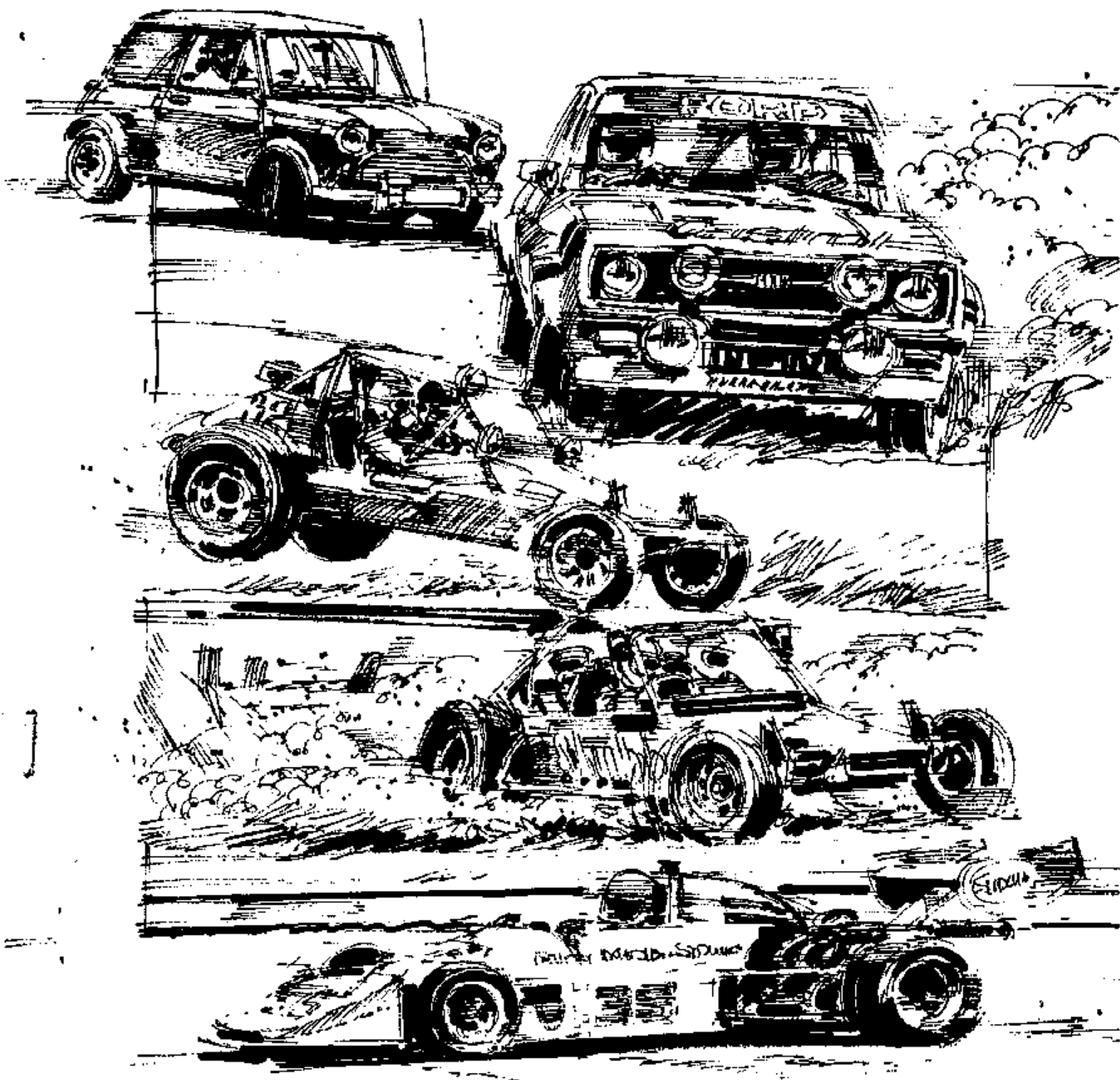




BRISBANE SPORTING CAR CLUB MAGAZINE

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AUG 1981



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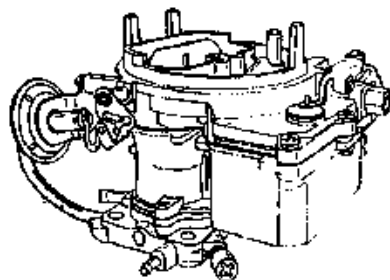
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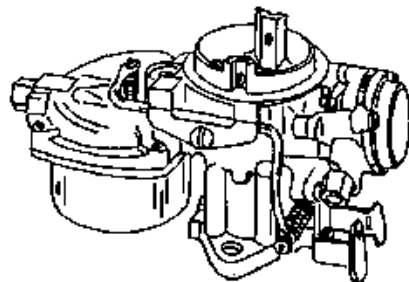
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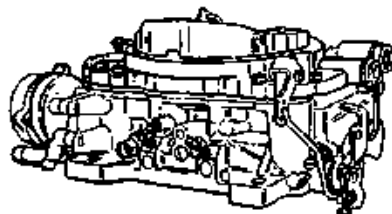
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Editorial Mk.2

After the bad news Editorial we have the good news one.

First of all we welcome with open arms our new Continental Correspondant Neale Carter. Neale has written a piece on New Zealand this month and in the months to come we will be hearing from him in the Land of Hearn Hearn. Neale classifies his writing as "rubbish" which is the standard we aim for, and just to annoy you all, Neale is ENGLISH, we'll get you surrounded yet!

Other contributors in this bumper edition are Pat McCreery - making a more than welcome return, Warren Tegg, Rod Browning, Neil Jory and Hugh Walker, Phil Stephan and me - Thank You All.

Following the collapse of the Dinner Dance those 16 members who'd bought tickets gathered together for a meal in a private room at the Tortilla Restaurant. What a riot! People in other rooms were complaining to their waiters about the noise we were making. I think I had a brilliant time, Kathstrune Tegg must have slapped my hand twenty times. When the clock had passed midnight and the waiter (Who dished out 16 dinners to the correct person with no trouble at all) came in wearing a nightgown and a cap with a bobble on it we all retired to the Drummonds. The Incredible Mrs Smith and I left at 2am, at first Peter Marshall leapt in our car wearing TIMS fur coat but I wasn't fooled, her beard is darker and shorter.

We can only hope that the next social event we don't have is half as good.

Big Ed

-0-

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There are some fantastic prizes just waiting to be won in your clubs first ever ART UNION.

The Grand Prize is a fabulous stereo system worth \$1405. It is supplied (and installed in your home) by John Gipps Stereo, Milton. For the Stereo buffs amongst you, the most important part of the system - the speakers - are a pair of \$500 B & W Speakers. The Amplifier is Denon, and the Tuner, Cassette Deck, and Turntable are Sansui. As you can see, it is a top quality system which anyone would be proud to own.

Second Prize is a \$995 National Video Cassette Recorder - just what you need for the (Occasional) motor sport shown on T.V. (Big Ed speaks, Fair Suck of the Sav Sheila the Motor Sport coverage in Australia is Magnificent, the poor bloody Poms get sod all all year and then 30 minutes of the British Grand Prix) and of course anything else you'd like to tape.

Tickets (only \$1) will be available from the Art Union Organisers from August 1st, No Actually - this is Big Ed again - all Committee members have tickets to sell, Substantial Prizes will be drawn at the Christmas Party - The Perfect Christmas Present.

No Car?

No worries, you can still be part of the action on Oct. 10th and 11th at beautiful Goondiwindi.

The organisers of this Premier Off-Road event request the assistance of anyone with an I.Q. of greater than 3 (i.e. Big Ed is barely eligible) for the successful running of this event

Assistance is ⁴ required for
scoring, controls, marshalling, timing,
programme selling, radio controls,
gate keepers, spectator control,
general gophers, etc, etc, etc.....

Any assistance is of help
no matter how little.

If you can help with anything
during or before this event
please fill out the form below
and drop in the club's mailbox
(Yes, more forms) (Yes, another ripoff)

Name —

Phone no —

Type of assistance —

Available times —

P.S. Remember the best views
of the vehicles are on
the course

FROM OUR CONTINENTAL CORRESPONDENTNEW ZEALAND VIEWPOINT

Good afternoon. What the hell is this? You might say. Well I hope to dazzle you each month in the way of a small article on what important motorsport events are happening here. Seeing that nothing of importance happens here, it will be real small.

I've been involved with rallying here for about five years so I will spend more time writing about the gravel-rashers than the track events. I've also been writing for a couple of club magazines here for quite a while. I'm actually a pom, not a kiwi so I can't be blamed for the overcrowding of your jails or all the Valiants on the road. I've been living here for a few years now but I hope to return to your sunny shores and get stuck into some rallying.

Here at the moment we are in the middle of our mid-season break which is being filled by a handful of ralliesprints. A few weeks ago we had our first all tarmac rally and it turned out to be a tough event. The large number of retirements was due to engine trouble and some horrifying accidents. A reason for this may have been lack of experience on tarmac and high speeds reached.

Two rounds of our national rally champs have been run with no real surprises. Current champion Jim Donald has the lead in points after a fourth in round one and a win in the second round. First round winner, Paul Adams, is fourth on the points table. The second round was marred by a fatal accident. Twenty-seven year old David Batty died after his car left the road on a special stage and crashed down a bank into a fire fighting lake. His brother who was navigating managed to escape but it is believed that Dave drowned before he could be removed from the car. It is the first and hopefully the last, rallying fatality ever in New Zealand.

This year's Motogard is shaping up well and is due to start on the 18th September. No overseas drivers have yet been confirmed but many have said that they are interested (That's what they always say). It will be nice to see some Aussies here again, even if they didn't do so well last year, (except George Fury of course who did real well). It was amazing to see all the supporters who came across the Tasman to follow the three Aussie crews. (Wambats, I think they were called) As far as drinking races in the special stages go they gave us a right thrashing, even on New Zealand DB beer.

A few 'ockers' have been here before that with mixed success, the most memorable being Colin Bond in the '73 Heatway rally. Even though he only finished fourth, that HDT Torana XU-1 was a classic machine and the crowd loved it.

Anyway I've babbled on for long enough. The next load of dribble will be about our national here Rod Millen in the USA. I'll be leaving in a few days to follow him and John Woolf through the US and Canada for two months.

So until next month(when ever that is),

au revoir

Neale Carter.

1981 CHAMPIONSHIPS

In the magazine each month you will find an up-to-date list of point scores for the Club Championships. Each month we will explain the scoring system.

In 1981 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be motorkhana, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC - ORGANISED motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 12 outright in an event but this is the best result by a club member that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way, for night runs. (long course) off-road events and rallies 11 points for the winner (remembering that 'winner' means best BSCC result) 10 for second etc., and so on down to 2 points for tenth, and one point for every other finisher. For motorkhanas and speed events - 11 points for first, 10 for second, etc., down to 2 points for tenth. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best result will be allotted seven points for fifth place.

Upto two organisers of each event will each receive 2 points for their efforts, however these points can only be gained on two occasions per type of event.

Finally the top ten plac getters in each of the five types of events (motorkhanas, off-road events, night runs, rallies and speed events) will receive a points allocation of 11,10,9,8, etc in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1981 Club Champion.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

Pete Smith (228 1721 home, 379 6182 work, 15 Laurel Street, Woodridge Old.4114) has volunteered his services as Registrar again this year, and organisers of all club events are asked (nay demanded) to provide Peter with a copy of the results as soon as possible after the results are compiled to ensure that the pointscores are always as up-to-date as possible.

1981 Club Championship

<u>Motorkhana Championship</u>		<u>Rally Championship</u>		<u>Off Road Champ (Cont)</u>		
1	Lindsay Sutherland	22	=27 John Hall	6	=36 Peter Spring	3
2	Steve McCabe	19	=30 John Blake	5	Gary Moedt	3
3	Lee Drummond	18	Chris Harbeck	5	Les Flood	3
4	Simon Kabel	13	=32 Gary Luiten	4	=42 Sandra Chalk	2
= 5	Desley Collins	9	David Mundy	4	Ron van der Haar	2
	Ross Perry	9	Ian Goldsworthy	4	Wayne Cambie	2
	Tricia Smith	9	Bruce McCubben	4	Noel Jeffery	2
	Pete Smith	9	Norm Fritter	4	Steven Jeffery	2
9	Rod Browning	7	Coral Taylor	4	=47 Bill Daley	1
=10	Kelvin Taylor	6	=38 Simon Passlow	3	Carol Daley	1
	Peter Garbett	6	Terry Crawford	3	David Henry	1
12	Gary Kabel	5	Greg Gilliland	3	Paul Jeffreys	1
=13	Tony Krebs	4	Kerry Gilliland	3	Brian Thompson	1
	Alan McConnell	4	=41 Simon Kabel	2	Kevin Read	1
=15	David Martin	3	Allan Ball	2	Wayne Hufschmid	1
	Hank Kabel	3	Ray Gough	2	Don Tainton	1
	Tony Kabel	3	=44 Fred van den Brnk	1	Mark Siemon	1
18	Noelle Drummond	2	Ernz van den Brnk	1	David Blackmore	1
			Graham Smith	1	Ashley Morgan	1
			Tony Kabel	1	Doug Scottorn	1
			Rod Cross	1	Michael O'Brien	1
			Boyd Ovens	1	Clive Scott	1
<u>Speed Event Championship</u>		<u>Off Road Championship</u>		<u>Night Run Championship</u>		
1	Kev White	11	1 Ian Baker	25	1 Desley Collins	66
2	Lawrence Svenson	10	= 2 Lawrence Svenson	23	= 2 Ron Wilkins	64
= 3	Rod Sams	9	Janelle Svenson	23	Greg Weale	64
	Desley Collins	9	= 4 Paul Watkinson	20	= 4 Sue Griffin	51
	Lee Drummond	9	Burt Goostrey	20	Ross Stanfield	51
6	Wayne Hufschmid	8	Ed van Amstel	20	6 Charlie Blake	50
7	Ed van Amstel	7	David Pearson	20	7 Alan McConnell	47
8	Barry Meller	6	= 8 Bruce Taylor	18	8 Tony Hazeldine	46
9	Ross Stanfield	5	Ian Bond	18	= 9 Dale Payne	40
10	Neil Bang	4	Marianne Bond	18	Allan Ball	40
11	Brian Mannion	3	11 Nev Hamlin	15	11 Paul Wallace	38
12	Dave Blackmore	2	=12 Ashton Bradley	14	=12 David Mundy	36
			Glenn Bradley	14	Gary Kabel	36
			=14 Cedric Loy	12	Peter Johnson	36
			Geoff Loy	12	15 John Beggs	35
			=16 Jim Adness	11	=16 Don Milner	33
			Ian MacFarlane	11	Greg Barbe	33
			Tom Poots	11	18 Sherry Smith	31
			Geoff Dein	11	19 Ray Gough	27
			=20 Dave Chadwick	9	=20 Gary Luiten	26
			George Groucher	9	Sandy Milner	26
			Pat Collins	9	=22 Tricia Smith	21
			Desley Collins	9	Pete Smith	21
			24 Ed Hopkins	8	Lorrelle Mansfi	21
			25 Chris Hamlin	7	Dune Carlow	21
			=26 Don Buckley	6	26 Pat Collins	19
			Noel Buckley	6	27 Warren Tegg	14
			=28 Rod Sams	5	=28 Laurie Streitbe	13
			Lloyd Prescott	5	Faye Ball	13
			Greg Byrne	5	30 Peter Ball	12
			Dennis Palmer	5	31 Mark Raynor	10
			=32 Neil Bang	4	32 Jeff Tremain	9
			Mark Ashton	4	33 Noelle Drummond	7
=24	Tim Charalambous	8	Nev Taylor	4	=34 Peter Stockton	6
	Bruce Garland	8	Nick Reeves	4	Barbara Knight	6
	Allan Brown	8	=36 Col Leavey	3	=36 Rob Reardon	5
=27	Paul Goopy	6	Dwayne McClintock	3	Kathstrine Tegg	5
	Keith Tapsall	6	Terry Conneely	3	Brad Skinner	5

Night Run (Cont.)

39	Steve Barbe	3
=40	Brian Day	1
	Jeff Beeson	1
	Paul Waller	1
	Richard Schilpzand	1
	Brett Elliott	1

Ladies Championship

1	Desley Collins	42
2	Sherry Smith	20
3	Tricia Smith	18
4	Janelle Svenson	11
= 5	Sue Griffin	10
	Coral Taylor	10
	Marianne Bond	10
8	Noelle Drummond	9
= 9	Bandy Milner	8
	Sandra Chalk	8
=11	Lorrelle Mansfield	7
	Dune Carlow	7
	Carol Daley	7
=14	Barbara Knight	4
	Faye Ball	4
16	Kathstrune Tegg	2

Club Championship

1	Desley Collins	27
2	Lawrence Svenson	20
3	Lee Drummond	18
4	Ed van Amstel	13
= 5	Gary Kabel	11
	Tony Best	11
	Ian Baker	11
	Peter Garbett	11
	Lindsay Sutherland	11
	Kevin White	11
	Ross Stanfield	11
=12	Steve McCabe	10
	Rod Sams	10
	Janelle Svenson	10
	Ron Wilkins	10
	Greg Weale	10
17	Simon Kabel	9
=18	Burt Goostrey	8
	Peter Kelly	8
	David Pearson	8
	Tricia Smith	8
	Pete Smith	8
	Brad Skinner	8
	Paul Watkinson	8
	Sue Griffin	8
=26	Dale Payne	7
	Alan McConnell	7
	Wayne Hufschmid	7
	Ross Perry	7
=30	Charlie Blake	6
	Chris Beecham	6
	Phil Stephen	6
33	Sherry Smith	5
=34	Rod Browning	4
	Ian Bond	4
	Marianne Bond	4
	Barry Meller	4

Club Champ(Cont.)

=34	Bruce Taylor	4
	Tony Hazeldine	4
	Allan Ball	4
=41	Neil Bang	3
	Hank Kabel	3
	Kelvin Taylor	3
=44	David Mundy	2
	Dave Blackmore	2
	Pat Collins	2
	Ray Gough	2
	Tony Kabel	2
	Gary Luiten	2
	Brian Masden	2

World Championship (After British G.P.)

1	Carlos Reutteman	Williams-Cos	176
2	Nelson Piquet	Brabham-Cos	122
3	Alan Jones	Williams-Cos	117
4	Gilles Villeneuve	Ferrari	93
5	John Watson	McLaren-Cos	84
6	Jacques Laffite	Talbot-Matra	83
7	Alain Prost	Renault	65
= 8	Ricardo Patrese	Arrows-Cos	51
	Rene Arnoux	Renault	51
10	Elio de Angelis	Lotus-Cos	46
11	Didier Pironi	Ferrari	41
12	Eddie Cheever	Tyrrell-Cos	40
13	Nigel Mansell	Lotus-Cos	32
14	Marc Surer	Ensign-Cos	27
15	Mario Andretti	Alfa-Romeo	25
16	Hector Rebaque	Brabham-Cos	24
17	Patrick Tambay	Theodore-Cos	15
18	J. P. Jarier	Arrows-Cos	10
19	Andrea de Cesaris	McLaren-Cos	9
20	Slim Borgudd	ATS-Cos	8
=21	Francesco Serra	Fittipaldi-Cos	6
	Derek Daly	March-Cos	6
22	Bruno Giacomelli	Alfa-Romeo	4
=23	Keijo Rosberg	Fittipaldi-Cos	2
	Siegfried Stohr	Arrows-Cos	2

National Off Road Championship

1	C Martin	46
2	C Albins	44
3	R Owen	32
=16	Rod Brand	15
=23	Ian MacFarlane	12
=30	Allan Brown	10
=50	Ed van Amstel	6
=71	Tom Poots	3

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KEMPSEY - A DIARY OF A WEEKENDS RACING

After several ??? weekends (and nights) preparation, Cedric left Brisbane about 4 am on Friday morning.

Being of the working class, the rest of us left Friday night. We drove out the gate at exactly 5.30pm. I drove to Ballina - to the constant chorus of 'watch that road sign - keep to the speed limit' etc. Changed drivers at Ballina, and Ron drove the rest of the way. About 50km out of Kempsey - tailgating at about 40km over the speed limit - did a 360 on the bitumen - must admit it was a masterley recovery (but it shouldn't have happened anyway).

Made it to the motel by 12.30. Very cranky lady waiting up for us - advised us that she was expecting to be woken up again by the remainder of our party later.

Out of bed by 6.00 - Cedric hammering on the door. Eventually arrived at the track in time to buckle and tie Cedric and Geoff into the little truck and join the queue for the first prologue. Off at last and around the 5km course. (Somehow our times were lost).

Back into the pits - arranged for a ride round the track in the trusty International Scout of Neil Loy. Six in the back in the dust - three in the front in the airconditioning. We all enjoyed the drive - took about 3 hours, with a welcome stop at the halfway house. Investigated several side tracks etc. - all in all a good drive. Back to the pits, shake off the dust, final check of the vehicle, and a hamburger. Must mention that the feeding facilities of the event were excellent.

Started to drizzle during the second prologue, so we beat a hasty retreat back to the motel. Great chaos - the occupants of four rooms tried to get a hot shower at the same time - not a chance.

Visited the local Golden Fleece for tea at about 9.00pm with most satisfying results.

Early start on Sunday, but apparently not early enough to get us along the road to the pits. But with the help of some fellow Queenslanders we finally got through the crowd in time to gather around for the briefing. By this time, the rain was a steady heavy drizzle, and wet weather gear was the order of the day.

Eventually started off, slipping and sliding, with us, the anxious crew waiting for word of the progress. The first few vehicles came in - not many went straight out again - then after what seemed to be hours a new bunch of vehicles came in - cries of 'bloody rally cars' etc. were to be heard from various areas in the dampness.

The little green Daihatsu roared in tales of sitting at the bottom of the hill while the rally cars!!!! around - much muttering and swearing. Out again in 10 minutes - clouds of mud. Next lap went according to plan, back to refuel and out again with Warren to navigate. Standing by the green bus waiting for our number - nothing - starting to get a sinking feeling - someone came in to tell us that Cedric didn't miss a stump.

Got permission to take out a recovery vehicle from Alan Lawson, hooked the trailer to the Scout and took off - armed with about 10 volunteers - they didn't know what they were volunteering for did they.

Not far out of the pits we almost ran over a trotting Warren. Picked him up - didn't seem the right thing to do to leave him there. He directed us to the scene of the crime. Only thing to do was to drive the vehicle up onto the trailer on 3 wheels. Everybody of any weight (and I don't mean political) got on the front - myself on the actual diagonal point for obvious reasons. Not much steering, but with a few hassles - such as passengers falling off - going round in circles etc. Cedric shot up the ramps - almost into the tray of the Scout. As he never uses the brakes under normal circumstances he didn't think about not having any when the axle broke off.

Dropped the trailer off at the checkpoint and headed off across country to the supposed whereabouts of another Daihatsu we could scavenge an axle out of.

Charging off through the virgin scrub (doesn't that word conjure up visions in the imagination) up a hill - through some low bush - between the trees - and sudden stop. Everybody out and under - the oil filter was knocked off. Frantic efforts to loosen the filter and screw it back into place only resulted in Cedric's hands being burnt and Ron's belt broken, without success.

By this time it was getting dark - everybody in the tray except the "pushees" who had quite a job to catch up once we started rolling. Slight snag - power brakes don't work too well with no power - never mind - down the hill - round the dam - over the gully, and finally came to rest about a mile from the checkpoint. Stalwarts walked out to get back to the pits - brought back the wrong oil filter - back again.

Very cold and dark - no way 6 people could fit into the front of the Scout in reasonable comfort - with typical bush ingenuity, we poured a couple of gallons of petrol on the wet logs and soon had a roaring fire going. Cedric immediately lay down on the wet grass and went to sleep - I am sure he could sleep on a barbed wire fence - he says it is a clear conscience but I am not too sure.

Anyway - a few minutes work and we had to put the fire out. I suggested that I turn my back and the boys could take care of it in the Australian way, but they seemed to feel that the task was beyond them.

Back in the pits to see the first vehicles finish. Pack up all the gear, on to the motel for another cold shower and tea at 11.30 (Thank heavens for the G.F.)

We were ready for an early start but Cedric was working on Loy time and we didn't leave until about 9.30. Daihatsu on 3 wheels and a jack stand - trailer on 3x13" wheels and 1x15".

Long trip home - several problems with tyres, making a trip to the wreckers necessary for new wheels and tyres. A suggestion of buying a new tyre for the trailer caused such a commotion that you would have thought he had had an improper suggestion.

Eventually arrived home after 10½ hours on the road, and at the time of writing this - the Daihatsu still sits on 3 wheels and a jack stand and the trailer on 3x13" and 1x15". I trust that at least one of the above will be fixed by Purga.

A SHORT REPORT ON THE MAC LEAY 1990

or

A WEEKENDS MUDLARKINGby W. Tegg

I had forgotten what a truly filthy sport Off-Roading was, and I mean that in the literal sense of the word. It is a grubby sport for competitors, crews and spectators alike. My memory has been jolted into gear by my ride with Cedric Loy in this event.

Dust I had expected, and dust there was on Saturday. But you see I had had a great deal of training in dust and was qualified to handle same. Little did I know that July rain was in store for this part of the world.

Mr Dan White and his crew of organisers, amongst whom were featured such great names as Allan Lawson, Greg Heale and Geoff Sykes, arranged a fan fare of events and spectacles to surround this mammoth Off-Road race the likes of which has never been seen anywhere at a motorsporting event other than Bathurst. There was a bar, a large eatery - numerous small but efficient food stalls, a number of trade displays, a small circus and but for the rain there would have been a country and western band.

The fan fare was astounding and I think once again but for the rain would have created a great deal of public interest. There were some problems with the running of the main event but a number of these revolved around some innovations the organisers had made in the operation of an off-road event. Two pro-logues were conducted, I think somewhat unnecessarily but I concede that they did create public interest on the day prior to the event.

The organisers had also arranged a pit allocation system for refueling only and this was kept separate from the major pit area. This was an excellent idea as it kept all of the event's fuel in one place - was readily accessible by competitors and of course kept refueling orderly and I think therefore safe. There were some teething problems as there are with any new systems however these will be rectified for next year.

The weather itself was very wet and this made the whole area something of a quagmire. It also I believe acted as something of an equalizer between the buggies and the rally cars. The entry list was fantastic - Rod Hall, the American Champion was there driving his Dodge Raincharger 4WD (and a beast it was too), George Fury was driving a buggy, Ross Dunkerton drove his ex-works Stanza, Geoff Portman in his own Datsun 1000 and of course Peter Johnson in his own buggy. The Queenslanders I saw at the event are too numerous to name - Tom Foots, the Pat, Desley and Michael Collins team, Cedric, Geoff, myself and Pat McCreery of course, the list goes on and on. Needless to say, Queensland and the club were very well represented both by competitors and officials for the event.

The course, ah! Yes! the course? A bit interesting this - it required crews to do seven loops of a 143 km course in a maximum of 14 hours. The roads varied from some of the fastest rally roads I have ever seen to rocky creek beds. There were stages of road man made that disappeared into trees, sandy creek beds that had to be traversed

lengthways not simply crossed, rocky river beds full of boulders the size of footballs, and black soil hillclimbs covered in stumps that leap out and claim 4WD's, but more about that later. I felt that there was a great deal of rally road between these rough sections, and that a well set up car would cover that road faster than any off-road vehicle could. The rough however did have to be attacked 7 times and this possibly was the equalizer the director had in mind. After all the event could not favour one nor the other of these specialist vehicles.

Cedric had been going well at the completion of his 2nd loop - the car was not unduly affected. It was intended that he and his son, Geoff drive and so they did the 1st two loops together to organise driver technique and get to know the course. It was important, due to our comparative lack of horsepower to ensure that the Daihatsu was travelling as fast as it could in all conditions. Cedric and Geoff were therefore intending to attempt to memorise terrain and select ratios to suit.

Meanwhile back at the camp I was heavily involved in service with the McCreery's. Cedric came in at the completion of loop two and there had been some fuel starvation problems. In addition he had broken the turnbuckle mounted underneath the front axle. This turnbuckle is used as a strengthening device to prevent the axle bending. Cedric repaired that but the fuel starve problem appeared not to be present so due primarily to lack of time we left it.

I then went out with Cedric on Loop three. Many of you will know that I used to drive a Daihatsu off-road myself - but never this quickly - Good Lord it goes. I am astounded also at the stability of the car in corners. I can distinctly remember preparing to roll on more than one occasion.

No Cedric's truck isn't completely open but its the next best thing - It has a roof - but that has holes in it and in the wet it leaks on you. It's drizzling rain: not a particular problem until you are travelling down a mud road at 100 k plus. Fortunately I had the presence of mind to wear a balaclava and was somewhat more comfortable.

Notwithstanding the wet I remained pretty dry - except for an area on my chest where the water coming over the bonnet stopped. I'd had a touch of bronchitis that morning too - dicing with death I was. Well we've completed about 95% of this loop and I was feeling reasonably happy with the job I was trying to do in the car when we came to some undulating road which went all the way into the pits.

Please here bear in mind that Cedric was having this same problem with fuel starvation and there just wasn't any horsepower to play with. We had been struggling like this for some 10km. You know we got going that well, we passed three cars, a Suzuki 4WD, and two V.W.'s. Needless to say when the fuel grew short they passed us again.

OK, we come over this crest in the black mud and road goes slightly left through a gate - now the options once through the gate are to go either to the left or the right of the stump. Now with any kind of speed up it was a foregone conclusion that sideways through the gate was going to happen. There we were sideways through the gate with no power to pull us out of the slide.

Isn't it amazing the things that go through your head just before a crash - I was really enjoying this ride and I wanted to do another loop at least, so I was already calculating what might break and how we could fix it.

Well we hit the stump, unfortunately with the right hand rear wheel and we broke the axle off at the hub. Needless to say, the wheel fell off. Well we stopped and Cedric said "We'd better get out and see what's broken". Out we got and Cedric's feet had barely touched earth when he said "I've found the problem" and called me round - and there it was, the axle housing resting peacefully on the ground:- the hub and wheel were missing and the bearing didn't look healthy.

After some deliberation I decided to go for a walk and get some help. We had also sent a message back to the pits with a dejected rally crew that came through. It appears they did get a message back as half way down the main road I met the crew coming in. Some fun and games were had putting the car on the trailer but we got it there and that's where it stayed.

I must say that I enjoyed the weekend and what part I did play in the event. I think it can only now become a better event and would wish to compete again. It is one of those marathon type events where the major achievement is just in finishing. That is very satisfying for every finisher and so next year I should like to be one of those finishers.

Warren Tegg

MEMBERSHIP REPORT

During July our total membership reached 420 and we have pleasure in extending a warm welcome to our two newest members:

Fiona Palmer	Browns Plains (Associate)
Ray Williams	Mundah

DUTY ROSTER

To ensure that potential new members are made welcome and introduced to the Club when they arrive for the first time on Wednesday nights, as more and more people are now doing, a roster has been established of Board members who are required to be at the Club rooms from at least 7.30 pm for this purpose. The roster for the next couple of months is as follows:-

18th August	Ian Bond	14th October	Pat Collins
26th August	Dale Payne	21st October	Sherry Smith
2nd September	Warren Tegg	28th October	Peter Marshall
9th September	Mike Mitchell	4th November	Peter Marshall
16th September	Dave Chadwick	11th November	Ian Bond
23rd September	Garry Connolly	18th October	Desley Collins
30th September	Jim Paddix	25th October	Dale Payne
7th October	Brian Stenzel	2nd December	Warren Tegg

OBSCENE & THIRD

or

SEEN ALSO HEARD AT THE MACLEAY 1000

Grey Weale well in control of the paperwork as an invaluable organizer with not a Christian in sight.

Looking beautiful despite the cold weather was Kerry Browning waiting to see if husband Pod got a run.

Busy around the course was Geoff Sykes attempting to keep his mouth out of the way of forestry trucks.

Immaculate as usual was Club President Garry Connelly who was the Chief Steward in a Denis McGreevy Nissan Patrol

Guess who was rather relieved to have sold his old buggy when the news came in that George Fury had flipped Glen Ingram's new ex-Tom Poots buggy.

Really flying was the family entry of Michael, Pat and Desley Collins who were moving through the field at a rapid rate of knots.

Seen with the bottle of Johnnie Walker was Ian Bond helping to make the event run smoothly.

Seen without the bottle of Bundy was Ian Baker one of the many co-drivers.

The award for the most female co-drivers would have to go to Gary Moedt in his Subaru.

After a tour of the mud, Gentleman Jim Adness was not looking so gentlemanly in Tom Poot's Funco Buggy.

The eventual second placegetter was Ross Dunkerton in his Stanza, who also came second in the Lutwyche and who was a little second-hand for the prologue after a latenight at the R.S.L.

While Kathy Tegg helped with the paperwork for the organizers, husband Warren had a co-drive in Cedric Loy's Daihatsu before the axle broke.

The heir apparent to the 1981 Australian Rally Championship, Geoff Portman lost his cool and broke a front strut, only to get even cooler when the windscreen popped out of his Datsun 1600.

Bathurst second-placer Captain Peter Janson came into the mid-way service after 50km needing four new tyres.

After asking a dozen questions at the briefing about short cutting, Vice-President Mike Mitchell missed out on a run in the Bob Bell - Bill Evans Seapar Buggy.

Seems the Mazda of photographer Alan McConnell did not like the long up hill climbs in the pre-run of the event.

The big Dodge Ram-Charger of American ace Rod Hall was for Sale after the event at \$13,000 or a little more than $2\frac{1}{2}$ cents per C.C.

Very prominent club personality who organizes most significant events went a little red in the face each time a club member saw him talking to a sweet little blonde girl.

See standing around the beer tent were Ron Wilson and Dennis Denning who supported same well along with Mike Mitchell and Ian Baker.

Looking rather bored with the whole affair was Marnie Bond who was down to help husband Ian with the route.

Unbelievable that an event could have so many cash registers. Each table along the book in line touched you for more dollars.

Good to see the cubic dollar entry of Reg Owens and Paul Simpson stay together to beat off the rally car challenge.

FOR SALE

Rivmaster Buggy 2180CC Fuel injected motor Close ratio gear box
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or see COL. LEAVEY

FOR SALE

2 Sets Off-road Wheels and Tyres 1835cc Motor PHONE 355 1135 or see
COL LEAVEY.

All Dressed Up & Nowhere To go - Again!

MACLEAY 1000

by Red Browning

Once again, I felt like the reserve at a football match - all set to go driving but no prospect of a drive - as things turned out. 1981 has been a year of big possibilities for me with nothing turning out positive at all. We entered the Ian Boettcher Mazda RX7 four or five times earlier in the year and each time something happened and I missed out on a drive. I entered the Gemini once this year before Stuart Reid took over abusing it, and the starters flag was up poised when the Stewards and Director agreed to cancel the event because of the big wet. So it has gone on all year and the Macleay 1000 was no exception.

Months before the Macleay 1000 was due to run, I was approached to drive a 4WD as part of a team, provided the sponsor was tied up successfully. As the date loomed closer, it appeared that the deal was not going to come off and finally with two weeks to go, the venture was aborted. I thought at the time that that was par for the course for me in 1981. No sooner had I resolved myself to missing my ride, than Alan Lawson was on the phone suggesting that I drive his Datsun 1200 Coupe in his event. I agreed of course, should be fun at least.

The Friday before the event dawned and I was still lined up to drive. I could not believe it. The phone rang during the day and it was Lawson again. I knew it, the ride was off, but NO the phone call was just to tee me up to transport an old Holden from our airport back to Macksville for Lawson on the way down.

That was the least I could do, after all, he was the man supplying my mount for the following days race.

At last, I was on my way to an event that I was going to drive in. Kerrie was in our new Mazda 323 still smelling new (The car this is..(Your a braver man than I am - B.E.)) and she was listening to my favourite cassettes while I was endeavouring to man-handle this old grot box V8 Holden down the coast road towards Kempsey. We did get there without problems except that the bonnet flew up off the V8 as I was negotiating a particularly narrow bridge at about Coffs Harbour, but that's another Story (Bridge - Ah Ah Big Ed type rotten joke, I'm sorry I'm from Brisbane - carry on, warning all future editors don't attempt typing out important articles after two bots wine for dinner).

Alan Lawson had booked us into a hotel in the centre of Kempsey. I think the name was the Pearl Perch (Ah ah - fair dinkum?). I am not sure, anyway I am trying to forget about this place. Kerrie's first chore after we fought our way through the fight in the Ladies Lounge (Ah ah - if only the Fartsack Trio had been there!) was to have a shower. That was easier said than done. A short trip back to our solitary confinement room to pick up THE light bulb and Kerrie was away to the shower again, able to see what she was washing. No wonder the elegantly dressed receptionist with the broken nose and scuffs wanted us to pay in advance for our cell. (Its the really crappy outings that live in the memory through the years - B.E.)

Day one of the event was an early start. We were in the pit area early enough to "Breakfast with the Stars" as the organisers called it. 8.00am, the first car was away to start the first prologue. Steve, the other driver in our Datsun was down to drive

the first prologue as Kerrie and I went to spectate. Mulligan (or Hooligan if you like) kept us entertained while we watched. I also fed him some hot Queensland gossip for his column.

Steve did a top job to qualify the Datsun in 32nd spot, not bad out of a field of 100. The organizers in their wisdom then gave us the rest of the day to peruse the course at slow speed. I did not fancy 140km at 20kmph in the rear of Mulligans Land Cruiser so Kerrie and I opted for a leisurely inspection of Trial Bay Goal. A nice afternoon that was.

Nightfall and I was strapped into the Datsun and the driving lights (thats another story too!) were strapped to the roof and I was away for the second prologue. A shame it was raining because between the wet and the lack of light, I don't remember being on the track much at all; apart from when I was crossing it. It was not that bad though, the reporter from the Mackay Argus seemed impressed, he should know because he was belted in the Datsun as my navigator.

Earlier in the day we had arranged to go to Mulligans Inlaws house on the beach that night so we could watch the British Grand Prix as well as spend as little time as possible in the Pearl Perch. Off we went to watch the G.P. only to be informed by a somewhat disappointed Ed that the telecast did not cover this area. So instead we listened to Alan Lawsons voice on the radio telling us that the Datsun would start No.32 in the race. I think Craig Martin was on pole (You will probably find a more detailed report on that side of Macleay elsewhere in the magazine).

Sunday morning was still wet as Car 1 left at 6.00am. The Datsun left at 6.31 with Steve at the wheel. All we had to do now was wait. And wait we did. The first loop of 140km was taking the first cars much longer than expected. When they finally started to return to the pits after this first loop, news was that George Fury was out after a big end for end roll not far from the finish of the loop. Craig Martin was leading, closely followed by Owens Dunkerton and so on. Poots/Adness and Collins/Collins were all appearing at about the correct times but where was the Datsun? We waited some more.

Owens Dunkerton and company all started to come in again but where was the Datsun?, Kerrie persuaded me to spectate for a while. Rod Hall, the import from the U.S.A. in his large ute was looking very average, while all the established heroes were looking very impressive.

Lunchtime and still no Datsun; It was all happening again. All dressed up and nowhere to go!

4.00pm and my navigator had gone taking photos for the Argus, Kerrie was bored, Warren Tegg and Mulligan had run out of jokes so I left some messages with our pit crew, collected our gear and pointed the 323 toward Brisbane still with the radio tuned to the local station. As we passed the Pearl Perch for the last time, we were fed upto date scores on the radio from the outside broadcast bus at the race.

9.00pm and the lights of Brisbane were on the horizon and we were still receiving information from Kempsey every 10 minutes on our Mazda Radio. Two things were clear, 1. Alan Lawson had the radio station on side, 2. The radio in the Mazda is fantstic.

Well, I almost had a ride didn't I, at least I drove the prologue. I have since found out that Steve went off the road in the 1200 and blew the diff trying to remove the car from the mud he landed in. Bad luck. Maybe next time, I will get to steer something in an event.

Rod Browning

Dear Editor,

I write to you to inform you that I am considering legal action against you in light of the article in the June edition of your Club magazine.

The way you have twisted my name around is disgusting, stupid and in the coarsest of tastes. The infrences to me were little short of slanderous in their insinuations about my motor sport career and my character.

To set the matter straight I wish to inform you a little about myself. My name is Knerd Gruberstach, I am 36 years of age weight 17 stone and am 6'4" tall. I commenced rallying some 17 years ago in a Morris Minor side value which was less than competitive in NSW event and progressed through Colts, Renaults and even the old Lightning Zetor to my present rally car, a Hudson Terraplane. As I gained more experience I improved to the stage of coming in the first 40 of one of our more recent N.S.W. Clubman Championship events.

Naturally with my improved placing I consider myself far superior to what you insinuate me to be, and if you do not apologize immediately, I shall jump in my Ford Customline road car and come to Frisbane to punch your head in.

As for the lousy, disgusting jerk, Peter Marshall - when he competed in N.S.W events, the best result he could ever achieve was to gain 69th place in the February 1965 club Night Fun held by the N.S.W. Hills District Car Club so he should just "shut up".

Yours,

(Sgd) Knerd Gruberstach

Dear Knerd

Peter Marshall is not lousy, nearly everything elsy, but not lousy.

Anyway, don't come the old bottle with me sunshine, or I'll get The Sweeney on yer, anybody who can boast of coming in the first 40 on a Clubmans event when he's addressing somebody who is not a stranger to the winners rostrum at OPC event must be deplorable.

Knerd, I say to you, go home, tend your wife and chickens, and change your name to something less razable - how about Birdturd?

Yours

Big Ed.



Jim Adness

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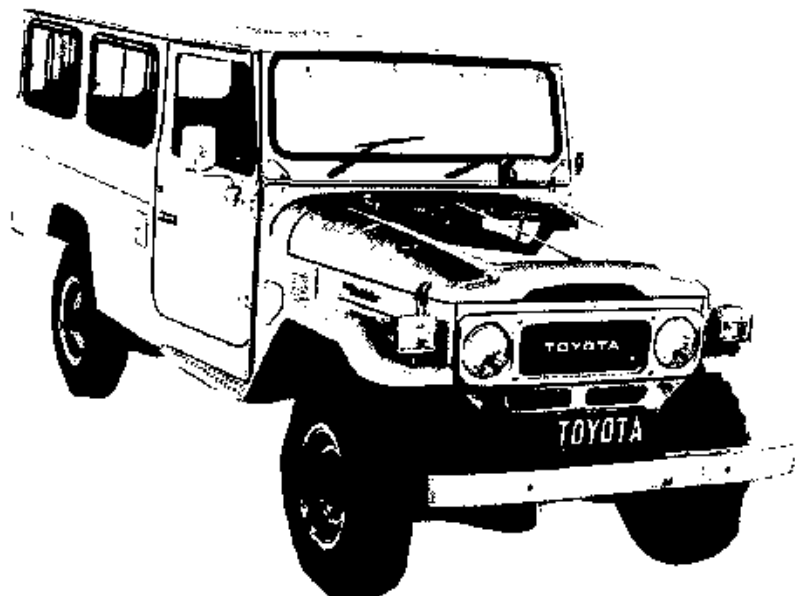
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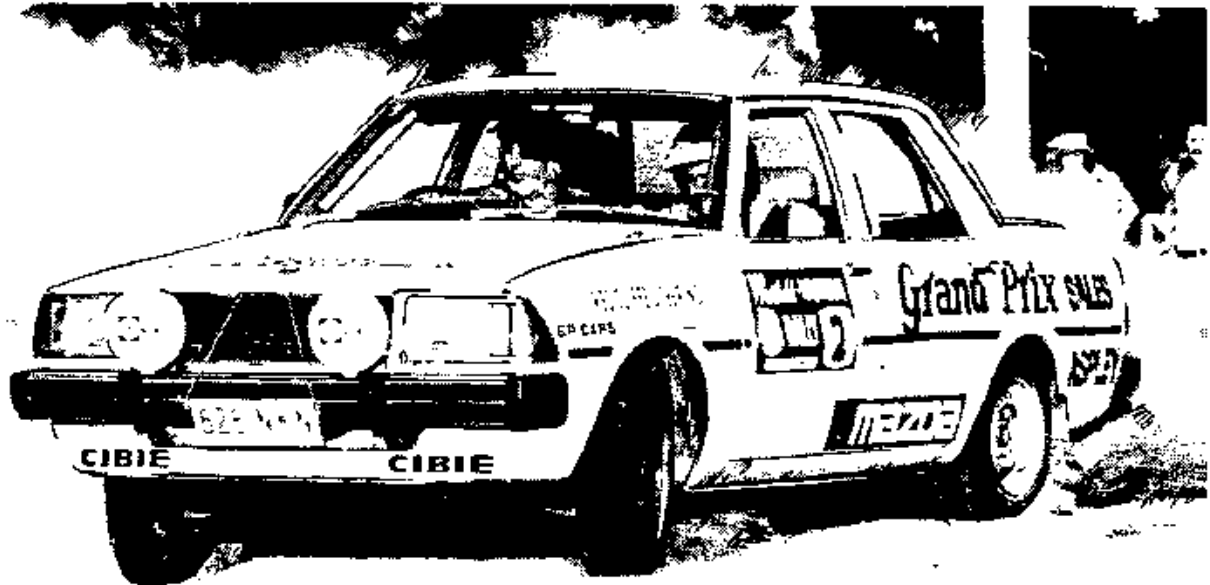
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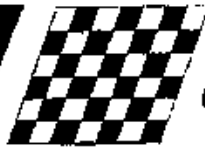
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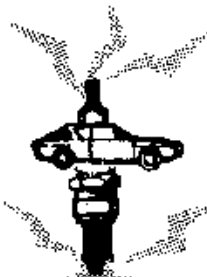


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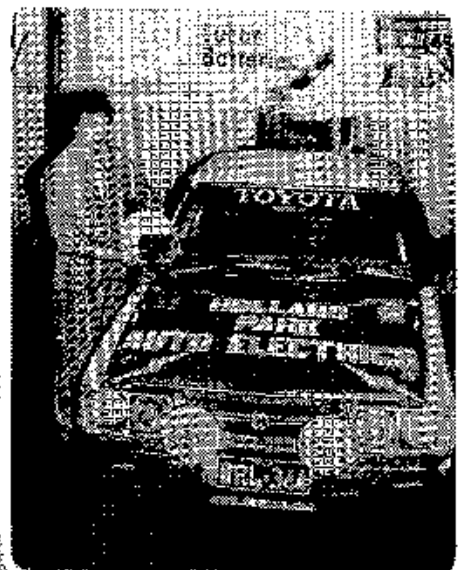
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Northern Districts Car Club

Northern Districts Car Club

Round 1 Queensland Rally Championship

After I'd rushed through the little piece I did on this rally last month I just plain forgot about it, and now, its so many weeks ago that the drivers, traditionally a bunch of unimaginative people who can barely remember to come in out of the rain, cannot remember it at all - so I'm afraid the results summary will have to speak for them.

Stage 1

= 1	Berne/Fullerton	1	62	=19	Payne/McMah	N	92	43	Charalambou	N	116
	Kahler/Weale	1	62		Mason/Sisso	N	92	45	Anderson/Gi	C	119
= 3	Coote/Marsden	1	68	=21	Batts/Garth	R	93	47	Dillon/Gold	N	122
	Phillips/O'Conn	1	68	=23	Taylor/McDa	N	94	48	Cross/Ovens	C	124
7	Garland/Brown	C	73		Passlow/Cra	N	94	49	Van den Bri	N	125
= 8	Cutts/Best	R	79		Reid/Bertra	N	94	50	Shirley/Shi	N	132
10	Stephan/Beecham	N	80	32	Bailey/Blak	C	104	52	French/Scho	N	133
11	Taylor/Young	1	82	33	Skinner/Kab	C	108	55	Rasmussen/D	N	156
12	Kelly/Deacon	R	86	37	Jory/Walker	N	111				
=13	Tapsall/Hall	1	88	=39	Sudiro/McBr	N	114				
	Cadell/Mewing	C	88		Milner/Coom	N	114				
18	Kabel/Kabel	1	90	42	Barry/Smith	C	115				

Stage 2

1	Kahler/Weale	1	49	=15	Taylor/McDa	N	68	=44	Charalambou	N	93
= 4	Coote/Marsden	1	52	19	Cutts/Best	R	70		Dillon/Gold	N	93
	Stephan/Beecham	N	52	=23	Payne/McMah	N	74	=47	Cross/Ovens	C	95
= 6	Taylor/Young	1	57		Sudiro/McBr	N	74	50	Fritter/Tay	C	97
	Kelly/Deacon	R	57	=27	Passlow/Cra	N	75	=52	Van den Bri	N	99
8	Berne/Fullerton	1	60	29	Kabel/Kabel	1	76	57	Milner/Coom	N	110
9	Mason/Sisson	N	61	30	Barry/Smith	C	77	59	O'Shea/O'Sh	N	114
=11	Garland/Brown	C	64	=31	Reid/Bertra	N	80	62	Rasmussen/D	N	138
	Cadell/Mewing	C	64	38	French/Scho	N	86	63	Kielniacz/D	N	140
14	Jory/Walker	N	67	39	Bailey/Blak	C	87	65	Shirley/Shi	N	151
=15	Tapsall/Hall	1	68	42	Skinner/Kab	C	90				
	Batts/Garth	R	68	=44	Anderson/Gil	C	93				

Stage 3

= 1	Coote/Marsden	1	67	=17	Batts/Garth	R	92	41	Shirley/Shi	N	120
	Berne/Fullerton	1	67		Payne/McMah	N	92	42	Barry/Smith	C	122
5	Garland/Brown	C	77	21	Sudiro/McBr	N	94	46	O'Shea/O'Sh	N	125
6	Stephan/Beecham	N	80	22	Mason/Sisso	N	96	=49	Kelly/Deaco	R	127
= 7	Cutts/Best	R	84	25	Kabel/Kabel	1	100		Anderson/Gi	C	127
	Cadell/Mewing	C	84	28	Fritter/Tay	C	108		Van den Bri	N	127
=10	Taylor/Young	1	85	29	Bailey/Blak	C	109	55	Cross/Ovens	C	137
	Passlow/Crawfor	N	85	=33	French/Scho	N	113	58	Rasmussen/D	N	144
13	Tapsall/Hall	1	89	36	Milner/Coom	N	115	59	Kielniacz/D	N	148
14	Taylor/McDade	N	90	=37	Dillon/Gold	N	116				
=15	Jory/Walker	N	91	39	Charalambou	N	117				
=17	Kahler/Weale	1	92	40	Skinner/Kab	C	118				

Stage 4

1	Coote/Marsden	1	61	16	Jory/Walker	N	92	=38	Barry/Smith	C	114
= 2	Berne/Fullerton	1	68	=17	Garland/Bro	C	93		Skinner/Kab	C	114
	Kahler/Weale	1	68		Payne/McMah	N	93	42	French/Scho	N	119
4	Mason/Sisson	N	73		Sudiro/McBr	N	93	=43	Charalambou	N	121
6	Taylor/Young	1	77		Passlow/Craw	N	93	45	O'Shea/O'Sh	N	121
= 7	Cadell/Mewing	C	80	22	Kabel/Kabel	1	95	46	Anderson/Gi	C	123
	Stephan/Beecham	N	80	23	Tapsall/Hall	1	96	47	Milner/Coom	N	126
9	Taylor/McDade	N	81	=24	Fritter/Taylor	N	97	49	Shirley/Shi	N	132
=11	Reid/Bertram	N	87	32	Kelly/Deaco	R	101	53	Van den Bri	N	153
13	Cutts/Best	R	88	33	Bailey/Blake	C	105	54	Cross/Ovens	C	155
=14	Batts/Garth	R	91	34	Dillon/Goldsw	1	107	57	Rasmussen/D	N	165

1	Berne/Fullerto	†	34	=10	Taylor/Young	†	58	42	O'Shea/O'Shea	N	75
4	Garland/Brown	C	40		Kabel/Kabel	†	58	43	Sudiro/McBrid	N	76
= 5	Kahler/Weale	†	42		Stephan/Bee	N	58	=44	Payne/McMaho	N	80
7	Jory/Walker	N	46	23	Passlow/Craw	N	59		Milner/Coomb	N	80
8	Phillips/O'Con	†	47	24	Mason/Sisson	N	60	46	Cross/Ovens	C	82
= 9	Coote/Marsden	†	50	29	Taylor/McDad	N	63	51	Charalambous	N	86
	Cutts/Best	R	50	30	Skinner/Kabe	C	64	52	Van den Brin	N	87
	Cadell/Mewing	C	50	=33	Barry/Smith	C	67	54	Kielniacz/Di	N	101
13	Batts/Garth	R	53		Dillon/Golds	N	67	=55	Fritter/Tayl	C	104
14	Tapsall/Hall	†	54	=37	Anderson/Gil	C	69		Rasmussen/D	N	104
17	Kelly/Deacon	R	56		Reid/Bertram	N	69	59	French/Schot	N	157
18	Bailey/Blake	C	57	40	Shirley/Shir	N	72				

Stage 6

1	Berne/Fullerto	†	41	18	Reid/Bertram	N	54	=32	Sudiro/McBri	N	59
2	Phillips/O'Con	†	42	=19	Kabel/Kabel	†	55	=37	French/Schot	N	60
4	Coote/Marsden	†	45		Bailey/Blake	C	55	=39	Anderson/Gil	C	64
= 5	Garland/Brown	C	46	21	Cutts/Best	R	56	42	Shirley/Shin	N	63
= 7	Taylor/Young	†	48	=22	Batts/Garth	R	57	=43	Milner/Coomb	N	64
	Kahler/Weale	†	48		Fritter/Tayl	C	57		O'Shea/O'She	N	64
10	Taylor/McDade	N	49		Kielniacz/Di	N	57	52	Charalambous	N	68
=11	Cadell/Mewing	C	50		Passlow/Craw	N	57	=53	Kelly/Deacon	R	70
	Mason/Sisson	N	50	=27	Skinner/Kabe	C	58		Dillon/Golds	N	70
=13	Tapsall/Hall	†	52		Payne/McMahon	N	58	55	Van den Brin	N	71
	Jory/Walker	N	52	=32	Barry/Smith	C	59	60	Rasmussen/Du	N	84
=15	Stephan/Beecha	N	53		Cross/Ovens	C	59				

Stage 7

1	Phillips/O'Comm	†	133	18	Fritter/Tayl	C	197	40	Passlow/Craw	N	251
2	Berne/Fullerto	†	151	21	Bailey/Blake	C	203	42	Shirley/Shin	N	255
3	Coote/Marsden	†	162	22	Cutts/Best	R	204	43	French/Schot	N	256
4	Garland/Brown	C	164	=23	Kabel/Kabel	†	205	44	Charalambous	N	258
7	Kahler/Weale	†	168		Taylor/McDad	N	205	47	Milner/Coomb	N	264
8	Cadell/Mewing	C	174	=25	Payne/McMahon	N	211	48	Dillon/Golds	N	266
10	Jory/Walker	N	180		Sudiro/McBri	N	211	50	Cross/Ovens	C	271
12	Kelly/Deacon	R	183	28	Skinner/Kabe	C	218	53	Anderson/Gil	C	278
=13	Taylor/Young	†	188	31	Reid/Bertram	N	222	55	Van den Brin	N	287
	Tapsall/Hall	†	188	32	Mason/Sisson	N	223				
=16	Batts/Garth	R	194	34	Barry/Smith	C	228				
	Stephan/Beecha	N	194	39	Kielniacz/Di	N	239				

Stage 8

1	Phillips/O'Con	†	129	12	Cadell/Mewin	C	171	22	Taylor/Young	†	209
2	Coote/Marsden	†	138	13	Garland/Brow	C	176	23	Fritter/Tayl	C	210
3	Berne/Fullerto	†	140	16	Batts/Garth	R	188	24	Jory/Walker	N	212
5	Kahler/Weale	†	148	17	Kabel/Kabel	†	192	29	Skinner/Kabe	C	220
9	Cutts/Best	R	165	18	Reid/Bertram	N	195	30	Cross/Ovens	C	225
=10	Tapsall/Hall	†	169	19	Kelly/Deacon	R	202	34	Barry/Smith	C	238
	Stephan/Beecha	N	169	21	Bailey/Blake	C	207				

Division 1

1	Berne / Fullerton	†	623	20	Taylor / McDade	N	890
2	Coote / Marsden	†	643	21	Mason / Sisson	N	895
5	Kahler / Weale	†	677	24	Bailey / Blake	C	927
6	Garland / Brown	C	733	26	Payne / McMahon	N	940
8	Cadell / Mewing	C	761	27	Passlow / Crawford	N	954
9	Stephan / Beecham	N	766	29	Sudiro / McBride	N	961
10	Cutts / Best	R	796	32	Reid / Bertram	N	981
12	Tapsall / Hall	†	804	33	Skinner / Kabel	C	990
14	Batts / Garth	R	836	36	Fritter / Taylor	C	1050
15	Jory / Walker	N	851	37	Dillon / Goldsworthy	N	1081
17	Kabel / Kabel	†	871	38	Charalambous / Catt	N	1099
19	Kelly / Deacon	R	882	34	Barry / Smith	C	1020

Division 1 (Cont.)

39	Anderson / Gilby	G	1110	47	Shirley / Shirr	N	1165
41	Milner / Boomer	N	1113	50	Van den Brink / Van	N	1189
45	Cross / Ovens	G	1148	53	O'Shea / O'Shea	N	1219
46	French / Schotte	N	1164	57	Phillips / O'Connor	1	13019

Stage 9

1	Phillips/O'Con	1	155	15	Fritter/Tayl	C	263	32	Passlow/Cr	N	341
2	Coote/Marsden	1	189	16	Taylor/McDad	N	270	31	Cross/Ovens	C	340
3	Berne/Fullerto	1	192	17	Cutts/Best	R	271	33	Kabel/Kabel	1	346
4	Kahler/Weale	1	194	18	Kielniacz/Di	N	272	35	Milner/Goo	N	348
5	Garland/Brown	C	195	19	Kelly/Deacon	R	273	=38	Charalambo	N	355
6	Jory/Walker	N	205	=20	Batts/Garth	R	280		French/Sch	N	355
7	Cadell/Mewing	C	210		Bailey/Blake	C	280	41	Dillon/Gol	N	359
8	Sudiro/McBride	N	225	24	Mason/Sisson	N	309				
11	Reid/Bertram	N	237	25	Tapsall/Hall	1	313	26	Skinner/Ka	C	315

Stage 10

1	Phillips/O'Con	1	0	16	Bailey/Blake	G	103	32	Payne/McMah	N	147
2	Coote/Marsden	1	11	17	Cutts/Best	R	104	=36	Cross/Ovens	C	154
3	Kahler/Weale	1	21	18	Fritter/Tayl	C	108		Milner/Goom	N	154
4	Berne/Fullerto	1	33	19	Mason/Sisson	N	112	40	Kabel/Kabel	1	161
6	Garland/Brown	C	48	20	Kielniacz/Di	N	114	46	Dillon/Gold	N	178
9	Jory/Walker	N	61	22	Barry/Smith	C	128	47	French/Scho	N	182
12	Sudiro/McBride	N	81	=23	Skinner/Kabe	C	129	48	Passlow/Cra	N	183
13	Kelly/Deacon	R	93		Charalambous	N	129	50	Taylor/McDa	N	195
14	Reid/Bertram	N	95	27	Shirley/Shir	N	137				
15	Batts/Garth	R	98	29	Tapsall/Hall	1	144				

Stage 11

1	Phillips/O'Con	1	45	17	Kielniacz/Di	N	78	35	French/Scho	N	97
2	Coote/Marsden	1	51	=18	Tapsall/Hall	1	79	36	Passlow/Cra	N	98
3	Kahler/Weale	1	59	20	Fritter/Tayl	C	80	38	Reid/Bertra	N	100
= 4	Berne/Fullerto	1	60	=21	Kabel/Kabel	1	86	39	Shirley/Shi	N	102
6	Garland/Brown	C	61		Bailey/Blake	C	86	40	Cross/Ovens	C	103
= 7	Cutts/Best	R	66	23	Payne/McMaho	N	87	45	Charalambou	N	109
10	Kelly/Deacon	R	68	26	Skinner/Kabe	C	89	=46	Dillon/Gold	N	110
11	Jory/Walker	N	69	27	Taylor/McDad	N	90		Milner/Goom	N	110
13	Batts/Garth	R	72	=28	Barry/Smith	C	92				
14	Mason/Sisson	N	76		Sudiro/McBr	N	92				

Stage 12

1	Phillips/O'Con	1	61	=13	Tapsall/Hall	1	101	=25	Payne/McMah	N	114
2	Coote/Marsden	1	72	=17	Batts/Garth	R	101	27	Barry/Smith	C	115
3	Garland/Brown	C	79		Skinner/Kabe	C	101	=30	Shirley/Shi	N	119
4	Kahler/Weale	1	80	19	Fritter/Tayl	C	103		French/Scho	N	119
7	Kelly/Deacon	R	93	20	Mason/Sisson	N	104	36	Cross/Ovens	C	122
8	Jory/Walker	N	94	21	Sudiro/McBri	N	105	=39	Dillon/Gold	N	127
9	Reid/Bertram	N	95	22	Taylor/McDade	N	107		Milner/Goom	N	127
11	Bailey/Blake	C	97	23	Cutts/Best	R	110	42	Berne/Full	1	130
12	Kielniacz/Dill	N	99	=25	Kabel/Kabel	1	114	43	Passlow/Cra	N	133

Stage 13

1	Phillips/O'Con	1	59	=12	Fritter/Tayl	C	98	26	Dillon/Gold	N	110
2	Garland/Brown	C	64		Barry/Smith	C	98	27	French/Scho	N	112
3	Coote/Marsden	1	68	16	Reid/Bertram	N	99	30	Taylor/McDa	N	114
5	Kahler/Weale	1	82	=17	Kabel/Kabel	1	100	33	Cross/Ovens	C	117
7	Berne/Fullerto	1	89		Skinner/Kabe	C	100	34	Milner/Goom	N	120
= 8	Kelly/Deacon	R	90		Mason/Sisson	N	100	40	Passlow/Cra	N	128
	Batts/Garth	R	90	21	Sudiro/McBri	N	103	41	Shirley/Shi	N	132
=12	Tapsall/Hall	1	98	22	Kielniacz/Di	N	105	47	Bailey/Blak	C	166
	Cutts/Best	R	98	24	Payne/McMaho	N	107				

Stage 14

1	Garland/Brown	C	37	=10	Kelly/Deaco	R	58	25	Coote/Marsden	I	68
2	Kahler/Weale	I	41	14	Fritter/Tay	C	60	27	Payne/McMahon	N	72
3	Phillips/O'Con	I	48	=15	French/Scho	N	61	=30	Bailey/Blake	C	76
5	Batts/Garth	R	53	=17	Tapsall/Hall	I	62	32	Skinner/Kabel	C	77
	Taylor/McDade	N	53	20	Barry/Smith	C	64	=36	Cross/Ovens	C	81
7	Berne/Fullerto	I	55	21	Passlow/Cra	N	66		Milner/Coombe	N	81
8	Jory/Walker	N	56	=22	Mark/Sisson	N	67	39	Dillon/Goldsw	N	84
10	Cutts/Best	R	58		Sudiro/McBr	N	67	46	Shirley/Shirr	N	153

Stage 15

1	Phillips/O'Con	I	158	15	Sudiro/McBr	N	231	25	Barry/Smith	C	254
3	Coote/Marsden	I	173	=16	Skinner/Kabel	C	233	27	Payne/McMahon	N	257
5	Garland/Brown	C	189		Jory/Walker	N	233	29	Taylor/McDade	N	262
6	Kahler/Weale	I	190	18	Cutts/Best	R	238	33	Kabel/Kabel	I	270
7	Tapsall/Hall	I	206	19	Bailey/Blak	C	239	34	French/Schott	N	272
10	Kelly/Deacon	R	219	=20	Passlow/Craw	N	240	35	Cross/Ovens	C	280
11	Fritter/Taylor	C	223		Reid/Bertram	N	240	36	Dillon/Goldsw	N	282
13	Batts/Garth	R	226	23	Berne/Fuller	I	245	37	Shirley/Shirr	N	291

Stage 16

2	Phillips/O'Con	I	40	14	Mark/Sisson	N	86	=28	Batts/Garth	R	104
3	Coote/Marsden	I	56	15	Reid/Bertra	N	92		French/Schott	N	104
4	Kabel/Kabel	I	60	16	Skinner/Kabel	C	93	32	Milner/Coombe	N	113
5	Garland/Brown	C	71	20	Fritter/Taylor	C	97	33	Payne/McMahon	N	114
6	Kahler/Weale	I	72	=21	Kelly/Deaco	R	98	37	Cross/Ovens	C	124
7	Berne/Fullerto	I	74		Taylor/McDa	N	98	38	Dillon/Goldsw	N	124
10	Jory/Walker	N	81	=23	Bailey/Blak	C	100	=41	Barry/Smith	C	129
12	Tapsall/Hall	I	84		Passlow/Cra	N	100	48	Shirley/Shirr	N	173
13	Sudiro/McBride	N	85	27	Cutts/Best	R	103				

Stage 17

1	Payne/McMahon	N	81	14	Batts/Garth	R	122	24	Shirley/Shirr	N	159
2	Coote/Marsden	I	83	=15	Taylor/McDa	N	124	35	Skinner/Kabel	C	160
3	Garland/Brown	C	94		Sudiro/McBr	N	124	37	Mason/Sisson	N	164
4	Tapsall/Hall	I	103	17	Reid/Bertra	N	126	38	Cross/Ovens	C	167
5	Phillips/O'Con	I	104	=20	Cutts/Best	R	135	=40	Bailey/Blake	C	172
8	Kahler/Weale	I	107		Milner/Coom	N	135	=44	Dillon/Goldsw	N	200
11	Jory/Walker	N	113	=26	Kabel/Kabel	I	144	46	French/Schott	N	233
12	Kelly/Deacon	R	118		Passlow/Craw	N	144				
13	Fritter/Taylor	C	120	32	Barry/Smith	C	154				

Stage 18

1	Phillips/O'Con	I	13	14	Bailey/Blak	C	44	=27	Passlow/Craw	N	64
2	Coote/Marsden	I	18	15	Kelly/Deaco	R	45	31	Payne/McMahon	N	62
3	Kahler/Weale	I	20	=16	Batts/Garth	R	46	=32	Kabel/Kabel	I	64
4	Tapsall/Hall	I	32		Taylor/McDa	N	46		Milner/Coombe	N	64
5	Garland/Brown	C	34	19	Cutts/Best	R	49	36	Barry/Smith	C	68
10	Jory/Walker	N	41	=20	Sudiro/McBr	N	54	37	Shirley/Shirr	N	74
11	Skinner/Kabel	C	42	26	Cross/Ovens	C	60	44	Dillon/Goldsw	N	81
	Reid/Bertram	N	42	=27	French/Scho	N	61				
13	Fritter/Taylor	C	43		Mason/Sisso	N	61				

Division 2

1st	Phillips / O'Connor	I	683	16th	Cutts / Best	R	1238
2nd	Coote / Marsden	I	789	18th	Payne / McMahon	N	1301
3rd	Kahler / Weale	I	866	19th	Skinner / Kabel	C	1355
4th	Garland / Brown	C	872	20th	Taylor / McDade	N	1358
8th	Jory / Walker	N	1133	21st	Bailey / Blake	C	1363
11th	Kelly / Deacon	R	1155	23rd	Mason / Sisson	N	1375
12th	Sudiro / McBride	N	1167	27th	Barry / Smith	C	1451
13th	Batts / Garth	R	1192	29th	Passlow / Crawford	N	1494
14th	Fritter / Taylor	C	1195	31st	Kabel / Kabel	I	1525
15th	Tapsall / Hall	I	1222	32nd	Cross / Ovens	C	1545

Div 2 (Cont)

34th	Reid / Bertram	N 1546	40th	Dillon / Goldsworthy	N 1655
35th	Milner / Coomber	N 1552	43rd	Shirley / Shirr	N 1700
38th	French / Schotte	N 1601			

Rally organisers really will have to pull their socks up and cover the unintentional short-cuts, if my mate Dale Payne was really 75secs faster than Murray Coote on stage 17 I will eat Peter Marshalls socks. Norm Fritter is going far faster in his dodderation, I personally saw his Datsun die a death through fuel starvation on a stage, and if it had been going well throughout I could see a top ten place for him. The Clubman (Bruce Garland) and Novices (Neil Jory, Phil Stephan) are climbing all over the Reco's and Classifieds this year, kepp it up lads theres nothing like seeing a Classified foaming at the mouth.

Results

1st	Murray Coote / Brian Marsden	Mazda	1432	1st	Clas
2nd	George Kahler / Greg Weale	Mazda	1543	2nd	Clas
3rd	Bruce Garland / Allan Brown	Escort	1605	1st	Clu
9th	Neil Jory / Hugh Walker	Mazda	1984	1st	Nov
10th	Keith Tapsall / John Hall	Toyota	2026	3rd	Clas
=11th	Alan Cutts / Tony Best	Datsun	2028	6th	Rec
	Garry Batts / Laurie Garth	Gemini	2028	6th	Rec
13th	Peter Kelly / Gwenda Deacon	Escort	2037	8th	Rec
14th	Peter Sudiro / Micheal McBride	Datsun	2128	2nd	Nov
17th	Norm Fritter / Coral Taylor	Datsun	2245	3rd	Clu
18th	Kelvin Taylor / Tony McDade	Mazda	2249	4th	Nov
19th	Dale Payne / Peter McMahon	Mazda	2268	5th	Nov
20th	Paul Mason / Harry Sisson	Corona	2274	6th	Nov
21st	Tim Bailey / John Blake	Datsun	2290	4th	Clu
22nd	Brad Skinner / Gary Kabel	Mazda	2329	5th	Clu
26th	Hank Kabel / Simon Kabel	Mazda	2396	4th	Clas
28th	Simon Passlow / Terry Crawford	Datsun	2448	9th	Nov
29th	Mick Barry / Ootm Smith	Datsun	2479	8th	Clu
30th	Stewart Reid / Greg Bertram	Gemini	2527	10th	Nov
32nd	Don Milner / Len Coomber	Cortina	2665	12th	Nov
33rd	Rod Cross / Boyd Ovens	Mazda	2693	9th	Clu
35th	Paul Dillon / Ian Goldsworthy	Datsun	2736	14th	Nov
37th	Ralph French / Fred Schotte	VW	2765	15th	Nov
41st	John Shirley / Mal Shirr	Cortina	2865	18th	Nov
47th	Peter Phillips / Steve O'Connor	Datsun	13702	5th	Clas

Peter Phillips total penalties indicate an average speed of 11.7mph, we must show the lad where the clutch pedal is.

The exhaustive Northern Districts results sheet includes reasons for retirements and the following ghastly fates befell our members; Mark Taylor/Ian Young ran out of time after overstepping the Mark on Stage 1, Glen Sommerville / Ian Helsdon had brakes that were not the best and they ended up slipping off the road, Kerry Rasmussen / Bill Dunks clutch unclutched to a smell of burning, after a most encouraging run John Berne / Bruce Fullerton broke an axle, Paul Cadell / Jeff Mewing hit a wayward tree, Phil Stephan / Chris Beecham (The man of the first division if not the rally) broke either the gearbox or diff, Tony Kielniacz / Bill Dillon hit trees then rolled - he used this as a weak excuse to go over the Late Time Limit. Tim Charalambous / Brian Catt retired mechanically, Fred and Franz Van den Brink whose Capri at least makes a nice change in shape burnt out their clutch, and Russell and Warren O'Shea had a broken stabiliser which makes their Cortina sound like the QE2.

I've heard no complaints about this event, so the NDSCC winter split second rally, an instant classic, scores again.

B. E.

Rally Tyres - What's the wear in '81

A not too serious survey by Big Ed.

Once again a creeping wasting disease had struck at my bones, the ailment has been diagnosed as "Mrs Smiths Cooking" - the doctor suggests spending a few months at a McDonalds, a place where they know what nutrition is ! Anyway I didn't feel At so TIMS was despatched to a recent rally start in her guise of mild mannered Lois Lane (sister of Isles) to find out what round black things competitors are using this year.

Initially she obtained some rather surprising answers but I find this was because she was asking "What rubber do you use ?", foul people like Norm Fritter, Ian Goldsworthy, Peter Marcovich etc were supplying totally unprintable answers.

Of the people questioned, 53.3% used Dunlops, 33.3% Yokohama, and 6.6% had Bridgestone or Retreads. The survey covered 30% of the starters.

The gods first. Murray Coote uses the best Dunlops, hand woven by old rubber weavers, these tyres have special strong sidewalls to prevent punctures. The sidewalls are the weak point on any rally tyre, a bit too far off line and a gentle slide into the bank and a razor sharp stone punches straight into the tyre. Peter Phillips, the fair haired king of the old Datsun 1600 thrashers, uses Dunlop and I see Tricia has written *L 66.7x 16x4.6P* which just goes to show why I'm a penniless old book-seller while she hobnobs with BHP's senior management. I think this reads that Peter said "They're the best tyres for the job you can get" or perhaps "My Donkey is dining with friends in Poowoomba", - choose yourself which you think the most likely.

Other Dunlopillos are Phil Stephan, Peter Marcovich who uses a soft compound on the front and an Intermediate on the rear - the whole being connected by landline to a 30,000K computer in a concrete bunker off of Sandgate Pier. Alan Cutts uses a soft Dunlop, Rex Faldt was giving them a try, John Blake hoped that Tim Baileys Dunlop faith was well founded, and Don Milner who rallies a Model C Ford, now uses Dunlops, previously he used Bridgestones but he found that after 115,000 miles in the state forests the air leaked out through the casing.

Yokohama could pull some big guns on their side. Mark Taylor, winner of the 1980 Townsville Pacific Festival Rally with somebody called P.Smith - obviously a false name hiding the identity of Fred von Ribbontrop the sadistic sausage knoter, Mark uses Yokohamas with a special tread pattern imported from the far east. Hank Kabel is another Yokohama user and indeed he has piles of partly used rally tyres at very cheap rates, if your interested then give him a ring on 208 4333 (A.H. 30 2617), I imagine they've got every size under the sun as various Kabels rally anything as long as its a Mazda. Paul Dillon and Ian Goldsworthy use Rally Masters and find good traction downhill, Tricia has written here that they use 3 of them, which is just the sort of nonsense that a woman would write. Does she mean that Paul rolls down hill and the tyres are in their own when he's freewheelin ? Glen Somerville has Yokohamas but would like to change to Dunlops.

The Bridgestone user is frequent class winner Neil Jory, TIMS states that he's replaced 304 with 306, mein gott ! allowing that a wheel and tyre weigh 20lbs then Neils wheels and tyres alone mass 6120lbs or 2.73 tons - some traction Neil ! especially as each wheel only has about half a horsepower each to cope with.

One of the most interesting facets of this survey were the Pirelli Pattern Retreads used by Trevor Garbett. He fits these for people and while their not guaranteed for competition (nothing is apart from blood, sweat and tears) he does say he'll replace anything unsatisfactory - and he's never had anybody come back with them - this is either VERY ominous or very good. This will be of particular interest to Novice/Clubman who start life unsponsored, the tyres are very well wearing and much cheaper. I know my initial reaction to rallying on retreads was rather negative, but for people like TIMS who rallied for a laugh and not glory, they're the answer.

Well there we are, this little bit was inspirid by the trio of fast lads who had deflations on the Kippa-Ring thrash. Indeed in this day and age punctures are so rare that Mark Taylor could confidently start the event without a spare wheel as the Lancer is noticeably handier that way. Thr last puncture I had was with Daryll Kelly in 1976, his Golf handled the same whether the rear tyres were inflated or not - the first intimation one had was when the flailing rubber remains caught fire. The most memorable flats I had were on the 1970 RAC International, the rear sub-frame of our Cooper S had broken and I sat on the front wing trying to lift the body off the tyre as my brother drove up the main highway in horizontal sleet to the Main Time Control near Scunthorpe. However the S suspension was like iron so my weight (and I was 2½ stone heavier then - you should see the stretch marks dear. I almost said skid marks, but that's a curse of a different colour) made little difference and after a pong of burning the tyre would explode. We burst our two spares and the two on the Service Barge we'd collected, and we just made the Service Point. Purely to finish this tear of memory, the works Leyland mechanics fell on the S and a bloke was welding the frame, and I swear, a stream of icy November in Yorkshire water was going into the collar of his overalls and coming out of his trouser legs, and you feel hard done by at Jimna - BAH !!!

Big Ed

The British and German Grand Prix

Good Ole Channel 9

Owing to the fact that enjoying yourself on a Sunday in calvinist England is punishable by being put in the stocks for 2 days, the British Grand Prix is held on a Saturday. So it was late on the more civilized Saturday night when we beamed across to Silverstone.

Ah the memories of Grand Prix I've seen there ! Jim Clark winning in 1963, with Graham Hill and Ritchie Ginther in BRM's, John Surtees Ferrari, Bruce McLaren Cooper, Brabham and Gurney in early Brabhams, Bandini in a RED BRM. Then there was the classic dice between Stewart and Rindt in 1969. Any wonder a lump formed in the throat.

It was mortifying to see two rotten Renaults 1, 2 to start with. I know the Poms had punch-ups with most europeans, but we used to fight France for hundreds of years at a stretch. I know the Italians are a bit greasy, and the Germans a bit horrible, but it's only the French who are greasy AND horrible. Then BANG, BANG, BANG two Renaults and a Ferrari turbo disintergrated, Villeneuve had decided to fly by Chicane-air taking Our Hero with him, and John Watson romped home to win in a McLaren. With this trend for people to win their national Grand Prix, De Angelis should win at Monza, Villeneuve in Canada and the Las Vegas G.P. will be won by Dean Martin. German G.P Alain Prost deserves punch up conk, Our Hero - GROAN.

M.
M.G. CAR CLUB of QUEENSLAND

THE BARRIE PURDY MODERN MOTORS CAR RALLY

1/2 AUGUST, 1981

Sitting here typing I don't know if I'll get a results summary for this event done this month, if not it will follow presently. However we do have PHIL STEPHANs splendid piece and some disconnected - and probably totally inaccurate - jottings I obtained at the bar.

You would think that after being a member for a few years Phil Stephan would know better than to supply an article untitled, but he doesn't

I Phil. for you

Well there we were at the start of the 3rd round of the Q.R.C., much to my amazement. In the last rally we'd done, which was the Kippa Ring Shopping Centre Rally organised by the N.D.S.C.C. we made some inadvertent adjustments to the gearbox and diff. What we did was take some teeth off a few gears in both the box and the diff. I've heard of close-ratio gearboxes and locker type diffs, but we ended up with a No-ratio gearbox and a locked up diff, a case of being all revved up and nowhere to go.

In the short period between the 2nd and 3rd rounds of the Q.R.C. we managed to get hold of a Datsun 240K gearbox and diff and the car was mobile 1½ weeks before the M.G. Rally. However the night we got the car mobile I was driving on a small piece of bitumen road and broke the windscreen, this cost me another \$175 (money fixes anything).

At the start of the M.G. Car Club round of the Queensland Rally Championship there were the usual display of beggars driving family hacks, Mazda 626, XD Falcon, Datsun 200B and one fellow had borrowed his wifes Mazda 323, and judging by the rough idle he couldn't find the choke.

The cars left from the start at Kenmore at one minute intervals, car one leaving at 3 o'clock and we departed at 3.33, we headed towards Blackbutt via the Esk turnoff. It was 6.30pm before we finally got underway on the first competitive, dust was a problem on this section and for most of the first division. This first stage was not a good one for myself as we punctured a front tyre which cost us five or six minutes. Other people with the First Stage Blues were Dale Payne and Sherry Smith, they disagreed as to how many cows were in a paddock and went back to recount, Simon Passlow and Gary Kabel snapped a halfshaft on a turn hard left and this finished their run, also out of the hunt on this corner were Don Milner and L. Coomber with a blown diff.

The rest of the Division was pretty uneventful, the 1600 zooming along. At the end of Division the score board showed Bruce Garland was in first place leading Murray Coote who'd wrong slotted for a couple of minutes. Dust was not such a problem in the second division as a lot of the roads were damp, even quite muddy in places. We had a few moments as I tried to make up time in the slippery conditions, only to be confronted with another puncture which we were able to change at the end of section. With only 15 kilometres to go in the last section the alternator failed, marginally reducing our candle power.

In spite of the minor problems we had, it was a great rally. I am looking forward to driving on the demanding roads in the Blackbutt area in the Currie Motors Rally on the 29th August.

Phil Stephan

Results

1st	Murray Coote / Brian Marsden	Mazda	143.58	1st	Clas
2nd	Bruce Garland / Allan Brown	Escort	148.15	1st	Club
5th	Norm Fritter / Coral Taylor	Datsun	152.20	2nd	Club
9th	Mark Taylor / Ian Young	Lancer	154.35	3rd	Clas
11th	Neil Jory / Hugh Walker	Mazda	156.06	4th	Club
12th	Alan Cutts / Tony Best	Datsun	156.30	5th	Rec.
13th	Peter Marcovich / Warren Tegg	Escort	158.11	5th	Club
14th	Hank Kabel / Simon Kabel	Mazda	158.35	4th	Clas
15th	Phil Stephan / Chris Beecham	Datsun	158.51	1st	Nov
16th	Tony Kabel / Paul Goopy	Mazda	160.03	6th	Club
19th	Rod Cross / Boyd Owens	Mazda	162.06	8th	Club
21st	Dale Payne / Sherry Smith	Mazda	165.47	3rd	Nov
=22nd	Tim Bailey / John Blake	Datsun	165.59	10th	Club
	Fred van den Brink / Franz van den Brink	Capri	165.59	4th	Nov
24th	Glen Somerville / Ian Helsdon	Escort	166.47	11th	Club
28th	Ron Burne / I Stewart	Mazda	180.30	7th	Nov
31st	Peter Kelly / G Deacon	Escort	187.13	6th	Rec o
33rd	Keith Tapsall / John Hall	Toyota	193.58	5th	Clas
35th	Peter Herliken / Bruce Langan	Mazda	199.03	11th	Nov

Disconnected Jottings

As Phil mentioned Simon Passlow/Gary Kabel broke a halfshaft 7½km into the first competitive, 9 hours they were stuck there until being rescued, the only cheering moment was when 4 numbers came up in the Golden Lotto.

On the same corner they had the company of Don Milners Cortina Mk1, the same nut broke his diff.

Peter Marcovich/Warren Tegg were lacking power and brakes but they assure me its got fine steering. Warren stared moodily into his car and for some reason said "I've had a lot of bad times with dogs" which caused us all to hurriedly change the subject - "In fact" he continued "Lifes been a bit of a bitch".

Up and Coming young driver 96 year old Norm Fritter fetched me a clout with his ear trumpet and said "Please make Bruce Garland a Recognized driver, he's impossible to beat in the Clubmans class". Norm had a splendid run to come 5th.

Peter Phillips left the road on the first stage, his comments were totally unrepeatable, not that for one second are we saying he was ungentlemanly.

Mark Taylors poor season continued, Ian Young was caught napping and booked into a control early, but even so the All-Torque Lancer hasn't been as quick as expected this year.

Bruce Garland/Allan Brown - THE MEN OF THE RALLY - 2nd Overall and by far the first Clubman. Bruce was Colin Bonds mechanic at one time, I'll try to interview him for the next magazine. It was his 3rd rally, he uses an Escort RS2000, he fell off the road X times and he wishes they'd mow the long grass.

Dale Payne was 3rd Novice, their Service Chief was Judy Payne who spent most of her time asleep at Benarkin.

Boyd Owens - "Sections long enough to be interesting - very fast trnpts"

Stage 1

1 Coote/Marsden	1	15.41	16 Taylor/Sal	N	16.46	36 Kabel/Kab	1	18.16
2 Garland/Brown	C	16.01	20 Sudiro/McBr	N	16.54	37 Kelly/Dea	R	18.18
3 Tapsall/Hall	1	16.08	21 Marcovich/	C	16.58	39 Somervill	C	18.26
5 Kahler/Weale	1	16.15	22 Cutts/Best	R	17.18	41 Herliken/	N	19.27
7 Fritter/Taylo	C	16.27	23 Cross/Oven	C	17.22	45 Payne/Smi	N	20.49
8 Taylor/Young	1	16.28	=27 Kabel/Goop	C	17.35	48 Stephan/B	N	22.02
9 Batts/Garth	R	16.30	29 Vn Dn Brnk	N	17.36	49 Burne/Ste	N	26.18
11 Jory/Walker	C	16.34	32 O'Shea/O'S	N	17.46			
13 Bailey/Blake	C	16.41	34 Slattery/C	C	17.59			

Stage 2

1 Coote/Marsden	1	16.13	16 Bailey/Bla	C	17.59	33 Somervill	C	19.13
2 Garland/Brown	C	16.40	18 Sudiro/McB	N	18.02	34 Marcovich/T		19.21
5 Tapsall/Hall	1	17.10	19 Jory/Walke	C	18.04	35 Payne/Smit	N	20.17
= 7 Batts/Garth	R	17.21	24 Cross/Oven	C	18.26	36 Herliken/	N	21.17
Stephen/Beech	N	17.21	25 Kabel/Kabe	1	18.30	37 Slattery/	C	22.36
9 Cutts/Best	R	17.30	26 Vn Dn Brnk	N	18.31	42 Kelly/Dea	R	34.43
10 Taylor/Young	1	17.33	28 Burne/Stew	N	18.49			
12 Fritter/Taylo	C	17.39	29 Kabel/Goop	C	18.50			

Stage 3

1 Coote/Marsden	1	14.49	15 Tapsall/Ha	1	16.13	25 Vn Dn Brn	N	17.01
3 Garland/Brown	C	15.32	17 Bailey/Bla	C	16.24	27 Cross/Ove	C	17.12
4 Fritter/Taylo	C	15.38	18 Cutts/Best	R	16.31	29 Burne/Ste	N	17.19
8 Taylor/Young	1	15.54	=19 Kabel/Kabe	1	16.33	31 Somervill	C	17.30
9 Sudiro/McBrid	N	16.03	Jory/Walke	C	16.33	32 Payne/Smi	N	17.33
12 Stephen/Beech	N	16.08	22 Kabel/Goop	C	16.51	36 Slattery/	C	18.08
13 Marcovich/Teg	C	16.09	24 Kelly/Deac	R	16.58	39 Herliken/	N	19.31

Stage 4

1 Coote/Marsden	1	14.39	16 Bailey/Bla	C	16.36	=25 Burne/Stew	N	16.58
2 Garland/Brown	C	15.14	18 Kabel/Goop	C	16.39	29 Somervill	C	17.12
7 Tapsall/Hall	1	15.39	19 Jory/Walke	C	16.40	30 Vn Dn Brn	N	17.15
8 Stephen/Beech	N	15.44	21 Cross/Oven	C	16.45	31 Kelly/Dea	R	17.25
9 Fritter/Taylo	C	15.52	=22 Kabel/Kabe	1	16.46	35 Slattery/	C	19.02
10 Taylor/Young	1	15.54	Cutts/Best	R	16.46	36 Sudiro/McBr		19.08
12 Marcovich/Teg	C	16.10	=25 Payne/Smit	N	16.58	39 Herliken/LM		20.43

Stage 5

3 Taylor/Young	1	15.06	15 Vn Dn Brnk	N	15.56	28 Somervill	C	16.51
5 Tapsall/Hall	1	15.25	16 Cutts/Best	R	15.58	29 Bailey/Bl	C	16.58
7 Stephen/Beech	N	15.32	18 Cross/Oven	C	16.10	31 Burne/Ste	N	17.23
8 Fritter/Taylo	C	15.33	=19 Jory/Walke	C	16.18	32 Coote/Mar	1	17.59
=10 Garland/Brown	C	15.43	22 Kabel/Goop	C	16.19	34 Herliken/	N	18.29
Marcovich/Teg	C	15.43	=24 Kelly/Deac	R	16.27	35 Slattery/	C	20.58
14 Kabel/Kabel	1	15.53	Payne/Smit	N	16.27			

Division 1

1st	Garland/Brown	C	79.10	19th	Kabel/Kabel	1	85.58
2nd	Coote/Marsden	1	79.21	22nd	Kabel/Goopy	C	86.14
5th	Tapsall/Hall	1	80.35	23rd	Van den Brink / Dit.	N	86.19
7th	Taylor/Young	1	80.55	24th	Stephen/Beecham	N	86.47
8th	Fritter/Taylor	C	81.09	26th	Somerville/Helsdn	C	89.12
13th	Cutts/Best	R	84.03	28th	Payne/Smith	N	92.04
14th	Jory/Walker	C	84.09	31st	Slattery/Crawford	C	98.43
15th	Marcovich/Tegg	C	84.21	32nd	Burne/Stewart	N	102.47
17th	Bailey/Blake	C	85.38	34th	Herliken/Langan	N	106.27
18th	Cross/Ovens	C	85.55	37th	Kelly/Deacon	R	107.51

Stage 6

1 Coote/Marsden	1	19.20	12 Taylor/Young	1	21.46	26 Somervill	C	22.55
2 Garland/Brown	C	20.35	16 Cross/Ovens	C	22.07	28 Vn Dn Brk	N	23.18
4 Fritter/Taylor	C	21.07	Kabel/Goopy	C	22.07	31 Burne/Ste	N	24.02
7 Stephen/Beech	N	21.21	18 Payne/Smith	N	22.10	32 Tapsall/H	1	24.05
9 Kabel/Kabel	1	21.36	20 Kelly/Deaco	R	22.22	33 Herliken/	N	25.43
10 Cutts/Best	R	21.41	21 Marcovich/T	C	22.23	35 Slattery/	C	28.10
Jory/Walker	C	21.41	22 Bailey/Blak	C	22.36			

Stage 7

1 Coote/Marsden	1	14.21	13 Kabel/Kabel	1	15.57	22 Cross/Ove	C	16.28
3 Garland/Brown	C	15.21	14 Cutts/Best	R	16.00	27 Burne/Ste	N	16.48
6 Tapsall/Hall	1	15.27	15 Kelly/Deaco	R	16.02	28 Somervill	C	16.58
7 Fritter/Taylor	C	15.43	Jory/Walker	C	16.02	30 Vn Dn Brk	N	18.23
8 Taylor/Young	1	15.44	17 Bailey/Blak	C	16.03	33 Herliken/	N	19.00
9 Stephen/Beech	N	15.46	18 Marcovich/T	C	16.04			
12 Payne/Smith	N	15.54	21 Kabel/Goopy	C	16.21			

Stage 8

1 Coote/Marsden	1	15.04	14 Kabel/Goopy	1	17.02	28 Somervill	C	18.11
4 Garland/Brown	C	16.12	15 Marcovich/T	C	17.03	29 Burne/Ste	N	18.21
6 Jory/Walker	C	16.31	16 Kelly/Deaco	R	17.06	30 Vn Dn Brk	N	18.47
9 Stephen/Beech	N	16.49	17 Kabel/Goopy	C	17.11	32 Herliken/	N	19.30
11 Cutts/Best	R	16.54	19 Cross/Ovens	C	22.21	36 Tapsall/H	1	55.25
12 Fritter/Taylor	C	16.58	22 Bailey/Blak	C	17.38			
13 Payne/Smith	N	17.01	26 Taylor/Young	1	18.00			

Stage 9

1 Coote/Marsden	1	15.52	15 Kabel/Kabel	1	18.02	28 Vn Dn Brk	N	19.12
2 Garland/Brown	C	16.57	17 Stephen/Bee	N	18.08	29 Somervill	C	19.31
5 Taylor/Young	1	17.10	18 Kabel/Goopy	C	18.10	31 Cross/Ovens		20.15
7 Fritter/Taylor	C	17.23	19 Marcovich/T	C	18.20	33 Herliken/LN		21.23
9 Payne/Smith	N	17.38	21 Tapsall/Hal	1	18.28	36 Bailey/Bl	C	24.04
10 Jory/Walker	C	17.43	22 Burne/Stewa	N	18.32			
12 Cutts/Best	R	17.52	25 Kelly/Deaco	R	18.52			

Division 2

1st Coote / Marsden	1	64.37	16th Kabel / Goopy	C	73.49
3rd Garland / Brown	C	69.05	17th Marcovich / Tegg	C	73.50
5th Fritter / Taylor	C	71.11	22nd Cross / Ovens	C	76.11
7th Jory / Walker	C	71.57	24th Somerville / Helsdon	C	77.35
8th Stephen / Beecham	N	72.00	25th Burne / Stewart	N	77.43
11th Cutts / Best	R	72.27	28th Kelly / Deacon	R	79.22
12th Kabel / Kabel	1	72.57	29th Van Den Brink/V d B	N	79.40
13th Payne / Smith	N	72.43	30th Bailey / Blake	C	80.21
15th Taylor / Young	1	73.40	33rd Herliken / Langan	N	92.36
			35th Tapsall / Hall	1	113.23

In the wealth of his victories its easy to overlook just what a dominant force Murray Coote is, the only one who can even live with him is the mercurial Peter Phillips whose Datsun 1600 must weigh less than the Grand Prix Motors Mazda 626. To be 11 seconds down after 1 division and yet to win by over 4 minutes is truly amazing. However, no matter how worthy a winner he is its a great pity that the restructured Queensland Rally Championship is to all intents and purposes won, having the Championship decided over 4 rounds was a really crappy idea.

Big Ed.

O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O

Upcoming Event

Club Motorkhana September 6th at our Donaldson Road, Rocklea venue in the hands of Warren Tegg and Ron Wilkins starting at 10.00am. The ground has been enlarged and a full days sport will be enjoyed. SYT

Renault Car Club

Total Oil Renault Rally Sportive

Not having heard anything about this event - apart from Kerry Browning and Coral Taylor going on and on and on and on about how they came 6th overall and 2nd noivce - I asked a Club Member and he said "I think it was ..." and THUD an arrow landed in his back, the natives are restless tonight, is it any coincidence that the Renault trade mark is such an object ?

Stage 1 Timed to the $\frac{1}{4}$ minute, 52 starters

= 1 Taylor/Young	0	=16 O'Shea/O'Shea	1	=40 Williams/Beggs	2 $\frac{1}{4}$
= 3 Shannon/Lane	$\frac{1}{4}$	Payne/Smith	1	Beikoff/Nealon	2 $\frac{1}{4}$
Taylor/Salmond	$\frac{1}{4}$	=23 Sommerville/He	1 $\frac{1}{4}$	McMahon/Collins	2 $\frac{1}{2}$
= 5 Tapsall/Hall	$\frac{1}{4}$	=29 Garth/Garth	1 $\frac{1}{4}$	Wallace/Raynor	3
Jones/Jeffreys	$\frac{1}{4}$	Milner/Milner	1 $\frac{1}{4}$	=46 Bergmann/Buglar	3 $\frac{1}{2}$
= 8 Garbett/Garbett	$\frac{1}{4}$	=33 Browning/Taylor	1 $\frac{1}{4}$	48 Bynon/Streitber	4 $\frac{3}{4}$
Cross/Ovens	$\frac{1}{4}$	Rasmussen/Dunk	1 $\frac{1}{4}$	50 House/Best	8 $\frac{1}{4}$
=16 Friar/Hickey	1	=37 Herliken/Langa	2		

Stage 2

1 Taylor/Young	3 $\frac{1}{4}$	=17 Beikoff/Nealon	6 $\frac{3}{4}$	35 Garth/Garth	16
= 2 Payne/Smith	5 $\frac{1}{4}$	19 Jones/Jeffreys	7	=36 Bynon/Streitbe	16 $\frac{1}{2}$
6 Taylor/Salmond	5 $\frac{1}{4}$	25 Rasmussen/Dunk	8 $\frac{1}{2}$	Wallace/Raynor	16 $\frac{1}{2}$
= 8 Garbett/Garbett	6	29 Tapsall/Hall	9 $\frac{1}{4}$	39 House/Best	19 $\frac{3}{4}$
=10 Cross/Ovens	6 $\frac{1}{4}$	30 Milner/Milner	10	41 Williams/Beggs	26 $\frac{1}{4}$
Browning/Taylor	6 $\frac{1}{4}$	32 Shannon/Lane	11 $\frac{3}{4}$	42 Fraser/Hickey	32 $\frac{1}{4}$
=17 Sommerville/Helsd	6 $\frac{3}{4}$	34 Bergmann/Bugl	15		

Stage 3

2 Jones/Jeffreys	4	=14 Beikoff/Nealon	5 $\frac{1}{2}$	31 Williams/Beggs	10 $\frac{1}{2}$
= 3 Tapsall/Hall	4 $\frac{1}{2}$	19 Rasmussen/Dunk	6 $\frac{3}{4}$	32 Sommerville/He	11
Payne/Smith	4 $\frac{1}{2}$	=20 Garth/Garth	6 $\frac{3}{4}$	35 Taylor/Salmond	17 $\frac{3}{4}$
=10 Milner/Milner	5 $\frac{1}{4}$	25 House/Best	7 $\frac{1}{2}$	36 Cross/Ovens	20 $\frac{1}{2}$
=14 Friar/Hickey	5 $\frac{1}{2}$	28 Wallace/Raynor	9	37 Bynon/Streitbe	21
Browing/Taylor	5 $\frac{1}{2}$	29 Shannon/Lane	9 $\frac{1}{4}$	38 Taylor/Young	43 $\frac{3}{4}$

Stage 4

= 1 Taylor/Young	1	=11 Shannon/Lane	1 $\frac{1}{2}$	=25 Williams/Beggs	2
= 3 Cross/Ovens	1 $\frac{1}{4}$	Sommerville/He	1 $\frac{1}{2}$	30 Milner/Milner	2 $\frac{1}{4}$
Friar/Hickey	1 $\frac{1}{4}$	Browning/Taylor	1 $\frac{1}{2}$	=31 Rasmussen/Dunk	2 $\frac{1}{2}$
Taylor/Salmond	1 $\frac{1}{4}$	=20 Jones/Jeffreys	1 $\frac{1}{2}$	Bergmann/Buglar	2 $\frac{1}{2}$
Payne/Smith	1 $\frac{1}{4}$	Garth/Garth	1 $\frac{1}{2}$	36 Bynon/Streitber	3 $\frac{1}{4}$
Beikoff/Nealon	1 $\frac{1}{4}$	=25 House/Best	2	37 Wallace/Raynor	3 $\frac{1}{2}$

Stage 5

1 Taylor/Young	3	=12 Sommerville/He	7	23 Rasmussen/Dunk	10
= 2 Shannon/Lane	3 $\frac{1}{2}$	Milner/Milner	7	=24 Payne/Smith	12
5 Jones/Heffreys	5	=18 Garth/Garth	8 $\frac{3}{4}$	27 House/Best	16 $\frac{3}{4}$
= 6 Beikoff/Nealon	5 $\frac{1}{4}$	=20 Friar/Hickey	9	28 Williams/Beggs	17 $\frac{1}{4}$
= 8 Cross/Ovens	5 $\frac{3}{4}$	Taylor/Salmond	9	33 Bynon/Streitbe	21 $\frac{1}{2}$
Browning/Taylor	5 $\frac{3}{4}$	Bergmann/Buglar	9	34 Williams/Rayno	30 $\frac{1}{4}$

Stage 6

= 1 Taylor/Young	3	= 6 Milner/Milner	4	=23 House/Best	6
Jones/Jeffreys	3	Payne/Smith	4	Garth/Garth	6
Taylor/Salmond	3	=15 Sommerville/He	5	=28 Bergmann/Buglar	8
Beikoff/Nealon	3	Friar/Hickey	5	=30 Bynon/Streitber	9
= 6 Cross/Ovens	4	Williams/Beggs	5	=32 Wallace/Raynor	11
Browning/Taylor	4	Rasmussen/Dunk	5	35 Shannon/Lane	32

Results

1st	Rex Faldt 3 Barbara Dean	Escort	19	1st Clubman
5th	B Beikoff / Rod Nealon	Torana	24 $\frac{1}{4}$	1st Novice
6th	Kerry Browning / Coral Taylor	Datsun	24 $\frac{3}{4}$	=2nd Novice
9th	Dale Payne / Sherry Smith	Mazda	28	4th Novice
13th	Don Milner / Sandy Milner	Cortina	32	6th Novice
14th	Glen Sommerville / Ian Helsdon	Escort	32 $\frac{1}{2}$	
16th	Kerry Rasmussen / Bill Dunk	Datsun	34 $\frac{1}{4}$	
19th	Kelvin Taylor / Wayne Salmond	Mazda	37	
20th	Rod Cross / Boyd Owens	Mazda	38 $\frac{1}{4}$	
22nd	Laurie Garth / Craig Garth	Mazda	40 $\frac{3}{4}$	
=25th	Mark Taylor / Ian Young	Lancer	54	
	Ian Friar / Wayne Hickey	Torana	54	
27th	David Shannon / C Lane	Fiat	58 $\frac{1}{4}$	
29th	Paul Williams / John Beggs	Mazda	63 $\frac{1}{4}$	
30th	D House / Tony Best	Toyota	64 $\frac{1}{4}$	
32nd	Paul Wallace / Mark Raynor	Mazda	73 $\frac{1}{4}$	
33rd	Paul Bergmann / Wayne Buglar	Mazda	75	
34th	Steve Bynon / Laurence Streitberg	Escort	76	

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Major Forthcoming Event

PERFORMANCE STEERING & TUNING ENDURO

SUNDAY 30th AUGUST 1981

Another top event for competitors and spectators as the pack snapping at Ian Bakers heels attempt to dislodge him from the premier position in the Off Road Championship.

Travelling towards Amberley along the Cunningham Highway (National Route No.15) from Brisbane, turn left off highway at the Boonah trunoff - Discount petrol on right before turnoff. Proceed South along Boonah Road for 5.9kms approx., then turn right into Purga Creek School Road. Continue west along Purga Creek School Road for 1.6kms approx., then turn left onto dirt road. In approximately 2.2kms turn left through wire gate to pit area etc.

The first car starts at 11am, refreshments available, please take your litter home as the landowner is a raving lunatic.

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ROCK and ROLL(OVER) NIGHT

CLUBROOMS - WED SEPT 1

8pm

Come as you please for MUSIC and DANCING all night \$1.50 entry

Top D. J ' s

Paul Wallace

Laurie Streitberg

It's Fun It's Laughter It's Deafening !!

REPORT ON BARRIE PURDY MODERN MOTORS RALLY

The MG Car Club of Qld. organised the 3rd round of the 1981 Q.R.C. Mrs. Ann Thompson was the Director and the major sponsor was Barrie Purdy Modern Motors. The rally commenced from his ten car park garage at Kenmore at 3.p.m. on Saturday 1st August, 1981.

The field of 55 cars transported to Wallaby Creek just past Moore (Best pies and burgers in S.E. Qld.)

It was noted that several highly experienced crews did not heed the warnings issued by Ann Thompson at the compulsory briefing, arriving at Moore well ahead of the rest of the field.

Special Stage 2 Wallaby Creek 17.10km.

This section included 10 creeks and many humps and cautions. The fastest times recorded were Murray Coote (15.41), Bruce Garland (16.01) and surprisingly Keith Sapsall (16.08). The early demise of Peter Phillips occurred in this section, as he found it difficult to see in the dark and went gardening. Novice driver Phil Stephen recorded his only slow time of the night (for Novice category) when he was delayed by a flat tyre.

Special Stage 4 "Stock Exchange Hotel" 18.11km

This section saw the retirement of eight competitors including Kevin Taylor's Northside Mazda RX3 with a blown rear stationary gear. (He blames Neil Jory who told him to use more revs). Also Chris Lowe from Rockhampton found an offroad spot for the big Falcon between two gum trees.

George Kahler ran into some difficulties when the gear stick of the ~~██████████~~ Mazda RX7 came adrift and he called it a night.

Fastest times were recorded by Coote (16.13), Garland (16.40) and somehow Paul Eggesfield (16.59). Next fastest was Novice driver Brutus Beikoff with 17.01 in the ex Barry Mann Datsun 1600.

Special Stage 6 "Barry Wraith Suspension Service" 16.39km

The next competitive contained a spectator point where the cars were viewed three times in the section. Fastest times were posted by Coote (14.49), Peter Glennie (15.23) and Garland (15.32). This section saw the retirement of Gary Batts as his navigator Laurie Garth was unwell, and Eddie Metherington as his Corolla was unwell.

Special State 8 "Dale Traders" 15.67km

In this section fastest times were credited to Coote (14.39) Garland (15.14) and surprisingly somehow Paul Jones (15.18). Again Novice crew Beikoff/Burr recorded 4th outright time of 15.19.

Special State 10 Unknown Name 15.71km

Best three - Jones (15.01) Glennie (15.03) and Mark Taylor (15.06). Where's Coote and Garland??? Brian Marsden got Coote lost. Garland??

The placings at the end of Division 1 were:-

Garland/Brown	Ford Escort	1.19.10	1
Coote/Marsden	Mazda 626	1.19.21	2
Glennie/Smith	Datsun 200B	1.19.39	3
Beikoff/Burr	Datsun 1600	1.20.27	4

The start of Division 2 was delayed for over one hour as car zero became bogged. The Director wisely decided to delete 6 km from the 1st competitive of this division to avoid the creek Norm Singleton (Car Zero) had problems with.

The section was reduced from 28 km to 22 km and the remaining three competitiveness of this division were reruns of sections used in the first division.

As usual the dropout rate in the 2nd Division was much lower than the first, as only 2 of the remaining 39 cars retired during this Division.

Special Stage 12 "Chez Moteur" 22.17 (amended)

Murray Coote made amends for his errors in Division 1, and clearly outpaced the field in this section. His time of 19.20 was 1.15 ahead of Garland who nudged out Glennie by 2 seconds.

Special Stage 13 "Karara" 16.32 (Rerun S.S.6)

Fastest times were credited to Coote (14.21) some 28 seconds quicker than his first run, followed by Trevor Garhutt (15.08) (32 sec. better than S.S.6) and Glennie (15.20). This section saw the retirement of Phil Slattery/Albert Crawford due to an unwell driver.

Special Stage 14 Rerun S.S.2 17.18 km

Mark Taylor decided it was better to remain first car on the road and booked in 1 min. early (good Mark!!) Placings were Coote (15.04), Glennie (15.58) and along came Jones (16.03). A good effort was recorded by Novice Crew Harry Sourris/Joe Vule (Mazda) with a time of 16.15.

Special Stage 15 Stock Exchange Hotel (2nd Session) Rerun S.S.4 19.11km

On the final stage, best times were recorded by Coote (15.52) Garland (16.57) and Glennie (17.08). A good effort was recorded in the Novice by Dale Payne (Mazda RX2) with a time of 17.38 (thanks for the money!!)

The final placings were:-

1	Grand Prix Mazda	M.Coote/B.Marsden Mazda 626	2.23.58
2		G.Garland/A.Brown Ford Escort	2.28.15
3		P.Glennie/G.Smith Datsun 200B	2.28.42
4	Northern Dist.S.C.C.	P.Jones/D.Jeffries Mazda RX2	2.30.35
5		N.Fritter/C.Taylor Datsun 1600	2.32.20
6		P.Eggesfield/R.Reddiex Ford Escort	2.34.19
1	Recognised	P.Glennie/B.Smith Datsun 200E	2.29.42
1	Clubman	B.Garland/A.Brown Ford Escort	2.28.15
1	Novice	F.Stephen/C.Feechan Datsun 1600	2.38.51

This event for us was the least successful of the three we have contested. We made a couple of rearrangements to the car which caused problems under rally conditions. We had some motor problems, but with the assistance of Ross Vair and Grand Prix Mazda obtained the necessary parts, and with help from Steve Ballard of Northside Mazda, the motor was reassembled and replaced in the car. However, from the start of the event, we suffered problems and the back brakes locked up continually. We managed to finish the event, but not without the help of our service crew Ben Hall and Steve McKinlay.

Neil Jory
Pugh Walker.

1981 CLUB OFFICERSPhone Numbers

		<u>Home</u>	<u>Work</u>
PATRON Minister for Defence Hon. D.J. Killen			
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VICE PRESIDENT.....	Mike Mitchell	59 8785	57 8177
HON. SECRETARY	Jeff Framain	38 4858	221 6899
ASSISTANT SFCRETARY.....	Warren Tegg	48 3889	394 1922
HON. TREASURER.....	Charlie Flake	38 2693	
CLUB CAPTAIN.....	Dale Payne	221 8642	52 5571
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	Errol Bailey	Jim Reddiex	
	Desley Collins	Peter Smith	
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	Peter McMahon	Brian Stenzel	
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CAMS OBSERVER.....	Ian Bond	345 7828	
HON. AUDITOR	Nev. Johnston	266 8241	259 1022
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MAGAZINE EDITOR	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER.....	John Hall	345 5751	
ART UNION PROMOTER.....	Sherry Smith	349 9323	
FINANCE SUB-C'TEE C'MAN...	Errol Bailey	48 0546	371 5277
SOCIAL SUB-C'TEE C'MAN....	Desley Collins	390 1145	
SPORTING SUB-C'TEE C'MAN..	Laurie Garth	349 8053	349 8053
MOTORHANA & SPEED EVENT..	Colin Powell	206 4338	
OFF-ROAD OFFICER	Ian Bond	345 7828	
RALLY OFFICER	Peter Marshall	202 6932	202 6932
ADMINISTRATION OFFICER ...	Sue McGarry		391 8881

CLUBROOMS

BSCC clubrooms are located at the corner of Reid and Hawthorne Streets at Woolloongabba, and are open every Wednesday from 9.00pm onwards.

OFFICE HOURS

The office at the clubrooms is open during the following hours:-

Monday	9.30am - 2.30pm
Tuesday	9.30am - 2.30pm
Wednesday	9.30am - 2.30pm
Thursday	Closed
Friday	9.30am - 2.30pm

Club Phone No. is 391 8881

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate membership is available to a wife, fiancée and/or children of ordinary members.

COMING EVENTS

Wed	19	Aug	Off-road night at the club rooms
Wed	26	Aug	BSCC Night run organised by Sherry Smith and Coral Taylor Finance Sub-Committee meeting
Sat	22	Aug	IWMAC Novice/Clubman Rally QMRC-3 (Currie Motors)
Sun	30	Aug	Surfers Paradise races (ASSC-7) BSCC closed long-course off-road Purga Creek
Tue	1	Sep	BSCC Board meeting
Wed	2	Sep	Rock-n-Roll night at the club rooms
Sun	6	Sep	BSCC closed Motorkhana
Wed	9	Sep	Rally night
Tue	15	Sep	BSCC Sporting Sub-Committee meeting
Wed	16	Sep	BSCC Off-road night
Wed	23	Sep	BSCC night run organised by Jeff Tremain, W. Tegg BSCC Finance Sub-Committee meeting
Sun	27	Sep	QMRC Warana Trophy club race meeting
Wed	30	Sep	BSCC open night
Sun	4	Oct	James Hardie 1000
Tue	6	Oct	BSCC Board Meeting
Wed	7	Oct	BSCC Rally night
Sun	11	Oct	BSCC B.P. Monroe Wylie 400 (QORC-3)
Wed	14	Oct	BSCC Off-road night
Sat	17	Oct	Southern Cross Rally
Tue	20	Oct	BSCC Sporting Sub-Committee Meeting
Wed	21	Oct	BSCC Night Run organised Peter McMahon, Boyd Owens BSCC Finance Sub-Committee
Wed	28	Oct	BSCC Open night
Sun	1	Nov	Surfers Paradise Races BSCC closed motorkhana
Tue	3	Nov	Board Meeting
Wed	4	Nov	Rally night

This Page is a Rip - Off

Fill in this page and hand (or post) it to Peter Marshall and
you can win a CARTON of CANS !!!

I,

of

.....

Phone Home Business

Appreciate that the Clubs Events don't run themselves and I'd like
to be considered for tuition as an Organiser for the following
types of events;

Motorxhanas Rallies Speed Events
Night Runs Off Road Events Social Events

I fully appreciate that this form is not legally binding and I can
opt out of the scheme at any time.

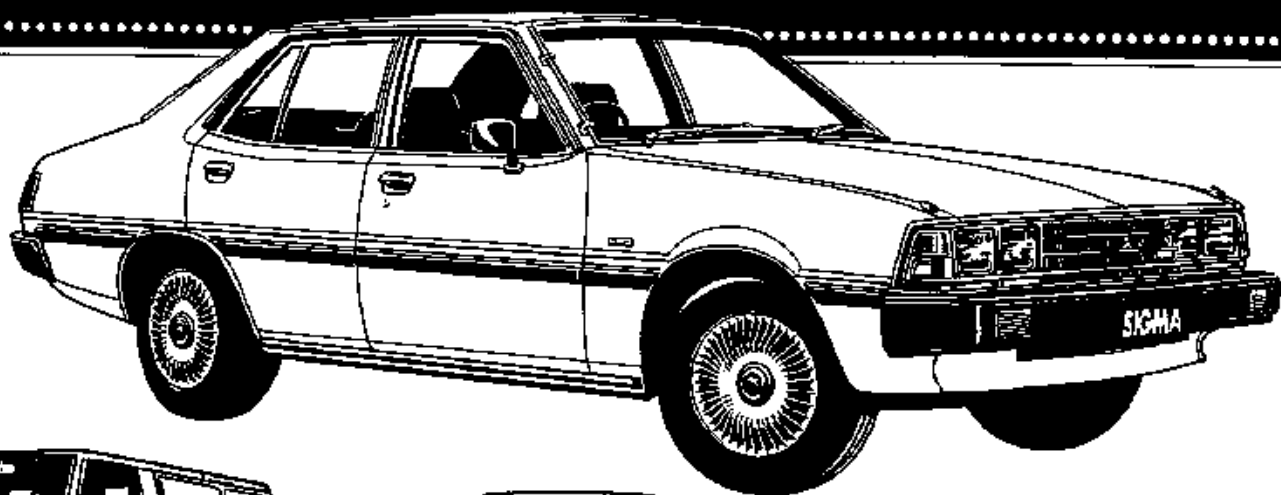
Signed

This form may be handed to ANY committee member or Official of the
Brisbane Sporting Car Club.

Or posted to Peter Marshall 2894 Moggill Road, Pinjarra Hills, 4061
or posted to the club, P.O. Box 314, West End, Q 4101

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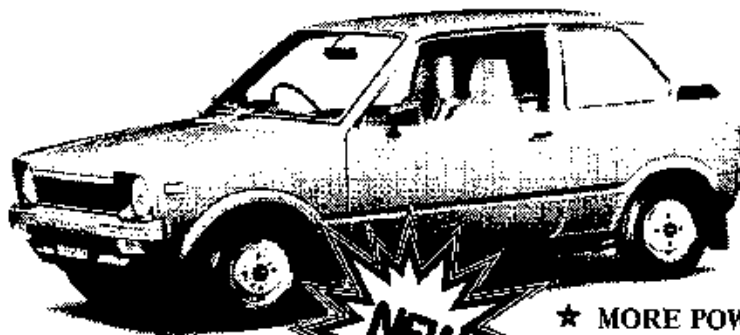
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