on the event will be to the Elapsed Minute and the 240km of competitive motoring will take place in the Kenilworth - Imbil area. The first car will finish the competitives at about 1.30am, the next control after that will be at Indooroopilly some 11hours later, and the actual finish will be at the Wine and Food Festival on the banks of the Brisbane River.

This really is a most interesting format - a fine night out for Competitors - Service Crews - and CONTROL OFFICIALS. If you could run a Time Control, Passage Control, help the Scrutineers, or otherwise make yourself available to the organisers then phone Mike Mitchell on 57 8177.

Intending competitors should note that Jeff Tremain will have the Supp. Regs. VERY SOON - if not now.



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### POSTAL ADDRESS

All correspondence for the Club should be addressed to:

The Hon. Secretary  
Brisbane Sporting Ca4 Club  
P.O. Box 314  
West End Brisbane 4101

### CLUBROOMS

BSCC clubrooms are located at the corner of Reid and Hawthorne Streets at Woolloongabba, and are open every Wednesday from 8.00 pm onwards.

### MEMBERSHIP SUBSCRIPTIONS

The Annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate membership is offered to the wife, fiancée and/or children of ordinary members.

### CLUB BADGES

The following badges may be obtained from the Club Captain:

Reflectorised bumper bar stickers ..... \$0.80  
Metal lapel badges ..... \$1.00  
Iron-on T-shirt transfers ..... \$1.50

RALLYING WITH GEORGE KAHLERby Greg Weale

Peter Smith has been asking me for an article for a long time now so with the motivation behind the title, I've finally succumbed to his 'Oh so British' whims.

To be quite frank, rallying with George has been a very rewarding pleasant experience. When I received his first phone call during September last year, I remember feeling quite flattered at the thought of navigating for the 'Flying Christian' for the whole Q.R.C. Series. I was originally introduced to George a few years ago by Allan Lawson during a Southern Cross. In 1977 I competed in the Redcliffe rally with George in a rather standard Datsun 1600. Anyway I agreed to do the series with him this year.

Three weeks before the Stanthorpe rally this year, George phoned and casually stated that there was a good chance he would be retiring the RX-4 for Charlie Lund's 'Round Australia' RX-7. I was, to say the least, a little speechless at first, then you couldn't keep me quiet. The next great decision was to run the car on Speed-E-Gas. Although the conversion was not done for the Stanthorpe event, we were assured that for the Lutwyche Shopping Village rally we would be running on gas - and we did - thanks to Memmott's Automotive Services, Newstead.

Stanthorpe was so rough, as everyone knows, that we did not get a very good idea at all of the cars capabilities. Our first real rally together, the first time George drove the car and we managed to win our class - Clubman. If not for missing the passage in the first competitive we may have been about third or fourth outright as well. George has shown me that you should take the good with the bad and that the mistake is not worth stewing over, like I would normally do.

CAMS decided in their wisdom that George really isn't 'Queensland Clubman' and so we started the Lutwyche Shopping Village in with the recognized crews.

This event was to be tough enough, I thought, without the new problem of adjusting my calculations from fuel consumption to gas consumption. Not so. I had no real problem except making myself realize that once the calculation is made - stick to it. Therefore on occasion we ended up carrying a little more weight than necessary, but no matter - all part of the new experiment. We came 1st recognized and 11th outright :- asserting the potential of our team.

Our trip to Townsville was a real feather in the cap to George for his organizational ability. The tow car and service van also ran on gas and all the gas suppliers were waiting for us as we drove to and from Townsville.

The reception in Townsville was very warm and we found ourselves set up at the Boral Speed-E-Gas office with everything at our disposal. The off ice staff and tanker drivers were really obliging, to the point of supplying two tankers for the rally. One for the start and Yungula, while the other drove on to Cardwell.

George's friendly nature can also be found right throughout the whole team from sponsors to service crew. The service crew, (Richard, Danny, Julio, Ray and Brian - you know them for the next rally now) are extremely competent and enthusiastic. At Ingham they removed the sump guard and gearbox, pulled the gearbox apart and reinstalled the whole thing ready to rally in an hour. This was a fantastic effort and reassured the confidence we already had in them.

We continued on and put up some good times but in the second last competitive the gearbox decided that it had seen enough rallying and chose to destroy itself. This was disappointing for me at the time, but as far as temperament goes the 'Bjorn Borg' of rallying calmly suggested we find the quickest way to the finish. Unfortunately, maps in hand, there was no quick way to the finish and therefore a rare D.N.F. was chalked up for the team.

With only four or five weeks till the Redcliffe rally George set out to find a good combination of gears for the RX-7. The lack of time and unavailability of parts forced the installation of an RX-5 gearbox which suffered from the old Mazda problem - a 'big gap' between second and third.

George drove really well considering the obvious problem and we managed to come in eleven minutes behind the winner. Jimna didn't treat my stomach with the greatest delicacy and considering the Civic in this event a couple of years ago didn't make me feel off colour, suggests that we were going pretty quickly for a bigger car, (Either that or I'm just getting nervous in my old age).

A risky subject, as navigator, would be to comment on Georges' driving. Knowing his temperament I'll take the risk. A clean style, very safe, and quick. Not very risky of me, was it?

So far I have not mentioned the Christian Autosports Club. As most competitors are now experiencing at the controls run by the club, they are a real friendly crew who enjoy what they do. They organize many displays for the rally car which are well presented and which not only promote their own ideas but a good idea of rallying as well. Of course, their functions are not restricted purely to motor sport.

I can sum up by saying that I'm very glad to be one of the many people 'Rallying with George Kahler' and can only see that the continued effort on his part, and that of his club, will only improve the image of motor sport in Queensland.

See You at the next event

Greg Weale.

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### Stunning Event

To be played on a Sunday after the Currie Motors Rally (Aug 30/31) at the Pine Rivers Crickets Grounds, a CHALLENGE CRICKET MATCH, DRIVERS versus NAVIGATORS. This event is being organised by Keith Tapsall and Bruce Fullerton and is open to Rallyist, Off Roaders and anybody else who feels serious enough to join the team. Nominations open TONIGHT and the teams will be restricted to 15-a-side. Note: a talent for cricket will be an embarrassment at this match, a FINE DAY OUT FOR THE WHOLE FAMILY. Phone Keith at G.P. Cars (356 9544) for details.

### For Sale

1974 Datsun 240Z Rally Car. Driven only for Rallies. Professionally prepared by North Queensland's top rally enthusiasts. Extras include: Full Bilstein Gas Suspensions, Rally Springs, Bond Sumpguard and Rollbar. Fullwidth and length alloy underguard. Front and Rear Strut braces, new radiator, twin electric fans, new 5.1 low ratio diff, reconditioned motor and gearbox 2 rallies ago. Recaro multi stripe freeway recliners, Rainsford harnesses, american racing mags with Kleber M & S tyres, new paintwork. Never DNF. Immaculate con. No expence spared. Selling due to business commitments. \$5000 Will deliver. Phone Richard Kelly 077-713616 bus.hrs



Northern Districts Sporting Car ClubRedcliffe Unipart Rally12th/13th July 1980

First my nonsense and the results summary and then the winners humble words.....

My Billious Careerby The Beginner

(Copyright The Booksmith School of Naked Jazz Ballet)

In its short history this has arguably become THE event in the Queensland Championship to win. Its run to a european format of short stages timed to the second, it even has arrows on most of the junctions - why not, I ask, go the whole hog and plant warning arrows X metres before all junctions and throw away the road book? This would really sort out the rallying men from the boys.

As befits the event held in greatest esteem, the entry list contained virtually everybody of note in Queensland, the only notable absentees being the hot-shoes from up north. In the case of the Classified and Recognized classes the entry list was seeded by the organisers, the Clubman/Novice classes being the result of a ballot. The seeding caused some murmurs of dissent - but when doesn't it? No. 1 were Ray Vandersee and Ian Young in the Datsun 120Y. Then Rod Browning, Murray Coote, Wayne Black, Lisle Neumann, Tony Perrot, Gary Batts, Russell Reid, John Barr and stuck at the back of the class Hank Kabel, Dennis Brown and Keith Tapsall. The Recognized class was led, despite earnest protestations from the leader of the Queensland Championship, by Mark Taylor and Me in the Lancer. Ian Ogilvie was next then Peter Phillips, Alan Cutts, George Kahler, Trevor Garbett, Len Solomon and the Currie boothers - as hungry a bunch of drivers as you'll ever see. Other BSCC starters were Peter Kelly (Escort), the Fritters (Datsun 1600), Rod Cross (Mazda RX2), Tony Best navigating for Glennie (Datsun 200B), Bruce Grigg (Datsun 1600), Paul Mason (Corona), the Milners (Cortina), Phil Stephan (Datsun 180B), Peter Marcovich (Escort) and Brad Skinner (Cortina).

We are so early to congregate in Redcliffe on Saturday morning. All were in good spirits including unfortunately Bruce Fullerton. At one time I had Bruce on my back as I tottered across the forecourt in the general direction of down. We had to present our car for rescrutineering, the rescrutineer said that the head man has a thing about Datsuns and if the car was any other make he'd fail it - a fine beattitude.

With a fine, but due to be cold, day in the offering, we set off from midday onwards at 1 minute intervals. The first stage was the usual 1 mile squirt through the bushes at Kippa Ring.

The stage was a positive disaster for many of us. Somebody had said that we started the event as favourites, but we soon put an end to that nonsense! But first, Ray Vandersee clobbered a mighty tree where a 90 left coincided with a change of surface. Just as we reached "GO!" in our countdown, a distributor wire parted (Why there and then, why not some time in the previous month?) so we putted round till we reached Vandos' demise and the car quiteely died a death. As 20 spectators, with 20 different pieces of advice, descended on the car, I ran back up the road so that Ian Ogilvie would see me banging my head on a tree. He charged up the straight, disappeared from sight sideways, and struck the same huge tree that had wrecked Vandersees chances. Perhaps I should be grateful to the distributor wire?



<u>SS1 - "Zacka's End"</u>		1.63km winners average	49.3kmph/30.8mph	
1	Glennie	44 =13	Batts	55 =36 Tapsall 64
2	Phillips	48 =16	Black	56 Milner 64
3	Browning	49 =17	Kahler	57 43 O'Shanesy 68
4	Brown	50 =19	Coote	58 =49 Taylor 120
= 5	Grigg	51	Kabel	58 Cross 120
= 7	Marcovich	52 =22	Kelly	59 Mason 120
= 9	Stephan	53 25	Fritter	60
12	Skinner	54 =26	Reed	61

We weren't too happy about this (!), dropping about 90 seconds on the likes of messrs Browning, Coote and Phillips didn't fill us with delight. Still no use crying over spilt milk. After refuelling at Kilcoy it was off to the woods. During the first forest stage it struck me that Mark wasn't in the groove. Teetering on the edge of doom is normally a pleasure, but this really was too much of a good thing. We spotted a blue Mazda shyly poking from the undergrowth, and on the next downhill 90 right we slid across and clouted the bank, a performance repeated, with knobs on, within a few seconds. Once again my side was stuffed off the road but this time under the gaze of some delighted spectators.

<u>SS2 - "Yednia"</u>		11.25km	67.0/41.9	
Its inconceivable that Sudiro/McBride won this stage, perhaps they went the wrong way and found themselves at the finish ?				
1	Phillips	64 11	Kelly	119 27 Skinner 156
= 2	Browning	85 12	Kahler	121 =32 Marcovich 167
	Grigg	85 19	Batts	130 34 Mason 171
4	Brown	96 20	Stephan	136 =39 Cross 185
5	Glennie	99 22	Fritter	144 41 Milner 190
6	Coote	105 23	Kabel	146 45 O'Shanesy 230
7	Taylor	107 24	Tapsall	150
= 9	Black	115		

<u>SS3 - "Griffiths"</u>		5.26km	67.3/42.1	
1	Phillips	41 8	Taylor	62 24 Tapsall 82
2	Browning	49 =13	Kahler	70 25 Batts 84
= 3	Coote	52 =16	Kabel	74 =31 Kelly 87
	Grigg	52	Fritter	74 =33 Cross 88
5	Black	59	Marcovich	74 Mason 88
= 6	Brown	60 20	Stephan	75 44 Milner 98
	Glennie	60 23	Skinner	79 48 O'Shanesy 113

Stage 4 was cheeky, the first instruction on the second page of the road book was only 70 metres from the last instruction on the previous sheet, tricky for the unattentive novice.

<u>SS4 - "Ponderosa"</u>		8.28km	62.4/39.0	
= 1	Browning	58 13	Glennie	93 25 Skinner 108
	Phillips	58 14	Kahler	94 28 Batts 112
= 3	Taylor	68 16	Fritter	97 29 Marcovich 114
	Grigg	68 =20	Kabel	102 38 Milner 128
5	Coote	69	Stephan	102 40 Mason 133
7	Black	70 =22	Kelly	103 43 Cross 134
12	Brown	91 24	Tapsall	105 =48 O'Shanesy 154

The next short break had a service stop in it, The boys really had nothing to do, but I had TIMS polishing the windscreen to stop us being blinded by the setting sun as we launched over brows. The next stage was the famous run down from the Jimna firetower, sometimes known as "Cadells Leap".

<u>SS5 - "Mitchells Mistake"</u>		4.20km	57.7/36.0	
= 1	Browning	82 12	Brown	95 =29 Tapsall 107
	Grigg	82 =15	Kahler	97 =32 Marcovich 109
= 3	Coote	84 =17	Batts	99 =36 Milner 113
= 5	Black	87	Fritter	99 41 Phillips 118
	Glennie	87 =20	Stephan	100 =42 Mason 120
7	Taylor	88 22	Kelly	101 45 Cross 121
9	Kabel	91 =23	Skinner	102 49 O'Shanesy 134

SS6 - "Winch"

3.63km 67.7/42.3

= 1	Browning	13	12	Brown	23	=22	Stephan	30
	Phillips	13	=13	Skinner	24	=26	Kelly	33
3	Grigg	15	15	Kabel	25	=28	Marcovich	34
4	Coote	16	=18	Tapsall	28	=31	Milner	37
= 5	Black	17		Kahler	28	=38	Cross	41
= 7	Taylor	19	=22	Batts	30	44	Mason	44
	Glennie	19		Fritter	30	49	O'Shanesy	57

Halfway through the first division several trends were showing themselves. Rod Browning was a scant 6 seconds ahead of a charging Peter Phillips. Peter was the car behind us on the road and it was very depressing when Mark flogged himself to death, and we discovered that the dreaded PP was over 30 seconds quicker. However THE driver of the rally to date was clubman Bruce Grigg who had Ian Goldsworthy navigating for him. This may have been Ians umpteenth event but it was his first (!) as a navigator. Almost as praiseworthy were Glennie/Tony Best 5th overall, and Dennis Brown, on his first competitive outing in ages, lying 7th in his new Escort. We were having a dismal time, but Phil Stephan was in the groove and lying 15th overall with the Kabels.

Halfway through Div 1 positions

1	Browning/ Fullerton	336	18	Kelly/Coonan	502
2	Phillips/Garbett	342	19	Fritter/Fritter	500
3	Grigg/Goldsworthy	353	22	Batts/Smith	510
4	Coote/Marsden	384	23	Skinner/Nissen	527
5	Glennie/Best	402	24	Tapsall/Hall	536
6	Black/Payne	404	28	Marcovich/Crawford	550
7	Brown/Tegg	415	39	Milner/Milner	630
11	Taylor/Smith	464	43	Mason/Sisson	676
12	Kahler/Weale	467	47	O'Shanesy/Davis	756
=15	Kabel/Kabel	496	49	Cross/Ovens	869
	Stephan/Beecham	496			

The next stage was another disaster. Either the Halda or the roads had been disagreeing all day, and on this one we missed a Turn Hard Left and had to turn round. A performance that had already been performed by Keith Tapsall. This junction was 380 metres after a "S.O. Caution Gutter then 80 metres TR" I wonder if I compulsively zeroed the trip at the TR?

SS7 "Eastern" 4.96km 62.0/38.7

1	Browning	48	10	Kelly	75	34	Cross	118
2	Brown	54	=13	Phillips	80	40	Marcovich	134
3	Grigg	56	=18	Stephan	91	=41	Milner	136
4	Coote	58	=25	Kabel	100	45	Taylor	157
5	Glennie	59	27	Batts	101	46	Tapsall	163
= 7	Black	71	29	Mason	104	47	Skinner	165
9	Fritter	72	33	O'Shanesy	110	=49	Kahler	180

SS8 "Tungi" 6.67km 69.1/43.2

1	Coote	47	=12	Kabel	75	27	Milner	101
2	Brown	56		Stephan	75	29	Kelly	110
3	Phillips	58	16	Fritter	81	=30	Cross	113
= 4	Taylor	61	17	Kahler	82	35	O'Shanesy	117
6	Browning	63	18	Tapsall	83	37	Mason	128
7	Grigg	64	20	Batts	90	45	Skinner	221
= 8	Black	65	21	Glennie	91	=46	Marcovich	240

The next stage had a long downhill damp straight that led into a Bear Left that was covered in spectators, the multi-coloured hill of pink (with cold) faces took me right back to the RAC Int. It was an ideal choice of site for a spectator point as the cars were in plain sight as they wound through a series of contour chasing bends.

<u>SS9 "H Traverse"</u>		6.65km	68.0/42.5					
1	Phillips	52	11	Grigg	80	=26	Stephan	106
2	Coote	62	12	Kahler	82	28	Mason	107
3	Browning	65	13	Kabel	83	29	Marcovich	109
= 5	Brown	69	=14	Tapsall	84	33	Cross	115
	Taylor	69		Fritter	84	38	O'Shanesy	121
7	Black	71	22	Kelly	100	40	Milner	127
9	Glennie	76	23	Batts	101			

Stage 10 suffered from the dreaded "Different conditions". The first cars through opened the two wire gates, but then a brakeless Mr X came charging along and flattened them. This would have given Peter Phillips a time 112 seconds faster than Rod Browning (Bruce Fullerton being an old chook at gate opening) so the stage was scrubbed.

The next stage had another tricky bit in it, "KR then KL". I had my head in the office looking at a copy of "Butch babys turn-on" when I sensed him turning up the wrong arm of the second junction. I turned him round, gave his botty a wipe and we departed up the right road with him saying "Nobodys been up here" - "Thats what they said about Lillie Langtry" I replied.

<u>SS11 "Davies"</u>		4.05km	56.0/35.0					
1	Phillips	80	=12	Kabel	109	=23	O'Shanesy	130
2	Coote	85	=16	Fritter	120	27	Milner	134
3	Browning	87	19	Glennie	123	30	Grigg	145
4	Black	90	20	Brown	127	34	Stephan	151
= 6	Kahler	94	=21	Cross	129	35	Taylor	152
9	Batts	102		Masin	129	=42	Marcovich	180
11	Tapsall	106	=23	Kelly	130			

<u>SS12 "Lookout"</u>		9.04km	55.3/34.5					
1	Coote	146	= 8	Kahler	172	29	Mason	227
2	Phillips	148	10	Glennie	173	=30	Kelly	231
3	Browning	149	=12	Grigg	174		Marcovich	231
4	Black	150	14	Batts	177	36	Milner	253
6	Taylor	168	17	Tapsall	195	42	Cross	272
7	Brown	171	23	Fritter	217	43	O'Shanesy	274
= 8	Kabel	172	=24	Stephan	219			

<u>SS13 "Marumbah"</u>		6.67km	73.2/45.7					
1	Coote	28	= 8	Kabel	53	=28	Stephan	75
2	Black	29	10	Taylor	54	=33	Kelly	77
3	Browning	32	=12	Batts	58		Mason	77
4	Grigg	37	15	Kahler	61	36	Milner	86
5	Phillips	43	19	Marcovich	65	=37	Cross	87
6	Brown	45	20	Tapsall	66	45	O'Shanesy	106
7	Glennie	49	=21	Fritter	71			

The division break. All the drivers got together in a huddle, comparing hair-dressers, whilst the intelligent crew members had to pore over the Division 2 road book. One problem we'd had was that the car was getting heaps of dust inside, and a steady diet of crushed rock wasn't reacting too good on me. However this was cured when we found a bung missing out of the floor - before then it was like navigating a camel through the fierce gibleet wind.

<u>Division 1</u>							
1	Browning / Fullerton	780	15	Batts/Garth			1139
2	Phillips / Garbett	803	16	Fritter / Fitter			1149
3	Coote / Marsden	810	19	Stephan / Beecham			1213
4	Black / Payne	880	20	Kelly / Coonan			1225
5	Grigg/Goldsworthy	909	21	Tapsall / Hall			1233
6	Brown / Tegg	937	35	Mason / Sisson			1448
8	Glennie / Best	973	36	Milner / Milner			1467
9	Kabel / Kabel	1088	37	Marcovich / Crawford			1509
12	Taylor / Smith	1125	40	O'Shanesy / Davis			1614
14	Kahler / Weale	1138	44	Cross / Ovens			1703

As Brian Marsden is stepping on my tail we shall skip through the second Division, indeed apart from the odd chunder in my blue hat and breaking up groups of spectators straying too near the road, it wasn't eventful. We steadily climbed a few more places, the stages largely being repeats of the afternoons' dose. I must admit that when I saw how badly we were doing at the end of Division 1 I tended to lose interest - perhaps my unexcited state explains why we didn't go wrong once in the second decision, also things look so much safer at night. Perhaps in the Blackbutt Ranges where theres likely to be less 'local-knowledge' about, we'll fare better.

SS14 "Yedina" 11.25km 63.3/39.6

1	Coots	99	= 8	Glennie	127	30	Kelly	197
2	Browning	102	10	Kahler	133	32	Marcovich	205
= 3	Brown	105	12	Kabel	153	33	Reid	208
	Phillips	105	13	Tapsall	155	34	Cross	212
5	Black	108	17	Batts	161	35	Milner	218
7	Grigg	114	18	Stephans	172	=37	Fritter	240
= 8	Taylor	127	26	Mason	184		O'Shanesy	240

SS15 "Griffiths" 5.26km 65.2/40.8

1	Phillips	50	8	Kahler	66	30	Marcovich	102
2	Browning	54	11	Glennie	72	=31	Cross	106
3	Coots	58	14	Tapsall	81	33	Reid	107
4	Brown	62	=16	Stephan	86	=34	Milner	111
= 5	Black	64	=21	Mason	89	37	O'Shanesy	122
	Taylor	64	23	Kabel	91	41	Fritter	148
	Grigg	64	26	Kelly	94	=43	Batts	180

SS16 "Ponderosa" 8.29km 61.4/38.3

1	Coots	66	=8	Glennie	90	29	Stephan	132
= 2	Browning	74	9	Kahler	93	31	Marcovich	138
	Black	74	13	Kabel	105	33	Milner	147
4	Phillips	76	17	Tapsall	115	36	Reid	156
5	Taylor	80	=18	Batts	116	38	Cross	161
6	Brown	82	26	Kelly	128	40	O'Shanesy	171
7	Grigg	83	=27	Mason	131	=42	Fritter	187

SS17 "H Traverse" 6.65km 66.6/41.6

1	Coots	59	=11	Glennie	84	31	Cross	119
2	Phillips	62	14	Kahler	89	32	Milner	123
3	Black	65	=15	Kabel	91	=33	Kelly	125
4	Browning	66		Tapsall	91		Marcovich	125
6	Taylor	75	18	Batts	100	38	O'Shanesy	138
7	Brown	76	=26	Mason	110	43	Reid	240
9	Grigg	81	30	Stephan	113			

SS18 "Exchange" 10.9km 59.9/37.4

1	Coots	175	11	Kahler	210	30	Milner	279
2	Browning	186	12	Glennie	211	34	Cross	290
3	Phillips	190	15	Tapsall	223	=36	Reid	300
4	Black	191	16	Batts	234		Kelly	300
5	Brown	194	25	Mason	256		O'Shanesy	300
7	Taylor	204	=26	Stephan	260			
= 9	Kabel	209		Marcovich	260			

SS19 "Davies" 4.05km 54.8/34.2

1	Phillips	86	9	Kabel	103	22	Mason	125
2	Coots	87	11	Batts	109	23	Milner	126
3	Black	90	14	Tapsall	111	28	Kelly	143
5	Taylor	98	18	Stephan	119	=34	Kahler	180
6	Brown	99	20	Marcovich	123		Cross	180
7	Glennie	101	21	Browning	124		O'Shanesy	180

<u>SS20 "Lookout"</u>		9.04km	57.0/35.6				
1	Coote	150	8	Kahler	174	23	Stephan 214
2	Black	151	9	Glennie	185	25	Mason 222
3	Browning	153	10	Kabel	187	= 29	Milner 237
4	Phillips	159	16	Tapsall	197	31	Cross 239
5	Brown	163	=20	Batts	208	=35	Kelly 264
= 6	Taylor	167		Marcovich	208	=39	O'Shanesy 300

<u>SS21 "Marumbah"</u>		6.67km	71.8/44.9				
1	Coote	34	=7	Brown	52	=22	Stephan 72
2	Black	37	10	Kabel	57	=27	Milner 77
3	Phillips	40	=12	Tapsall	62	29	Cross 81
4	Browning	42	=14	Taylor	63	30	Mason 83
5	Glennie	45	21	Marcovich	71	34	Kelly 106
6	Kahler	48	=22	Batts	72		

<u>SS22 "Mitchells Mistake"</u>		4.2km	57.9/36.2				
1	Black	81	8	Kahler	93	26	Marcovich 114
2	Coote	82	9	Glennie	95	27	Kelly 117
3	Phillips	83	=10	Kabel	98	28	Mason 118
= 4	Browning	85		Tapsall	98	=32	Cross 126
	Brown	85	17	Batts	106	38	Stephan 180
	Taylor	85	24	Milner	112		

<u>SS23 "Winch"</u>		3.63km	66.3/41.4				
1	Coote	17	= 9	Kahler	29	25	Milner 45
2	Black	18		Glennie	29	26	Cross 47
3	Phillips	19	=11	Kabel	33	=29	Marcovich 51
= 4	Browning	22		Tapsall	33	31	Kelly 52
	Brown	22	16	Batts	38		
6	Taylor	24	=19	Mason	41		

<u>SS24 "Buffalo"</u>		15.73km	68.7/42.9				
= 1	Coote	104	8	Black	142	19	Batts 195
	Phillips	104	9	Kabel	151	28	Cross 232
3	Brown	110	11	Taylor	173	30	Milner 257
4	Browning	115	14	Mason	187	=35	Marcovich 360
6	Kahler	127	15	Tapsall	188		
7	Glennie	137	16	Kelly	189		

<u>SS25 "Hillclimb"</u>		21.41km	79.3/49.6				
1	Coote	11	8	Taylor	72	23	Batts 148
= 2	Black	37	11	Browning	90	26	Marcovich 168
	Phillips	37	12	Kabel	98	27	Milner 178
4	Kahler	43	=13	Tapsall	111	=30	Cross 200
6	Glennie	65	19	Mason	138		
7	Brown	68	22	Kelly	144		

<u>Division 2</u>							
1	Coote / Marsden	942	11	Kabel / Kabel			1376
2	Phillips / Garbett	1011	14	Tapsall / Hall			1465
3	Black / Payne	1058	19	Batts / Garth			1667
4	Browning / Fullerton	1113	21	Mason / Sisson			1684
5	Brown / Tegg	1118	27	Kelly / Coonan			1859
6	Taylor / Smith	1232	29	Milner / Milner			1910
7	Glennie / Best	1240	30	Cross / Ovens			1993
9	Kahler / Weale	1285					

Results

1st	Murray Coote / Brian Marsden	Mazda 626	1752	1st Clas.
2nd	Peter Phillips / Peter Garbett	Datsun 1600	1814	1st Reco.
3rd	Rod Browning / Bruce Fullerton	Gemini	1893	2nd Clas.
4th	Wayne Black / Dale Payne	Mazda RX2	1938	3rd Clas.
5th	Dennis Brown / Warren Tegg	Escort	2055	2nd Reco.
7th	P Glennie / Tony Best	Datsun 200B	2213	1st Clu.
8th	Mark Taylor / Peter Smith	Lancer	2357	
9th	George Kahler / Greg Weale	Mazda RX7	2423	

10th	Hank Kabel / Simon Kabel	Mazda 323	2464
14th	Keith Tapsall / John Hall	Celica	2698
15th	Gary Batts / Laurie Garth	Gemini	2806
24th	Peter Kelly / G Coonan	Escort	3081
26th	Paul Mason / H Sisson	Corona	3132
28th	Don Milner / Sandra Milner	Cortina	3377
32nd	Rod Cross / Boyd Ovens	Mazda RX2	3696

A disappointing event for us, but owing to the stupid way the Queensland Championship is being scored this year we still get 8 points. Did you know that you get as many points for finishing 11th three times as you would for winning one event? Now over to old Marsden, and lets get this straight, I'M the one who makes up the snappy titles in future - two smart bastards in one club is one too many - goodbye.

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### THE EMPIRE STRIKES BACK (NAVIGATIONALY)

by Brian Marsden

The Northern Districts Sporting Car Club organised Uniparts Rally started at midday on 12th July, 1980. As I was one of the five drunks who held a meeting one night a few years ago, and decided to invent the club, I have some pride in their present status. They have overcome their initial handicap, and now run the best rally on the Queensland calendar.

The rally is seeded, which means that the officials start the competitors in order based upon their opinion as to which competitors are fastest (fastest competitor first). We were placed third on the road, behind Ray Vandersee and Rod Browning, in the 120Y and the Gemini respectively. The field was one of the most competitive I have seen in this State, and included John Barr. He was driving in Murray's Escort, which Murray had loaned him for the occasion. The 120Y, Escort and Mazda are, of course, all from the Coote Boutique of new and recycled rally cars.

I think Murray could claim to be one of the few constructors in Australia with three of his cars being outright first chances in a single event. However, I gave John Barr very strict instructions at the start and threatened him with my extreme displeasure if he beat us.

The start wasn't anything out of the ordinary. Mal Hopcroft, who is the Redcliffe Uniparts Distributor and a longtime friend, said that Uniparts were happy with the exposure they were getting and were thinking about bigger and better for next year. We trundled out to the first section at Kallangur and found Ray Vandersee about 1 km into the first section and he wasn't going to go any further. Murray was extremely, genuinely, disappointed that Ray had hit a tree and robbed Murray of another horse in the race. As another navigator said to me later, "We navigators see things in a different light". The Force was with us as far as I was concerned!

We were then sitting second on the road behind Rod Browning and Rod was going like the clappers. He ripped twenty seconds off us in the second section, and then proceeded to take 5, 10, or 15 seconds a section. Little did I know that Messrs. Phillips and Garbett were doing the same thing behind us.

Everything went as expected until Special Stage 10. I was disappointed by the necessity to open and close 2 gates in a special stage event. I predicted afterwards that only four or five cars would open and close the gates and the results show that, in fact, only the first five crews did stop for the gates. When you spend most of a division fighting over less than 10 seconds a section, it is extremely wasteful to see more than a minute utterly wasted playing musical gates.

I would like to see a protest, or a statement of policy from CAMS, to clearly define the rules about unequal conditions. Either there is no such thing as unequal conditions, and therefore directors delete the time on such sections before the first competitor starts, or there are unequal conditions allowed for after the section has been run. I believe a special stage event should be decided in moving cars on the road.

Hank Kabel feels strongly one way and I, the other. Both are valid points of view, but I hope someone decides the rules clearly before Hank hits me on the head with his 323. The Lutwyche, Townsville and Northern Districts have each had sections deleted on unequal conditions. I believe that, on each occasion, the deletions were necessary to preserve the spirit and fairness of competition of each event, but I want a policy set one way or the other, and so does every competitor I have spoken to on the subject.

Anyway, the gates were beneficial in one sense. Murray started to work at it to make up for lost time. At the end of Division 1, fourteen special stages including the gate section, Peter Phillips and Trevor Garbett were leading in that indecently overpowered Datsun 1600, Rod and Bruce Fullerton were second by 89 seconds, and we were third six seconds behind Rod. Rod had won four stages, Peter six and we had three. Peter Glennie had one.

Ross Moir had a brilliant setup at the Division Break. A tent, stove, sausage burgers and percolated coffee. The flagon of Moselle was tempting too.

Division 2 was great fun. Murray started to really give the 626 a hiding and I had to work for my living. Because we were all fighting over seconds, an overshoot could cost the rally. I had one overshoot due to a Halda malfunction and just realised in time to turn around before we completely missed the turn. We were pegging Rod back bit by bit, and the cries of ecstasy when we carved a whole three seconds off him must have made some control officials wonder about our sanity.

Division 2 was just like Division 1, only better. Murray was giving the 626 the drive of its life and the Mazda kept on asking for more. The only thing in the car which gave any trouble at all was the intercom and I was ready to stomp the bloody thing into broken transistors and pulp. At the end of Division 2 we had won 9 of the 12 special stages and Peter Phillips had the other three, with Wayne Black equal on one stage.

We hung around at Burpengary in the bitter cold for four hours waiting for results and eventually discovered that we had won the event by 62 second from Peter, with Rod third 79 seconds behind him.

Wayne Black and Dale Payne had a consistent run to fourth place and Dennis Brown and Warren Tegg took fifth.



I was amused by the number of people who hadn't given the Mazda a show and were then deciding that Murray must be brilliant, rather than give the car any credit. The 626 has surprised me, and certainly looks good for the rest of the year.

Just as a footnote - EVERY RALLY SHOULD BE RUN LIKE THE UNIPARTS !!!

Brian Marsden

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### Wanted

A secure, well patrolled lockup near the Woolloongabba area. Do you have a grandparent with an empty garage who wouldn't sneeze at a few hundred a year? What we want to do is store the clubs property and effects in safety.

Apply in the first instance to Jeff Tremain.

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### Forthcoming Events

The Ipswich West Moreton Auto Club are holding a series of Auto-cross's. For the first 2 of the 4 events no form of club or CAMS licence is needed to enter. The dates are August 17, September 21, October 26 and November 23rd. More details from Jeff Tremain.

The Southern Cooss Rally starts from Sydney on October 18th and runs upto Port Macquarie again, so if you haven't got that accommodation booked do it now.

### For Sale

Minilite alloy rally wheels made in England. 13inch 5 stud 5 wheels \$150 or offer. These wheels were imported to be used on the London - Sydney rally. They were for an Austin 1800 but were never used on the event, I used them for a short time on my 1800. I do believe these wheels fit other makes of cars.

H. C. Hodgson 379 4416.

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One event that has been shrouded in mystery is the INTERCITY RALLY that was run on July 19th.

Warren Teggs hard work produced a road event that ran on the tracks to the west of Ipswich. A small but select entry enjoyed a good thrash through the bush, the winner being D House and our Warwick connection Tony Best. Second overall was Coral Fritter who was on her first drive although navigator Laurie Garth probably had a little to do with it.

1st	D House / Tony Best	0	7th	A Horn / W Russell	22
2nd	Coral Fritter / Laurie Garth	4	8th	Bill Dillon / Gary Kabel	23
3rd	P Slattery / A Mayne	6	9th	Peter McMahon/Debbie Smith	29
4th	Dale Payne/Syd Smith	10	10th	R Carless / A Tanks	47
5th	Gary Luiten/David Mundy	16	11th	G Woodbridge / P Thorburn	120
6th	D Garbett / T Garbett	18	12th	Don Milner / L Coomber	143

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### Family Film Night - 6th August

Half a dozen people sat down to this treat organised by Errol Bailey, the film was a bit ghastly and you couldn't have heard it for the press in the bar - do we really want to bother?

## Club Championship Pages

<u>Night Run Championship</u>		<u>Night Run Chm (Cont)</u>		<u>Off Road Champ (Cont)</u>	
1	Charlie Blake 63	=58	Rodney Hamilton 1	=20	Rod Sams 8
2	David Mundy 57		Paul Wallace 1		Nev Taylor 8
3	Paul Goopy 56	<u>Motorkhana Champ</u>			Brian Bellairs 8
=4	Harry Bosboom 54	1	Lindsay Sutherland 22		Col Leavey 8
	John Ward 54	2	Ian Fink 21		Dwayne McClinto 8
6	Gary Luiten 53	3	Jack Read 19	=26	Shan Lawrence 7
7	Barbara Knight 51	4	Phil Stephan 18		Nicholas Reeve 7
8	Peter Marcovich 48	5	Graeme Adair 17		Ed Hopkins 7
9	Wayne Salmond 46	=6	Oriano Giammich 14		Pat Whyte 7
=10	Ken Bosboom 40		Harry Bosboom 14		Paul Watkinson 7
	Peter Stockton 40	=8	Matt Reed 11		Burt Goostrey 7
12	Peter McMahon 33		Chris Harbeck 11		Ron Wilson 7
=13	Neal Howard 32	10	Ralph French 9	=33	Les Poole 6
	Ian Goldsworthy 32	=11	Kevin Taylor 8		Debbie Poole 6
15	John Blake 31		Colin Powell 8	=35	John Hinz 5
16	Chris Harbeck 28		Clayton Mitchell 8		Bill Hinz 5
17	Gary Kabel 26	=14	Gary Luiten 7		Jo-Anne Jay 5
18	Alan Ball 25		Ken Bosboom 7		Chris Hamlin 5
=19	Shayne Sirett 24	=16	Steve Donoghue 5	=39	Sandra Chalk 4
	Dale Payne 24		Tony Best 5		Max Castles 4
=21	Kevin Hall 22	=18	David Martin 4		Cedric Loy 4
	Tony Hazeldine 22		Bill Dillon 4		Geoff Loy 4
23	Brad Skinner 21		David Mundy 4	43	Lloyd Prescott 3
24	Tim Charalambous 20		Mike Mitchell 4	=44	John Herbert 2
25	Bernie Bugden 19	22	Peter Marshall 3		Dennis Denning 2
26	Carol Howard 18	=23	Paul Dillon 2		Barry Meller 2
=27	Warren Tegg 16		Wendy Marshall 2	=48	Don Rea 2
	Alan McConnell 16	<u>Speed Event Champ</u>			Jon Street 1
=29	Sherry Smith 13	=1	Steve Barbe 11		Leon Promet 1
	Paul Dillon 13		Ian Fink 11		Debbie Chadwick 1
=31	Jenny Wiles 11	3	Glen Carpenter 10		Bruce Borcharat 1
	Nick Stephensen 11	4	Phil Stephan 9		Peter Itzstein 1
	Jeff Tremain 11	5	Tom Poots 8		Alan Marshall 1
	Steve Donoghue 11	6	Gerry Reynolds 7		Val Marshall 1
=35	Kerry Payne 10	7	Chris Harbeck 6		Barry MacFarlan 1
	Colin Powell 10	8	R Stansfield 5		Mick Abrahams 1
=37	Phil Stephan 9	9	Graeme Adair 4		L Svenson 1
	Debbie Smith 9	10	Harry Bosboom 3		Janelle Svenson 1
=39	Greg Hooper 7	=11	Tony Kabel 2	<u>Rally Championship</u>	
	Richard McColm 7	<u>Off Road Champ</u>		1	Tony Best 22
	Barry Walker 7	1	Bruce Taylor 28	2	Laurie Garth 21
	Peter Lynch 7	2	Dave Chadwick 23	3	Sy& Smith 17
	Mike Mitchell 7	=3	Nev Hamlin 22	4	Gary Kabel 12
	Mary Bugden 7		Jim Adness 22	=5	Garry Connelly 11
45	Kathstrine Tegg 5		Ian MacFarlane 22		Mike Mitchell 11
=46	Philip Douglas 4	6	Mick Norris 21		Gerard Byrne 11
	Steve Bynon 4	=7	Steve Blackburn 20		Brian Marsden 11
	Peter Marshall 4		Peter Gartshore 20	=10	George Kahler 10
	R Wilkin 4		Ian Bond 20		Greg Weale 10
	Greg Weale 4		Marianne Bond 20		Ross Fullerton 10
	John Beggs 4	11	Pat Collins 19		Tim Bailey 10
=52	Graeme Adair 3	12	Col Wilton 17		John Blake 10
	Bruce Fullerton 3	=13	Steve Barbe 16		Coral Fritter 10
	Rod Skennerton 3		Greg Barbe 16	=16	Russell Reid 9
=55	Bill Dillon 2	=15	Ian Baker 11		Simon Kabel 9
	Chris Pike 2		George Croucher 14		Cedric Reinhard 9
	Terry Crawford 2		Guenter Schmied 11		Dale Payne 9
=58	Chris Beedon 1	=18	Bob Baird 9	=20	Gary Batts 8
	Tricia Smith 1		Mike Davis 9		Brad Skinner 8
	Pete Smith 1	=20	Desley Collins 8		
	Ray Gough 1				

<u>Rally Champ (Cont)</u>		<u>Club Championship (Cont)</u>	<u>World Championship</u>			
=20	Mark Nissen	8	=7 Bruce Taylor	11	1 A Jones	154
	Gary Luiten	8	=10 Dave Chadwick	10	2 N Piquet	127
	David Mundy	8	Laurie Garth	10	3 D Pironi	115
=25	Keith Tapsall	7	Chris Harbeck	10	4 R Arnoux	107
	John Hall	7	=13 Graeme Adair	9	5 C Reuttema	94
	Ian Goldsworthy	7	Jim Adness	9	6 J Laffite	80
	Kevin Hall	7	Glen Carpenter	9	7 R Patrese	36
	Bill Dillon	7	Paul Goopy	9	8 D Daly	30
=30	Bruce McCubben	6	Nev Hamlin	9	9 E Fittipaldi	29
	Ann Thomson	6	Gary Kabel	9	10 J Mass	28
	Peter McMahon	6	Mike Mitchell	9	11 J P Jarier	26
	Debbie Smith	6	Ian MacFarlane	9	12 G Villeneuve	25
=34	Tony Kabel	5	Jack Read	9	13 K Rosberg	23
	Don Milner	5	Syd Smith	9	=14 E de Angelis	22
=36	Rod Cross	4	John Ward	9	J Watson	22
	Dave Ambrose	4	24 Gary Luiten	8	16 A Prost	18
=38	Simon Passlow	3	=25 Gerard Byrne	7	17 J Sheckter	15
	Terry Crawford	3	Gary Connelly	7	18 J P Jabouil	12
=40	John Shirley	2	Brian Marsden	7	19 R Zunino	11
	Mal Shinn	2	Tom Poots	7	20 B Giacomelli	10
=42	Harry Bosboom	1	=29 Oriano Gimmichele	6	=21 G Regazzoni	6
	John Ward	1	Mick Norris	6	M Surer	6
	Norm Fritter	1	Gerry Reynolds	6	M Andretti	6
			=32 Steve Blackburn	5	H Rebaque	6
<u>Ladies Championship</u>			Ian Bond	5	25 J Lammers	4
1	Debbie Smith	15	Marianne Bond	5	26 P Depailler	3
= 2	Marianne Bond	11	Peter Gartshore	5		
	Barbara Knight	11	Barbara Knight	5		
	Wendy Marshall	11	=37 Peter Marcovich	4		
	Coral Fritter	11	Matt Read	4		
= 6	Desley Collins	10	=39 Ken Hosboom	3		
	Carol Howard	10	John Blake	3		
	Ann Thomson	10	Bill Dillon	3		
= 9	Shan Lawrence	9	Wayne Salmon	3		
	Sherry Smith	9	Greg Weale	3		
=11	Roberta Barbe	8	=44 Tim Bailey	2		
	Jenny Wiles	8	Terry Crawford	2		
=13	Barbara Castles	7	Paul Dillon	2		
	Kerry Payne	7	Steve Donoghue	2		
=15	Debbie Chadwick	6	Ralph French	2		
	Ann Blackburn	6	Ross Fullerton	2		
	Kim O'Loughlin	6	Coral Fritter	2		
	Heather Graham	6	Ian Goldsworthy	2		
19	Mary Bugden	5	Kevin Hall	2		
20	Kathstrine Tegg	4	Tony Kabel	2		
=21	Lenore Leavey	2	George Kahler	2		
	Bernadette Braeken	2	Peter McMahon	2		
	Tricia Smith	2	Peter Marshall	2		
=24	Debbie Poole	1	Dale Payne	2		
	Jo-Anne Jay	1	Colin Powell	2		
	Sandra Chalk	1	Peter Stockton	2		
	Val Marshall	1	Debbie Smith	2		
	Janelle Svenson	1				
<u>Club Championship</u>						
1	Ian Fink	21				
2	Phil Stephan	17				
3	Harry Bosboom	16				
= 4	Tony Best	12				
	Steve Barbe	12				
	David Mundy	12				
= 7	Charlie Blake	11				
	Lindsay Sutherland	11				

FORMULA ONE SCENE

French driver for the Renault F1 team, Rene Arnoux was determined to win his recent 'home' grand prix, however, was set back in his aim by a series of problems through practise and the race. However, he qualified second fastest behind fellow Frenchman, Jacques Laffite for the race, in which he finally finished a truly creditable 5th, picking up a couple of points towards the championship. At the end of the race it was quite obvious to all, his balaclava hidden under the full face helmet, was bloodstained. He explained, through sheer determination and concentration in combatting an ill-handling car, appalling throttle lag with the turbo Renault engine and the advances of following cars threatening to move him further behind in the placings, he had "bitten clear through his lips".

Australia's first hope for the F1 World Title since Jack Brabham, Alan Jones, certainly is looking good with his third placing in the German Grand Prix, preceded by his wins in the British and French Grand Prix.

Those of us who witnessed the telecast of the British Grand Prix at Brands Hatch (you could have been less fortunate and been a visitor to Lakeside on the same day, to witness a round of the Australian Formula One Championship) no doubt would agree Alan Jones drives with his head as well as his feet and currently is the most 'on form' driver at the moment. His mechanics apparently are very dedicated to Jones, even to the including MBE to his name painted on his Williams racer.

The incredible technical advances in current Formula One, are claimed by many to put more emphasis on the abilities of the car and not the driver. This bears evidence when you consider the current World Champion (1979), Jody Scheckter and his team mate Gilles Villeneuve (said by many to be the 'fastest' driver in F1 since Ronnie Petersen) both of whom were so on form in previous years, have not qualified better than mid-field to date this year, let alone gained a championship point for 1980, between them!

Scheckter, 30 years of age, made the following statement when announcing his retirement from motor racing immediately after the British GP, although he will fulfil his commitment to Ferrari until the end of the season -

"My decision to quit has nothing to do with the fact I'm having a bad season. Serious drivers don't retire because of that. If they did we'd only have five cars on the grid. My reason for stopping is that racing used to be an all-consuming passion with me, more important than anything. But I think to be successful in motor racing you must give 110% and I don't have that commitment anymore. When I started, my aim was to win the World Championship. I have done that and frankly the big passion is gone."

Interesting comment by Jody after official practice for the GP at Brands Hatch -

"The circuit is obsolete for F1 cars these days. I really like driving here, but corners which used to be tricky in third gear are suddenly flat out in fifth."

Let us hope there are more future stars like Jody Scheckter who has been a charger since his first days (only 10 years ago at 20 years of age) in a McLaren F1 car.

Incidentally, they have a novel way of weighing F1 cars these days to ensure they conform to regulations - just pick the car up by the roll bar with a big hook on the end of a scale, before and after each race.

Giles Jones.....

... ..

### OVERSEAS INTERESTS

Britain has its own Touring Car Series - the Tricentrol Championship - which differs to ours in that apart from slightly different Group 1 regulations, the largest engined vehicle being used has only a 3500cc engine capacity. Yes, you guessed it, the car is a Leyland vehicle - Rover - the wonder dog as it has been affectionately named.

It is a hotly contested series of events and has previously been dominated by 3 litre Capris. However the Rover has become a force to be reckoned with and after initial slow development, is now the car to beat. The last round of the British Championship held in conjunction with the British Grand Prix, along with Formula Ford, Formula 3 and other top events, was run in extremely wet conditions and was completely dominated and won by Jeff Allan in the wonder Rover.

Interesting quotes extracted from a top English motor magazine, regarding the recent Brands Hatch race -

"Up until now the cars have been set up how the drivers like them. A driver always likes a car that is easy to drive. I like a car that is quick"

said by Jurgen Stockmar former VW Europe's competition manager, who has been called on to help improve the Audis raced by Akai Team drivers Stirling Moss and Richard Lloyd, which to date have rarely set the world on fire. Front suspension camber and castor by Stockmar resulted in the cars being 2 seconds per lap faster, alone.

In the same series, Mitsubishi have changed from racing a pair of front WD Hatchback Colts to rear WD Lancers. Interesting comment by one of the team drivers Dave Morgan -

"The Lancer is about 3 seconds off the pace whereas the hatchback would have been 6 seconds off. The cars are still running on standard brakes which is slowing us down further".

Sir Jack Brabham happened to be present at Brands and was promptly put in the seat of a Renault 5 Gordini for the race. Jack said at the end of the race -

"I came 12,000 miles to beat Moss and I did it. Had a ball."

Stirling Moss having a terrible time in the wet conditions added -

"This the first time I've raced on slicks in the wet and I did a great deal of spinning. Everytime I recovered to overtake Brabham all I saw from Jack were two fingers being waved at me."

Pommie Bentwhistle

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Queensland Light Car Club  
1980 Kriticos Motors Rally

Results Summary:

Thank you all for the non-existent report, very handy.

Its very disturbing to find yet another event with such strange results. Take Car No. 31 for instance. Messrs Lewis/Waller didn't show the least appititude for wiping everybody else's face in the muck, yet we're supposed to believe that they were fastest overall on Div 1 Sec 6 by 7 minutes, they eventually came 4th overall and won the novice class. If they'd dropped 7 minutes on this stage like the fast people they would have come =15th. This would have elevated Paul Mason / Henry Sisson upto 2nd in the Novice class. Obviously the idea of cleaning a stage where the eventual winner drops 7 minutes is ludicrous, and if this sort of idiocy is going to persist then VRCs become a good thing.

Div 1 Sec 2:

= 1 Byrne/Best	0	= 1 Harbeck/Goopy	0	=27 Gehrman/Smith	1
Fritter/Fritter	0	Bertram/Hall	0	Mason/Sisson	1
Bailey/Blake	0	Marcovich/Salmond	0	Dillan/Wallace	1
Kabel/Hetherman	0	Skinner/Nissan	0	Milner/Milner	1
Cross/Ambrose	0	Stephan/Beecham	0	Logan/MacKenzi	1
Smith/Smith	0	=27 Somerville/Hannife	0	Heales/Another	1
Payne/Smith	0	Law/Smith	1	Van Den Brink/	1
Bosboom/Ward	0	Michel Scott	1	Kabel/Kabel	1
Passlow/Crawford	0	Goldsworthy/Hall	1	=57 Wright/Marszal	2
		Shirley/Shinn	1		

Div 1 Sec 4:

1 Byrne/Best	7	=11 Mason/Sisson	10	=36 Gehrman/Smith	13
= 2 Bailey/Blake	9	Bertram/Hall		Milner/Milner	
Kabel/Hetherman	=23	Payne/Smith	11	Logan/MacKenz	
Cross/Ambrose		Goldsworthy/Hall	=46	Bosboom/Ward	16
Passlow/Crawford		Kabel/Kabel		Wright/Marszal	
Marcovich/Salmon	=30	Smith/Smith	12	49 Van Den Brink/	17
=11 Fritter/Fritter	10	Stephan/Beecham	=50	Law/Smith	18
Harbeck/Goopy		Skinner/Nissen		Heales/Another	
Shirley/Shinn	=36	Somerville/Hannif	13	58 Dillan/Wallac	48

Div 1 Sec 6:

= 2 Byrne/Best	7	=12 Shirley/Shinn	8	=38 Wright/Marszal	11
Mason/Sisson		Stephan/Beecham		Milner/Milner	
Bertram/Hall		Marcovich/Salmond	=41	Gehrman/Smith	12
Skinner/Nissen	=23	Fritter/Fritter	9	Heales/Another	
Kabel/Kabel		Kabel/Hetherman	=45	Law/Smith	14
=12 Bailey/Blake	8	Harbeck/Goopy		Bosboom/Ward	
Cross/Ambrose		Logan/MacKenzie		Dillan/Wallace	23
Smith/Smith	=32	Somerville/Hannife	10		
Payne/Smith	=38	Goldsworthy/Hall	11		

Div 1 Sec 8:

= 3 Byrne/Best	6	=18 Cross/Ambrose	8	=35 Wright/Marszal	10
Skinner/Nissen		Payne/Smith	=40	Smith/Smith	11
= 9 Fritter/Fritter	7	=23 Somerville/Hannife	9	Gehrman/Smith	
Harbeck/Goopy		Kabel/Hetherman	=44	Bosboom/Ward	13
Shirley/Shinn		Milner/Milner	46	Heales/Another	14
Mason/Sisson		Logan/Mackenzie	=48	Bailey/Blake	16
Bertram/Hall	=35	Goldsworthy/Hall	10	Law/Smith	
Marcovich/Salmond		Dillan/Wallace	50	Stephan/Beecha	17

Div 1 Sec 10

Surely once again we dip into the realm of fantasy. With all respect Dillan/Wallace didn't have any other occasions where they came anywhere near winning a stage, a brainstorm perhaps ?

1	Dillan/Wallace	0 =20	Fritter/Fritter	3 =34	Bosboom/Ward	4
= 2	Bailey/Blake	1	Harbeck/Goopy		Gehrman/Smith	
= 4	Byrne/Best	2	Shirley/Shinn		Milner/Milner	
	Kabel/Hetherman		Wright/Marszalek	=43	Goldsworthy/Hal	5
	Cross/Ambrose		Stephan/Beecham		Logan/Mackenzie	
	Smith/Smith		Bertram/Hall		Heales/Another	
	Payne/Smith	=34	Somerville/Hannif	4 =47	Skinner/Nissen	6
	Mason/Sisson		Law/Smith			

Division 1

1	G Byrne / T Best	22	26	R Logan / R Mackenzie	37
= 8	R Cross / D Ambrose	27	=27	D Milner / S Milner	38
	P Mason / H Sisson		=39	P Stephan / C Beecham	40
	G Bertram / J Hall		=32	I Goldsworthy / K Hall	41
=14	N Fritter / C Fritter	29		A Gehrman / R Smith	
	Kabel / P Hetherman		36	G Somerville / R Hannifey	42
	D Payne / S Smith		=38	H Bosboom / J Ward	49
	C Harbeck / P Goopy		40	N Heales / A Other	50
	J Shirley / M Shinn		42	G Law / T Smith	53
=20	B Skinner / M Nissen	31	46	A Wright / E Marszalek	89
22	B Smith / G Smith	33	48	W Dillan / P Wallace	94
=23	T Bailey / J Blake	34			

Div 2 Sec 2

= 1	Bailey/Blake	0 =17	Smith/Smith	2 =33	Law/Smith	3
	Skinner/Nissen		Payne/Smith		Goldsworthy/Hal	
= 6	Byrne/Best	1	Harbeck/Goopy		Wright/Marszalek	
	Fritter/Fritter		Shirley/Shinn		Milner/Milner	
	Kabel/Hetherman		Mason/Sisson	=40	Heales/Another	4
	Cross/Ambrose		Logan/Mackenzie	42	Bosboom/Ward	5
	Stephan/Beecham	=33	Somerville/Hannif	3 45	Dillan/Wallace	13

Div 2 Sec 4

= 2	Byrne/Best	1	=14	Smith/Smith	2 =30	Law/Smith	3
	Fritter/Fritter			Payne/Smith		Bosboom/Ward	
	Kabel/Hetherman			Harbeck/Goopy		Goldsworthy/Hal	
	Mason/Sisson			Dillan/Wallace		Wright/Marszalek	
=14	Skinner/Nissen			Shirley/Shinn		Gehrman/Smith	
	Somerville/Hannif	2		Stephan/Beecham		Heales/Another	
	Bailey/Blake			Milner/Milner			
	Cross/Ambrose			Logan/Mackenzie			

Div 2 Sec 6

= 2	Fritter/Fritter	1	=10	Harbeck/Goopy	2 =31	Law/Smith	4
	Bailey/Blake			Mason/Sisson		Bosboom/Ward	
=10	Byrne/Best	2		Stephan/Beecham		Wright/Marszalek	
	Kabel/Hetherman			Skinner/Nissen	=40	Goldsworthy/Hal	5
	Cross/Ambrose		=24	Somerville/Hannif	3	Gehrman/Smith	
	Smith/Smith			Milner/Milner		Heales/Another	
	Payne/Smith			Logan/Mackenzie	=44	Shirley/Shinn	6

Div 2 Sec 8

= 4	Byrne/Best	1	= 4	Shirley/Shinn	1 =21	Mason/Sisson	2
	Fritter/Fritter			Stephan/Beecham		Milner/Milner	
	Bailey/Blake			Skinner/Nissen		Logan/Mackenzie	
	Kabel/Hetherman		=21	Somerville/Hannif	2 =35	Gehrman/Smith	3
	Cross/Ambrose			Law/Smith	=43	Goldsworthy/Hal	4
	Smith/Smith			Bosboom/Ward		Heales/Another	
	Payne/Smith			Harbeck/Goopy	47	Wright/Marszal	13



Division 2

= 3	N Fritter / G Fritter	4	=20	R Logan / R MacKenzie	9
	T Bailey / J Blake		=22	D Milner / S Milner	10
= 6	G Byrne / T Best	5	24	G Somerville / R Hannifey	11
	S Kabel / P Hetherman		=32	J Shirley / M Shinn	14
	B Skinner / M Nissen		=36	H Bosboom / J Ward	15
=11	R Cross / D Ambrose	6	=38	I Goldsworthy / K Hall	16
	P Stephan / C Beecham			A Gehrman / R Smith	
=15	B Smith / G Smith	7	=40	N Heales / A Other	17
	D Payne / S Smith		42	G Law / T Smith	18
	P Mason / H Sisson		44	A Wright / H Marszalek	23
=19	C Harbeck / P Goopy	8			

Results

1st	Gerard Byrne / Tony Best	Mazda	27
= 7th	Norm Fritter / Coral Fritter	Datsun	33
	Rod Cross / Dave Ambrose	Mazda	33
=10th	Simon Kabel / Pat Hetherman	Mazda	34
	Paul Mason / Harry Sisson	Toyota	34
=14th	Brad Skinner / M Nissen	Cortina	36
	Dale Payne / Syd Smith	Mazda	36
16th	Chris Harbeck / Paul Goopy	Mazda	37
17th	Tim Bailey / John Blake	Datsun	38
18th	Bruce Smith / Graham Smith	Lancer	40
20th	John Shirley / Mal Shinn	Cortina	43
=23rd	Phil Stephan / C Beecham	Datsun	46
	Bob Logan / Ross Mackenzie	Falcon	46
25th	Don Milner / Sandra Milner	Cortina	48
=27th	Glen Somerville / Rod Hannifey	Escort	53
=30th	Ian Goldsworthy / Kevin Hall	Cortina	57
	Ralph Gehrman / Ruth Smith	Lancer	57
37th	Harry Bosboom / John Ward	Mazda	64
38th	Noelle Heales / Arthur Other	Mazda	67
40th	Gel Law / T Smith	Gemini	71
44th	Alan Wright / Henry Marszalek	Cortina	112

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Major Forthcoming EventBP Monroe Wylie 400 - October 11/12th

Already regarded as one of the top Off Road events in Australia this BSCC extravaganza once again looms on the horizon. To help Garry Connelly make this National event a success he needs help from US, the members of the Brisbane Sporting Car Club. So if your capable of travelling down to Goondiwindi for the weekend, or a few days before, then contact Bronwyn on 221 6899.

If you want to run in the event then the bush telegraph will tell you far more than I can, all I know is that I found it hot, dusty and it looked terribly dangerous. Certainly a memorable weekend for all concerned.

New Off - Road Newspaper

Just to prove that writing is not a lost art in Off Road circles, although in Brisbane its regarded as a 'black art', a new journal called ENDURO NEWS has hit the stands, its produced in Melbourne, that should keep Queensland tucked firmly away on the inside of page 28.

- Wed 20 Aug Off-road night at the clubrooms
- Sun 24 Aug Closed off-road event
- Wed 27 Aug Night run organised by Peter Marcovich & John Blake
- Sat 30 Aug Currie Motors IWMAC Rally (QRC 4)
- Sun 31 Aug Surfers Paradise Races (ASSC)
- Tue 2 Sep Committee meeting
- Wed 3 Sep Beer and prawn night at the clubrooms
- Sat 6 Sep COMSC Kassco Wynns Capricana Rally (open)
- Wed 10 Sep Rally night at the clubrooms
- Sun 14 Sep MGCC closed hillclimb; BSCC invited
- Tue 16 Sep Motorkhana & Speed Event Sub-committee meeting  
Off-road Sub-committee meeting  
Rally Sub-committee meeting  
Social Sub-committee meeting
- Wed 17 Sep Off-road night at the clubrooms  
October Magazine publication date
- Sat 20 Sep BSCC Warana Rally (QRC 6)
- Sun 21 Sep IWMAC closed autocross; BSCC invited
- Wed 24 Sep Night run organised by Paul Goopy and Chris Harbeck
- Sun 28 Sep Closed motorkhana organised by Colin Powell
- Wed 1 Oct Bingo night at the clubrooms
- Sun 5 Oct Hardie Ferodo 1990
- Tue 7 Oct Committee meeting
- Wed 8 Oct Rally night at the clubrooms  
Demonstration of Tfe-Cote 2 engine treatment
- Sun 12 Oct BSCC BP Monroe Wylie 400 (Open Off-road)
- Wed 15 Oct Off-road night at the clubrooms  
November Magazine publication date
- Sat 18 Oct ASCC Southern Cross Rally
- Sun 19 Oct RCCQ Queensland Motorkhana Championship Round 6
- Tue 21 Oct Motorkhana & Speed Event Sub-committee meeting  
Off-road Sub-committee meeting  
Rally Sub-committee meeting  
Social Sub-committee meeting
- Wed 22 Oct Night run - organiser required