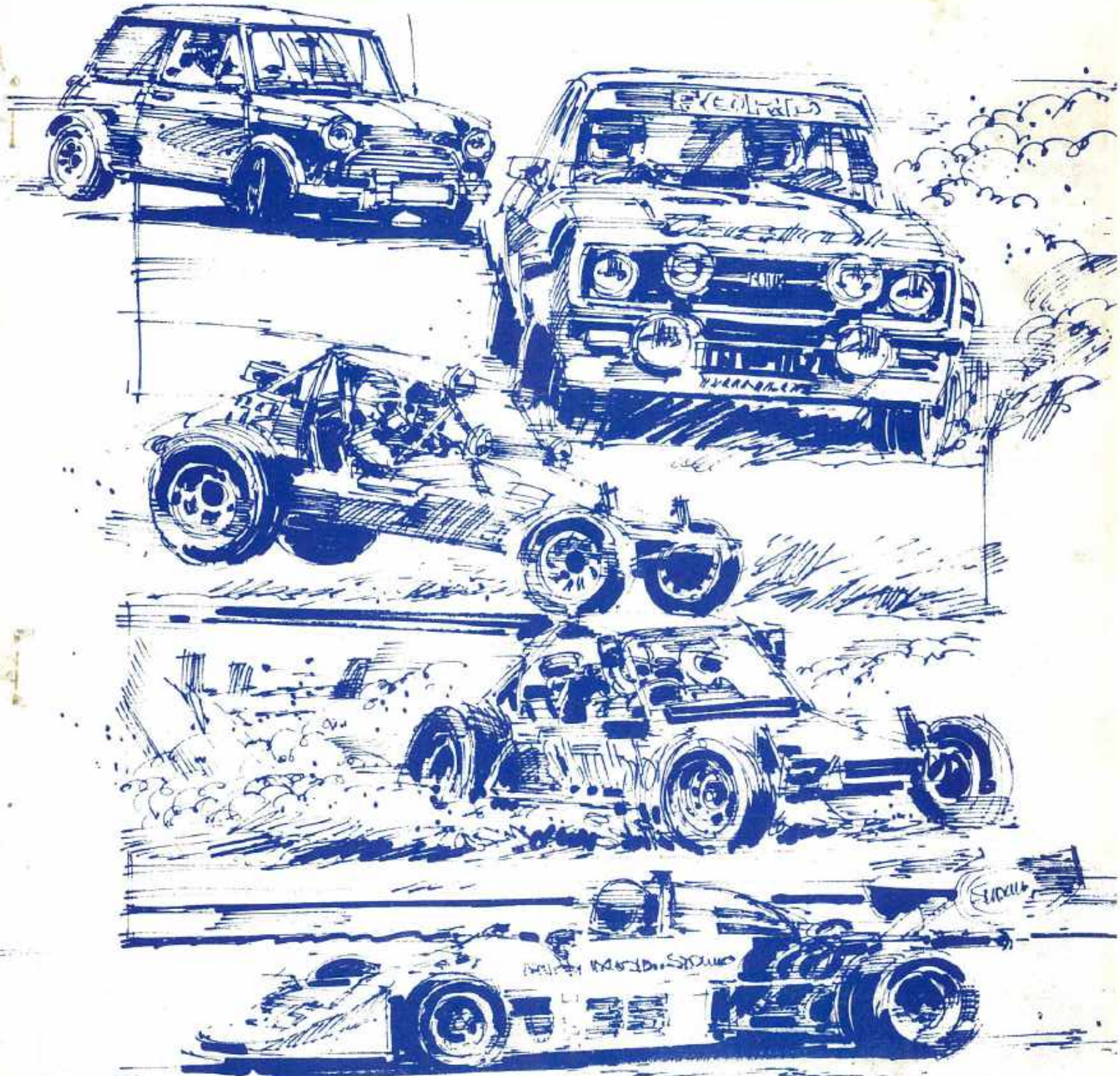




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication — Category B

MAY 1982



AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE AKSES GROUP

Factory Appointed Distributor

STROMBERG – SOLEX – ZENITH

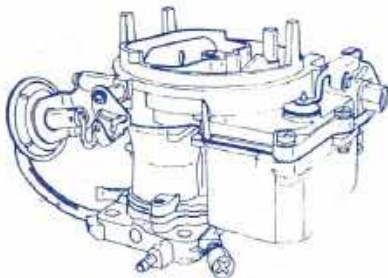
CARBURETTORS AND PARTS

WORN CARBURETTORS WASTE FUEL!

Replace Worn Parts with

**GENUINE ORIGINAL EQUIPMENT
PARTS**

Order by Vehicle Assembler's Part
Number (GMH, Ford etc.) if convenient



Also Distributors of –

DELLORTO : HOLLEY : SU : WEBER

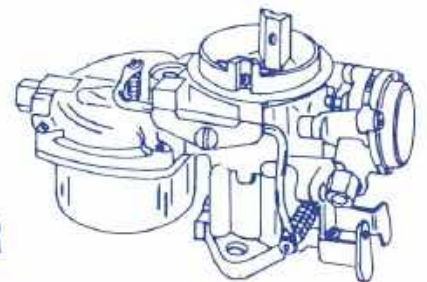
CARBURETTORS and PARTS

AUTOLITE : CARTER : JAP : ROCHESTER

CARBURETTOR PARTS

AUTOPULSE : BENDIX : HOLLEY : SU

FUEL PUMPS



**CARBURETTOR
EXCHANGE &
RECONDITIONING
SERVICE**



NON O.E.M. PARTS – OVERSIZE THROTTLE
SPINDLES – TEFLON BUSHES – IDLE MIXTURE
CONVERSIONS – MANUAL CHOKE CONVERSIONS –
CARBURETTOR TOOLS & SERVICE LITERATURE

AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE
AKSES GROUP

592-4 LOGAN RD, GREENSLOPES, 4120.

397 7433

DIRECT ORDER PHONE: (07) 397 7271

CLUB OFFICERS

	<u>Phone Number</u>			
	<u>Home</u>		<u>Work</u>	
PATRON.. Minister for Defence Hon	D.J. Killen			
PRESIDENT.....	Mike Mitchell 59 8785 57 8177			
VICE PRESIDENT.....	Jim Reddiex 264 1738 52 1186			
IMMEDIATE PAST PRESIDENT.....	Garry Connelly 341 3961 221 6899			
SECRETARY.....	Jeff Tremain 38 4858 221 6899			
ASSISTANT SECRETARY.....	Warren Tegg 48 3889 394 1922			
TREASURER.....	Errol Bailey 48 0546 221 7516			
CLUB CAPTAIN.....	Laurie Garth 349 8053 349 8053			
BOARD MEMBERS.....	Desley Collins			
	Peter Marshall			
	Peter Marcovich			
	Pat Collins			
	Ross Stanfield			
	John Hall			
	Brian Swinton			
	John Hinz			
	Peter Smith			
	Mark Taylor			
CAMS DELEGATE.....	Laurie Garth 349 8053 349 8053			
CAMS OBSERVER	Peter Marshall 202 6932 202 6932			
ASSISTANT TREASURER.....				
AUDITOR.....	Nev Johnston 266 8241 358 1022			
PROMOTIONS OFFICER.....	Brian Swinton 48 4558 44 8125			
ASSISTANT PROMOTIONS OFFICER....	Gary Moedt 266 7225			
BUILDING & PROPERTY OFFICER.....	Brian Swinton 48 4558 44 8125			
REGISTRAR.....	Peter Smith 208 1721 379 6182			
MAGAZINE EDITOR.....	Peter Smith 208 1721 379 6182			
REFRESHMENTS OFFICER.....	John Hall 345 5751			
ART UNION PROMOTOR.....	Mark Taylor 59 5323 52 3141			
FINANCE COMMITTEE CHAIRMAN.....	Errol Bailey 48 0546 221 7516			
SOCIAL COMMITTEE CHAIRMAN	Ian Goldsworthy 398 3444			
SPORTING SUB COMMITTEE CHAIRMAN.	Laurie Garth 349 8053 349 8053			
MOTORKHANA OFFICER.....	Peter Smith 208 1721 379 6182			
OFF ROAD OFFICER.....	Ross Stanfield 209 3181 341 5263			
RALLY OFFICER.....	Peter Marcovich 349 2269 349 9389			
ADMINISTRATION OFFICER.....	Coral Taylor 59 5323 391 8881			

CLUBROOMS

BSCC Clubrooms are located on the corner of Reid and Hawthorne Streets At Woolloongabba, and are open every Wednesday from 8.00p.m. onwards.

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

Brisbane Sporting Car Club Limited
 PO Box 314
 WEST END QLD 4101



P.S.T. ENDURO

Photo by ALAN McCONNELL

Sams the name and muds the game. Rod and James
Sams in what I can vouch to be the shallow end.

Contents

Page 2 Editorial
Major Forthcoming Events - Holland Park Auto Electrics Rally
Club Motorkhana - 18th April

3 Major Forthcoming Event - Queensland round of the A.R.C.

4 Presidents Report

5 Club Motorkhana 21st February Report

6 " " " " Results Summary

7 Huge Sighs of Relief - A Welcome to HANNU Arvelin
For Sale - Avanti Maplights
Video Night - February 10th

7a FROM OVER THERE (To over here) by Foreign Correspondent

7b " " " Neale Carter
Holland Park Auto Electrics - CONTROL OFFICIALS NEEDED
For Sale - Drummonds Wheels for Mazdas

8 - 12 Motor Show Rally - Report by Hide Grinderwash

13 - 15 " " " - Results Summary

16 Report on the Rally Navigation School
The DEATH KNELL for NON-SUBSCRIPTION payers
CAMS Group 'A' Cars - Goodbye 250bhp ?

17 Kensington Village Shopping Centre - Ladies Rally Report

18 " " " " - Results Summary

XX The Way the 1982 Club Championships are Scored.

20 The 1982 Club Championships

21 " " " "
Rally Driver Clasifications 1982
For Sale - Mazda Rally Car
For Sale - G.P. Cars offer Special Deals on Cibie

22 New Members - A very Warm Welcome to you all
Wanted - Navigator for State and Club Rounds
Forthcoming Event - Night Run 24th March
Film Review - Mad Max 2

22a Shock News Horror - SHORT COURSE OFF ROAD EVENT - CANCELLED
Shock News Horror Mk.2 - Photos and the Magazine
Art Union News

23 Q.M.C. Round 1 - Short Report and Results Summary

24 Jonah Royner points a Moral Finger
For Sale - Mk.1 Escort Rally Car
Forthcoming Event - Old Man Emu 300, Griffith, Easter
For Sale - Halda Twinmaster

25 - 28 P.S.T. Enduro - Report

29 - 30 " " - Results Summary

31 " " " "
Forthcoming Event - Darling Downs Sporting Car Club Easter
Rallysprint

32 COMING EVENTS
Social Rip-Off, Tee Shirt Rip-off, Q.R.C. Rip-off

BRISBANE SPORTING CAR CLUB LTD

POST & PICTORIAL MARCH 1982

Editorial

Well here we are with the all singing all dancing Off-Set printed edition of the rag. An historic occasion. Mind you the Editorial staff are all at sea with the new format, so please be patient as we fumble around in the dark.

I'm very pleased that the old style of Magazine had such a glorious send off, a 6 page report and 2 pages of photo's (courtesy of Peter Stockton and Barbara Knight) on the Tara event was available for members only 75 hours after the event finished - Well Done Everybody and especially Me.

At the last Committee meeting we heard a strong complaint about the varying quality of our monthly Night Runs, so we have decided to 'standardise' Course Checkers and Stewards so that one standard is obtained for all the events. We're sorry that this dissatisfaction has arisen, if you have a beef, don't nurse the viper to your bosom, let us know.

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

Major Forthcoming Event

HOLLAND PARK AUTO ELECTRICS RALLY

FOR NOVICE AND CLUBMAN COMPETITORS

ROUND 1 CIBIE/GP CARS RALLY SERIES

MARCH 27th & 28th, 1982

Starts from Sunnybank Plaza, Corner Mains Road & McCullough Street Sunnybank at 3pm. The event runs in the Yarraman State Forest, which is adjacent to Yarraman on the Brisbane Valley Road.

CONTROL OFFICIALS ARE URGENTLY NEEDED - If your thinking of spectating then YOUR CLUB NEEDS YOU, please phone MIDGE GARTH on 349 8053

-0-0-0-0-0-0-

Club Motorkhana - April 18th

Organised by me this BITUMEN event will take place at Mt Ommaney Shopping Centre and will start at 10.30am prompt. Actually I have'nt got the written permission to use the venue yet, so if we're let down I'll have to transfer it to grass at Donaldson Road, Rocklea and make one of the Motorkhanas later in the year the Bitumen event, watch the notice board at the Clubrooms for details, or phone me on 208 1721 (Home), 379 6182 (Work). Whereever it"s run, you can enter ANY vehicle with rear vision as long as the battery is secure and the four wheels are permanent fixtures. Enter on the day at the venue for \$4, bring a brolley for the sun and your BASIC COMPETITION LICENCE (Available from our Secretary, Jeff Tremain)

Once again B.S.C.C. is getting into gear to run Queensland's round of the Australian Rally Championship.

This event under Garry Connelly's direction has become recognised as the best ARC round in Australia. This year however, we have a new organising team and to maintain our previous standard they need your help more than ever.

Mike Mitchell and Peter Marshall have undertaken the job as organisers. After a friendly tussle to decide who wore the directors cap Peter lost and will be the director.

Although not too different from last years event there will be a few changes. There is every chance that we will have a most spectacular section within the City of Brisbane. A number of daylight sections follow in Beerburum and elsewhere. The night divisions will visit a few new areas but Imbil will be the central point. Scoring is again by Software Australia.

This is all very good in theory but to actually run the event we need people and lots of them !

Be a road block - have your own private spectator point - definitely no experience needed.

Be a Control Official - your chance to tell Geoff Portman how to drive. No experience needed - you will be fully briefed.

Be a car zero - your chance to try out your new rally car without paying an entry fee.

Whatever you do keep the weekend of 1st and 2nd May free and rope in a few firends.

Return this form to Peter Whalley, 30 Combles Road, Camp Hill, 4152 - Or leave it for him in the clubrooms - or phone 398 3723 (home) 44 1841 (Bus.)

YES I WOULD LIKE TO HELP WITH THE QLD. ARC. ROUND

Name -----

Phone Day ----- Night _____

Number of people in party -----

Available Saturday Morn, Afternoon, Night
Sunday Morning (Circle one or all)

Job Preferred -----

PRESIDENT'S REPORT

Well, the wet weather is with us but it has not stopped Motor Sport in Queensland. The Club--your Club--has organised both the Motor Show Rally and the P. S. T. Enduro. These events were well patronized and those that competed in them enjoyed themselves thoroughly.

Our thanks must go to Terry Conneely and Jim Reddiex and their willing bands of helpers who made the events run very smoothly. The major item of interest in the Motor Show Rally would have had to been the Police Department's entry of a fully operational Falcon Police Car in the Rally. Complete with blue light and siren, it was a credit to the crew who drove this 4.1 litre auto around the course without even a scratch...and that was while setting respectable section times.

The Club has decided to purchase an Offset Printer and this has been installed and is now functional. This magazine is the first to come off the new machine and while you can see a vast improvement in the quality, this is only the first and I am sure that the Editor (when he is not motokanaing or rallying) will have many new innovations in store for us.

As you will have noticed, refreshment prices have risen recently and this was effected to keep pace with inflation which is no strange to all of us.

Night runs and a motokana have been held in the last month but as yet I have not seen the results, so to those of you who were successful, congratulations and a big thank you to the organisers

Regretably, our newly appointed Administrative Officer, Coral Taylor, has resigned but has offered to stay until an appointment is made of her successor.

We have had several very successful Club night recently with some outstanding Off-road and Rally films and Videos being shown. A lot of members do not patronize our meeting nights and it is they who are missing out on some of the top action shown at the Club. It is a matter of all of us making the effort if we want to be part of the action.

Club Motorkhana 21st February

Organised by Peter Garbett & Daisy Bates

This the first event of the clubs extensive list of Motorkhanas was held on a BURNING HOT Sunday at our Donaldson Road, Rocklea venue - and thereby hangs a tale, after I'd been knocked back by the QEGB Pat Collins sailed into action and secured us the use of theground for the rest of the year. I hope that those few unfortunates who went to the Beenleigh venue, to be turned round by TIMS, were not too indisposed.

Speaking as a likely winner I was horrified when Jack Read and the family turned up en masse, even if it was a pleasure to welcome "Mr AGM" back after a couple of years absence. With them they brought the cut down Mini Moke, an out and out Special (Mini powered of course) and a caravanette with 3 bedrooms and a 40 foot dining room on a l-o-n-g Mini chassis, we all wondered what this was like in a crosswind. Young Oriano Giammichele was making a welcome return, in the Read Special.

Other Swine who turned up included successful rallyman Kel Taylor in his Mazda RX3, photographer Alan McConnell in his Mazda RX2 complete with LSD, beastly Glen Carpenter shared David Owens' Cooper S, Alan Ball had his Oscar'd Escort and Faye Ball (A legendary woman) made her competitive debut in this car too. Peter Johnson was daft enough to share his Datsun 1600 with 'Clutchfoot' Laurie Streitberg.

The Reads burst back-into form with a 1,2,3 on the first test, then Kel Taylor oversteered his way round the Cloverleaf to record FTD on the second test. After two tests Garry Read was walking away with a 2.4 second lead from Oriano Giammichele then I was =4th with Kel Taylor in a chase for Alan McConnell. The Reads had struck various disasters, Jack had Wrong Directioned twice on the same test, and Matt Read had been knocking flags flying everywhere. The third test saw Glen Carpenter begin to come to grips with the Webered Cooper S, Alan McConnell was a lowly eighth, but on the last test Alan was brilliant in the oversteering Mazda his second on the test gave him third overall - times were as follows (natural ly the organisers couldn't enter the competition but if they had their times would have been something like these).

Test 1		Test 2		After Two Tests	
1 Garry Read	28.1	1 Kel Taylor	27.7	1 Garry Read	56.4
2 Matt Read	29.1	= 2 Alan McConnel	28.3	2 Oriano G'michl	58.8
3 Jack Read	30.1	Garry Read	28.3	3 Alan McConell	59.7
4 Pete Smith	30.2	Oriano G'mich	28.3	= 4 Pete Smith	60.8
5 Oriano G'michl	30.5	Peter Garbett	28.6	Kel Taylor	60.8
6 Alan McConnell	31.4	5 David Owen	28.8	Peter Garbett	61.5
7 Glen Carpenter	32.2	= 6 Laurie Strtrbrg	29.3	6 Hlen Carpenter	61.5
8 David Owen	32.8	Glen Carpenter	29.3	7 David Owen	61.6
9 Brian Cossor	32.9	8 S Cooke	29.7	8 Brian Cossor	62.8
10 Kel Taylor	33.1	9 Brian Cossor	29.9	9 S Cooke	63.5

Test 1 (cont)		Test 2 (Cont)		After 2 (Cont)		
	Peter Garbett	32.9	10 Richard Davis	30.0	10 Matt Read	63.8
11	S Cooke	33.8	11 Pete Smith	30.6	11 Meg Davis	64.9
12	Peter Johnson	33.9	12 Meg Davis	30.9	12 Peter Johnson	65.5
13	Meg Davis	34.0	13 Alan Ball	31.4	13 Richard Davis	65.9
14	David Martin	34.9	14 Peter Johnson	31.6	14 David Martin	66.7
15	Richard Davis	35.9	15 David Martin	31.8	15 Alan Ball	67.6
16	Alan Ball	36.1	16 John Frisch	33.1	16 Jack Read	71.2
	Daisy Bates	36.7	=17 B Smith	34.6	Daisy Bates	71.3
17	John Frisch	38.8	Faye Ball	34.6	17 John Frisch	71.9
18	L Coker	39.1	Daisy Bates	34.6	18 B Smith	73.8
19	B Smith	39.2	19 Matt Read	34.7	19 Laurie Strtbrg	74.7
20	Wayne Cossor	43.8	20 Wayne Cossor	36.1	20 L Coker	76.7
21	Laurie Strtbrg	45.4	21 L Coker	37.6	21 Wayne Cossor	79.9
22	Faye Ball	48.8	22 Jack Read	41.1	22 Faye Ball	83.4

Test 3		After 3 Tests		Test 4		
1	Matt Eead	20.3	1 Garry Read	77.7	1 Oriano G'mich	22.2
= 2	Jack Read	20.4	2 Oriano G'mich	79.2	2 Alan McConnel	22.3
	Oriano G'mich	20.4	3 Alan McConnel	81.3	3 Kel Taylor	22.4
4	Glen Carpenter	21.2	4 Pete Smith	82.3	4 Garry Read	22.6
5	Garry Read	21.3	5 Glen Carpentr	82.7	5 Jack Read	22.7
6	Brian Cossor	21.4	6 Kel Taylor	83.5	= 6 Matt Read	22.8
7	Pete Smith	21.5	Peter Garbett	83.6	Glen Carpentr	22.8
8	Alan McConnell	21.6	7 Matt Read	84.1	Peter Garbett	22.8
	Peter Garbett	22.1	8 Brian Cossor	84.2	8 Allan Ball	23.0
9	Kel Taylor	22.7	9 David Owen	86.0	9 Richard Davis	23.4
10	Alan Ball	23.0	10 S Cooke	87.3	10 David Owen	23.7
=11	Peter Johnson	23.8	11 Meg Davis	89.4	11 Pete Smith	23.8
	S Cooke	23.8	12 Alan Ball	90.5	12 S Cooke	24.0
13	David Martin	24.3	13 Richard Davis	90.9	13 Brian Cossor	24.5
14	David Owen	24.4	14 David Martin	91.0	14 Laurie Strtbg	24.9
15	Richard Davis	24.5	15 Peter Johnson	91.2	=15 Meg Davis	25.0
	Daisy Bates	24.5	16 Jack Read	91.6	Peter Johnson	25.0
16	Laurie Strtbrg	24.9	Daisy Bates	95.8	17 David Martin	25.3
17	Richard Davis	25.0	17 John Frisch	97.7	18 John Frisch	25.8
18	L Coker	25.4	18 Laurie Strtbrg	99.6	19 Faye Ball	26.3
19	John Frisch	25.8	19 B Smith	100.4	20 B Smith	26.7
20	B Smith	26.6	20 L Coker	102.1	Daisy Bates	27.1
21	Faye Ball	27.0	21 Wayne Cossor	107.3	21 Wayne Cossor	27.4
22	Wayne Cossor	27.4	22 Faye Ball	110.4	22 L Coker	27.4

Results

1st	Garry Read	Moke	100.3
2nd	Oriano Giammichele	Minibits	101.4
3rd	Alan McConnell	Mazda RX-2	103.6
4th	Glen Carpenter	Cooper S	105.5
5th	Kel Taylor	Mazda RX-3	105.9
6th	Pete Smith	Suzuki Hatch	106.1
	Peter Garbett	Toyota Corolla	106.4
7th	Matt Read	Moke	106.9
8th	Brian Cossor	Honda S600	108.7
9th	David Owen	Cooper S	109.7
10th	S Cooke	Renault	111.3
11th	Alan Ball	Escort	113.5
=12th	Richard Davis	Renault 12	114.3

Results (Cont)

<u>12th</u>	Peter Johnson	Datsun 1600	114.3
	Jack Read	Minibits	114.3
15th	Meg Davis	Renault 12	114.4
16th	David Martin	Datsun Ute	115.3
	Daisy Bates	Corolla	122.9
17th	John Frisch	Datsun 200B	123.5
18th	Laurie Stretbergi	Datsun 1600	127.1
19th	B Smith	Torana	127.1
20th	L Coker	Cortina TC	129.5
21st	Wayne Cossor	Honda S600	134.7
22nd	Faye Ball	Escort	136.7

Our Thanks are due to Peter Garbett, Daisy Bates and let's not forget PAT COLLINS.

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

Huge Sighs of Relief

For years this club has been dragging itself along, as happy as a dinosaur in muck, but we lacked that final little thing that makes a club into a CLUB. Well now we have it, thanks to H Arvelin of Mermaid Beach we now have a HANNU in the B.S.C.C., and what's more he finished 7th on the Motor Show Rally - so on the next Fartsack Tours outing we can hang around the R.S.L. downing Tooheys New dropping "So I said to Hannu" like crazy - Less of a Member, More of a Status Symbol.

Advertisement

If Your Maplight You Will Switch

Get AVANTI from Mar-co-vitch

Avanti Map Lights, Once they're set they stay, Directionable and adjustable Navigators Illumination - 12inch = \$29.50, 18" = \$30.95 - contact

Peter Marcovich 349 9389

Video Night - February 10th

Tim Charalambous supplied the Tapes, Warren Tegg dismantled most of his living room to bring the Television and Video Recorder. The audience were supplied by "Rent - a - Drunken - Crowd - of - Cretins"

This was a very superior nights entertainment, the right crowd and lots of crowding, did anybody hear my late ex-wife actually ask me "Do they have any rallies in Finland?" - as a penalty for such ignorance I made her swallow a Semperit 165x13 mud and snow tyre. Thank you to the instigators and participants of this fine evening.

FROM OVER THERE

December saw the return to New Zealand of John Woolf and Rod Millen from the U.S. Woolf for the purpose of getting married and Millen to try and arrange a car for the 1982 Motogard Rally. Rod recently competed in the R.A.C. rally in a british built RX-7 and came a creditable 11th outright. Mazda had said before the event that if he got a favourable result in the R.A.C., they would arrange a drive for him in 4 World Championship rounds in 1982 and maybe more in 1983. These WCR's would probably be the Acropolis, San Remo, 1982 R.A.C. and one other (Motorgard??) As well as that success he also won the SCCA National Championship in the U.S.A.. It seems that the success of Millen and Woolf (2nd SCCA Champs) has attracted other overseas competitors to the U.S. British based kiwi Alan Carter, Rod Millens brother Steve, John Woolf's brother-in-law Paul Adams, South African Champion Sarel Van Der Merwe and another Englishman (whose name I can't remember) have all recently competed in the U.S. National Rounds.

The 1982 Aurora AFX track series is over now with Roberto Moreno showing that he is this years undisputed champion. He only lost two races in the whole series, one due to a spin and the other due to Steve Millen's excellent drive in heat 2 of the New Zealand Grand Prix. Moreno was also pronounced winner of the NZGP because of his first place in the 1st heat. The remaining six races of the series he won convincingly, each time by four to seven seconds. The 2nd places seemed to be shared equally by Steve Millen, Dave McMillan and David Oxton. Australians Charlie O'Brien, Robert Handford, Graham Watson and Ron Barnade were always in the minor places. However some made themselves famous by various tangles they got involved in. One such incident was at the start of the first heat of the Grand Prix when Charlie O'Brien tangled with David Oxton. Neither sustained serious damage though. The same could not be said for Robert Handford who went off on a right-hander and sustained quite bad damage. In the pits Larry Perkins was on hand to help repair his car for the second heat.

Humour at the Grand Prix came from periodical comments by New Zealand International Grand Prix boss Ron Frost. He is New Zealand's equivalent to J-M Balestre of the F.I.A. He also showed that he is just as incompetant as Monsieur Balestre due to his lack of motorsport knowledge and inability to stay sober. How he ever got to his position today I will never know.

The much acclaimed sports sedan series was a temendous success. Large entries and close racing attracted large crowds at all the meetings. The cars in this class were mostly V8 powered Capris however a V8 Toyota Starlet won most of the races. Other cars entered were things like Camaro's, Mustangs etc. and a V8 Alfetta. This is really the sort of racing that the crowds want to see as it frequently got the whole crowd on it's feet.

FROM OVER THERE continued

If race organisers retain this series for next year it could breath a whole new life into motor racing here. In the past a constant promoter of the big bangers has been Bay Park raceways in Tauranga. They have frequently attracted bigger crowds than Pukekohe even though its two to three hours extra drive from Auckland than Pukekohe.

Anyway thats enough dribble for a while and I'd better get back to work, Until April,

Yours,

Neale Carter

HOLLAND PARK AUTO ELECTRICS RALLY - 27 & 28th MARCH 1982

CONTROL OFFICIALS URGENTLY NEEDED!!!

This is the first round of the Cibie/GP Cars Series to be run in Yarraman State Forest.

All you Recognised and Classified Crews who cannot compete here's your chance to help on the other side of the fence.

Contact Coral Taylor Ph. 391 8881 (Mon - Wed) 59 5323 (a/h)
or Laurie Garth Ph. 349 8053

FOR SALE

WHEELS

7 Rims 5" x 13" (From Mazda RX4) \$14.00 each or \$90 The Lot
5 Rims 4½" x 13" With Road Tyres, Coupe Wheels \$48.00
(From Maxda RX2)
4 Rims 4½" x 13" with Road Tyres (From Mazda Capella) \$60.00
2 Snowmaster Tyres 165 x 13 \$40.00

Contact: Lee or Noelle Drummond Ph. 398 3947

Motor Show Rally

13th/14th February 1982

Catch Hatch Match

In a drunken New Years fit I resolved to enter the Standard Car Class on this event with Peter Marshall as my navigator - and like all the really good drunken ideas it turned out to be a beauty.

A look at the regs showed that 'Uncle' Jim Reddiex was providing a half night thrash in the Beerburum Forest, and I'm sure it said somewhere that Standard Cars would have a non-damaging route. Last year a cyclone brought more than a hint of rain to the forests and Hank Kabel gave the Suzuki Hatch its first rally win on perhaps any continent. My chances of repeating this success were doubtful on two counts, the first was that Hank used the GT Hatch which at 800 big cc's is 50% bigger than mine, and secondly my driving just isn't in the Hank Kabel class, indeed it was last classified as "Woeful".

At Maxim Motors Technical Centre for scrutineering I slotted the competition car in a 5 foot gap between Stewart Reids Gemini and Glen Somervilles Escort and they were very rude about it - "No servicing done at night mate - bring it back tomorrow". I had with me at least some of the paperwork you need for modern rallying; Basic Licences, Registration Forms, 3rd Party Extension, Testicle Inspection Form (This is to state that they are in perfect order and may be used for the purpose intended"), Certificate from the Office of Racial Impurity, plus Peter Marshall had Mike Mitchells birth certificate, did YOU know that our Presidents middle name was "Willy" and that he just happened to leave Griffith as the drug scandal started, indeed didn't I see a headline that read "Willy Mitchell flees drug rap as Feds cool the Griffith Four" ?

I carried out extensive pre-rally prep. even to the extent of sending chubby Peter Marshall out for lone moonlit runs round the nurses home of residence, he didn't get any thinner but he now has an unparrelled ability at scaling 10 metre walls with barbed wire around the top. I considered losing weight myself but my doctor says I'm exactly the right weight for a 3 legged man 9ft 6inches tall.

On the day of the event I woke up at 5am to hear the rain beating on the tin roof of our sad little shed in one of Woodridges more dismal suburbs. The woman across the road was beating her children with the dead cat they keep for the purpose. This rain business was unexpected and unwelcome, I fixed Tricias big shovel inside the car, I imagined that by the time we got there the ruts would be so big, we would have to throw the Suzuki in one and whoosh round like the wall of death

On the way to the start at Toombul the rain just fell down, weekend only drivers with venetian blinds in their windows crept up the middle of the Freeway, being passed on 4 sides by the competent, brave and foolhardy.

Upon my arrival at Toombul I instantly went the wrong way, leading to the sort of ribaldry one associates with the lower orders, I parked the Competition Car amongst a few paltry rally Mazdas, Datsuns, Fords etc before going off for a determined pose. The car hadn't been parked for ten minutes before some swine put a big sign in the back window that read "The Abominable Slowman" - I felt that I'd been Baited and Garbeted.

When I should have been carrying out my pose as a driver, standing around with a finger up my nose trying to work out 3 + 2, I had to stand in line with a load of Navigators (Ugh!!) because the lazy bastard I had with me couldn't get his fat arse out of bed. He finally rolled up during the briefing - Jim Reddiex stood there warning us of Huge Ruts, Giant Logs and Deadly Drops - cries from the ten inch wheel brigade of "Money Back" were ignored. Marnie Bond told me the forestry people had sent off a man in a little 4WD Suzuki and they couldn't find him for four months, when he did stagger onto the highway he said he was fighting for the Emperor - but personally I'm not that keen on penguins.

Time hung heavy as the fast people began thrashing round the first spectator test at Toombul, but finally it was our turn. As we lined up for the start Peter gave a groan of dismay as I slowly pulled the black gloves over my hands, I stared beadily out of the windscreen only a small tic in my left eye betraying the fear of unleashing 24.8bhp - could one man harness all that power?

The first little dash round Toombul car park showed a couple of things. - With helmets on all the usual engine noises were so muted that we were up to 8100rpm in 2nd before I thought of changing gear. The car felt very odd here, as if the front was kneeling and cocking the back into the air. Another obvious thing was that with Fat and Broad in the car which was designed for two sub-standard teenage Kyoto midgets we had a space problem - indeed on the first transport to the Motor Show Peter ticked my left hand twice, and with a helmet on, his head was jammed in the corner where he gave forth loud "Bonks" on the bumps. Still my impersonation of a rally driver extended all the way to having the deafest of ears to his bleats. The Black Gloves were magic during the event, nothing to do with gripping the wheel, it's just that watching a pair of black gloves dancing on the steering wheel, instead of a lilywhite pair of butterflies, is just so much more INSPIRING.

After another determined pose at the Motor Show, hanging round GARY Moedt on the B.S.C.C. stand trying to look less like the middle aged editor of a weak magazine, and more like a Total Motor Sporting Personality, we drove through Caboolture to the Beerburram Forest.

My fears about the dampness of the forests proved to be unfounded, the roads were in top condition - gritty enough for grip but just damp enough not to raise dust. I watched the numbers just ahead of us depart into the forests and felt rather uneasy about smashing up the Suzuki in such a fashion. But once the countdown started faint hearts went out the window and we were GO ..

We zoomed up through the gears using 7500rpm but keeping a wary eye on the Cautions, ones like a bridge on a right curve with the middle plank missing were treated with a great deal of respect. I had the car set up with 40lbs in the rear skinny crossplys and 24lbs in the front skinny crossplys, this was to try and stop the rear from gripping. In a big understeerer like the Hatch the 'opposite swing' into the corner was essential, since this meant that one was at the slowest point about 20 metres before the apex and the power (as such) was then on until one ran out of room or guts. The alternative to this approach was to enter the corner cautiously, wait for the understeer to die a death, and then begin powering away about 40 metres past the apex. And if the corner should tighten, a deadly situation when understeering, then as the car is already sideways a quick twirl of the wheel tightens the line and it skips round. Mind you, in such a light car on such skinny tyres all this Vatanan stuff was taking place at about 20mph - indeed there was time to discuss the finer points as it was all happening - but I can say without hesitation that I haven't enjoyed myself so much since July 29th 1972.

We had Haywood from Northern Districts behind us, he had 4 people in his P76 ! Well he caught me after 9.3kms, averaging about 67kmph to my 53kmph, I let him past on a Turn Right and tried to tuck into the draft, but I missed the suction and he was just gone. I wouldn't have minded some of his power uphill. The Haywood car had a calamity on this stage when the Eskey burst in the boot, the beer was a foot deep and foaming. I've never seen grown men cry like that before

Mentioning the Turn Right reminds me of the strange route instructions which appear to have been lifted from a 1955 CAMS Manual. Veer Right was replaced by Bear Right when Pontious, far from being a Pilot, wasn't even IN the RAAF.

We reached the end of section about 30 seconds behind Haywood, and driving a quiet little car nobody at the control was looking in our direction, and despite being 15 seconds under the minute we were done for the minute after - my navigators appeals were in vain (I mention this as old Marshalls tick-tock was in complete agreement with every other clock on the event).

At the end of the first stage, Lin Melton and Vic Elias, who were now the car behind us, came to a halt at the control and then they had to push the car uphill as the clutch pedal had dropped off - it must have been fright !

The first four instructions on the next stage had the word "Caution" attached to them, so a bloke with a white stick could have got round quicker than me. He after all only has a fear of falling, I had a mental image of TIMS hurling a Vicks Vapour Rub filled Scotch Egg at me. It was on this stage that we learnt the truth of the old chinese' maxim, " He who pops into top downhill frequently finds creek at bottom of valley". Twice this happened to us, the second time gravel came cascading up the bonnet. What made this all very silly is that TIMS and I perfected 'crossing the rough stuff in a front wheel drive' years ago. You wash off as much speed as possible before it, then you put on the handbrake and accelerate. This raises the nose as far as it's going to go, and instead of burrowing its face like an Ostrich looking for a bit of p and q, it leaps into the air nose highest, plonks down and off you go. No squashed springs, no struts through the wings, no belt marks across the shoulders.

At the subsequent short service in the bush we tried to do all the right things. We looked at the sump to see if it was whole, we checked the fluid levels etc. We also had the chance for a short chat, the Police Entry had bent the undertray on a gully, messrs Melton/Elias had glued the clutch pedal back on, and two of Haywoods passengers were sucking the boot carpet.

The next stage started off on a smashing long slippery straight with tall grass in the middle. After this I approached a "Caution Gutter" with Caution and the engine just died a death! Then we came over a brow to find the road full of great big rocks, and after banging and crashing about a bit it began to handle a bit funny. On a 90 left when I'd struggled it straight, I took my hands off the wheel to unknot my arms, and instead of zooming off up the straight it turned sharp right and sat on a bank at an angle of about 87°, so steep that my left arm instinctively went out and hit old Marshall in the helmet. After a very long couple of seconds, it leapt back on the road like a mountain goat and howled away.

At the next spectator point TIMS was standing with Wendy Marshall. As we tried to get the reluctant beast round the bloody corner she shouted something out. (Now this is an indelicate matter and should not be pursued by those of a gentle disposition) - what she shouted was "You've got a flat", what we heard was "You've got a fat", now this statement took us by surprise, causing a few raised eyebrows in the Suzuki. Indeed the matter of how the ladies would recognize the - err - symptoms, was questionable. But our intererogative eyebrows were lowered when something began hammering away underneath. At once the Brisbane Sporting Car Club Formation Wheelchanging Team swung into action. We found the jack under the seat, the twirly bit of metal under the bonnet and the bent bit of metal with the square end in the toolkit. Whilst this chinese firedrill was being enacted, Peter Garbett and Daisy Bates in the Air-Search yellow Toyota came charging up the hill so I gave them the Benny Hill salute, he obliged by clouting the bank with a wheel on the exit from the junction.

The next stage was "Big Balls" - not exactly Suzuki country. We reached 110kmph on the yumpy back straight, skipped through a cow and two heifers, overshot a junction and just failed to clean it by four seconds. Peter knows this stage very well but I wasn't happy coming over those brows 'flat', he had, after all, been almost right on a few occasions already!

After one more stage we went to the Division break at Caboolture where the Club President was on hand to cheer us in. Once we'd got our time we went to have a tube put in the flat and to fill with petrol. The cost of fuel after 5 stages was \$5.20! (Thats a Corporal exclamation mark) Just what do they think we're made of, silk mottle bops?

TIMS had brought sarnies and tea, so after a fill (What a change from navigating when the sight of something even as liquid as a SAO would make me retch) we departed to the three night stages.

Well this was more like it, a white curtain of light moving ahead of the car as it zipped through the trees, all the unspeakable horrors remained hidden in the gloom where they couldn't slow us down. Parts of the stages were the same as before, but now the ruts were quite deep in places. This led to us charging round some corners in 2nd gear only for deep sand to kill all the speed stone dead, requiring a change down to 1st gear and bags of wheelspin. On one stage the Duckworth/Leigh Fiat had wrong slotted and they gradually caught us until he was close enough to dip his lights and I stopped to let him past. He'd no sooner got out of sight than we came across him stationary and surrounded by steam about 100 metres beyond a deep creek, we just scraped past him on the left, the tyres offering minimal grip on uphill damp grass. Lin Melton and Vic Elias went past a junction on a transport and went miles out of the way, indeed they told me about getting a cup of coffee in Charleville before returning.

The final spectator point was a beauty for me. A long rough straight led into a 90 left, on the exit a gully threw the car into the air so that it landed on the right, and then we just had time to set the left flick up for a Turn Hard Right. By now I felt I pretty well had the feel of the thing and it all happened in a plethora of revs and flashing arms. I know it all looked slow to the spectators but I was working and sweating like a dog in there. I can say that for 2 nights after the event I'd relive this spectator point and just couldn't get to sleep.

The final stage was a run round "Big Balls" in the reverse direction. The uphill bit after the long straight was such a long grind for us in 2nd gear that we could have had a three course dinner. (or with my eating habits - a Three Coarse Dinner).

Then to the finish, where the hot dogs had run out, Mike Mitchell supplied a beer, we all cheered Norm (The Winner) Fritter, the Police who'd finished a thoroughly commendable 18th - were beaming, a big crowd of Drongos sang Happy Birthday to me, and we left at 11p.m.. A civilized hour for a splendid event - albeit somewhat rougher than anticipated.

OUR mere THANKS are not enough to commend the efforts of Jim Reddiex, Marnie Bond and the mainly OFF ROAD PEOPLE who were good enough to run the controls in our sport.

Thank you all

Big Ed

Results Summary

B.S.C.C. Times only - however as the Police Dept. were bold enough to enter a car I've included their times as a matter of interest.

Classes = Recognised, Clubman, Novice, Exhibitor, Standard

Stage 1 13.11km 10mins

= 1 Fritter/Taylor R 0	= 4 Kabel/Jabel E 1	=31 Porteous/Kirb N 3-
Gatton/Morrison C	=15 House/Best C 2	McGraa/Foord N
Reid/Tegg C	Gilliland/Gillil N	Black/McMahon N
= 4 Woodward/Smith C 1	Garth/Garth N	Melton/Elias S
Somerville/Lane C	Plant/Plant N	Clunes/Bailey N
Cross/Ovens C	Luiten/Mundy N	Police Dept. E
Lilley/Siantis N	Johnson/Streitbe N	=42 Moore/Moore N 4
O'Kane/Briscoe N	McCubben/Campbel N	Krebs/McCabe S
Morrison/Campbe N	Arvelin/Koskinen N	Smith/Marshal S
Ball/White N	Perry/Stroud S	44 Goopy/Blake N 6
Taylor/Salmond N	Garbett/Bates S	

Stage 2 15.2km 12mins

= 1 Fritter/Taylor R 0	=14 Gilliland/Gillil N 2	=28 Krebs/McCabe S 3
Reid/Tegg C	Garth/Garth N	Clunes/Bailey N
Taylor/Salmond N	O'Kane/Briscoe N	Police Dept. E
= 5 Gatton/Morrison C 1	Luiten/Mundy N	=36 Black/McMahon N 4
House/Best C	McCubben/Campbel N	Smith/Marshal S
Woodward/Smith C	Arvelin/Koskinen N	=38 Moore/Moore N 5
Somerville/Lane C	Ball/White N	Perry/Stroud S
Cross/Ovens C	Garbett/Bates S	40 Melton/Elias S 7
Lilley/Siantis N	=28 Goopy/Blake N 3	42 Johnson/Strei N 15
Plant/Plant N	Porteous/Kirby N	43 Morrison/Camp N 66
Kabel/Kabel E	McGraa/Foord N	

Stage 3 12.9km 10mins

= 1 Fritter/Taylor R 2	= 6 McCubben/Campbel N 3	=24 Black/McMahon N 4
Gatton/Morrison C	Goopy/Blake N	Clunes/Bailey N
Taylor/Salmond N	Arvelin/Koskinen N	Melton/Elias S
= 6 House/Best C 3	Ball/White N	Police Dept. E
Woodward/Smith C	Kabel/Kabel E	Krebs/McCabe S
Somerville/Lane C	Garbett/Bates S	=37 Johnson/Strei N 5
Cross/Ovens C	=24 Plant/Plant N 4	Perry/Stroud S
Gilliland/Gilli N	Luiten/Mundy N	39 Moore/Moore N 6
Garth/Garth N	Porteous/Kirby N	42 Smith/Marshal S 10
O'Kane/Briscoe N	McGraa/Foord N	43 Reid/Tegg C 17

Stage 4 7.3km 5mins

Everybody clean (Well those still running anyway) except

=33 Woodward/Smith C 1	=33 Moore/Moore N 1	=33 Smith/Marshalls S 1
Johnson/Streitb N	Perry/Stroud S	
McGraa/Foord N	Krebs/McCabe S	

Stage 5 6.43km 5mins

= 1 Fritter/Taylor R 0	= 1 Kabel/Kabel E 0	=18 Moore/Moore N 1
Gatton/Morrison C	Garbett/Bates S	Black/McMahon N
Somerville/Lane C	Melton/Elias S	Clunes/Bailey N
Plant/Plant N	=18 Reid/Tegg C 1	Police Dept. E
O'Kane/Briscoe N	House/Best C	Perry/Stroud S
Johnson/Streitb N	Woodward/Smith C	Krebs/McCabe S
McCubben/Campbe N	Gilliland/Gillil N	Smith/Marshal S
Arvelin/Koskine N	Luiten/Mundy N	=37 Cross/Ovens C 2
Ball/White N	Porteous/Kirby N	42 Garth/Garth N 18
Taylor/Salmond N	McGraa/Foord M	

Division 1

1	N Fritter / C Taylor	R	2	=20	W Porteous / W Kirby	N	11
2	K Taylor / W Salmond	N	3		Police Department	E	
3	L Gatton / K Morrison	C	4	25	A McGraa / L Foord	N	12
= 4	G Somerville / C Lane	C	6	=26	A Clunes / E Bailey	N	13
	P O'Kane / A Briscoe	N			A Krebs / S McCabe	S	
	A Ball / R White	N		=28	R Perry / R Stroud	S	14
= 7	R Cross / B Ovens	C	7		L Melton / V Elias	S	
	H Arvelin / P Koskinen	N		=31	C Plant / T Plant	N	15
	P Garbett / D Bates	S			G Black / P McMahan	N	
12	D House / T Best	C	8	=35	S Reid / W Tegg	C	18
=13	P Woodward / G Smith	C	9	38	D Moore / L Moore	N	20
	C Gilliland / A Gilliland	N		39	P Smith / P Marshall	S	21
	G Luiten / D Mundy	N		40	L Garth / C Garth	N	25
	H Kabel / G Kabel	E		41	P Johnson / L Streitberg	N	81
17	C McCubben / C Campbell	N	10	42	P Goopy / J Blake	N	276

Stage 6 21.97km 17mins

1	Fritter/Taylor	R	2	=10	Woodward/Smith	C	5	=19	Porteous/Kirby	N	6
= 2	Somerville/Lane	C	3		Plant/Plant	N			Krebs/McCabe	S	
	Gilliland/Gilli	N			McCubben/Campbell	N			Garbett/Bates	S	
	O'Kane/Briscoe	N			Goopy/Blake	N		25	Perry/Stroud	S	7
= 5	Gatton/Morrison	C	4		Kabel/Kabel	E		29	Smith/Marshall	S	9
	House/Best	C			Police Dept	E		=32	Moore/Moore	N	11
	Arvelin/Koskine	N			Melton/Elias	S			Clunes/Bailey	N	
	Ball/White	N		=19	Cross/Ovens	C	6	=37	McGraa/Foord	N	12
	Taylor/Salmond	N			Garth/Garth	N			Black/mcMahon	N	

Stage 7 12.43km 9mins

= 1	Fritter/Taylor	R	3	= 8	Plant/Plant	N	4	=19	Police Dept.	E	5
	Gatton/Morrison	C			O'Kane/Briscoe	N			Krebs/McCabe	S	
	Cross/Ovens	C			Ball/White	N			Melton/Elias	S	
	Taylor/Salmond	N			Garbett/Bates	S		=29	McCubben/Campbell	N	6
	Kabel/Kabel	E		=19	Garth/Garth	N	5		McGraa/Foord	N	
= 8	House/Best	C	4		Goopy/Blake	N			Perry/Stroud	S	
	Woodward/Smith	C			Porteous/Kirby	N			Smith/Marshall	S	
	Somerville/Lane	C			Arvelin/Koskinen	N		=35	Moore/Moore	N	7
	Gilliland/Gilli	N			Black/McMahon	N			Clunes/Bailey	N	

Stage 8 7.3km 6mins

= 1	Fritter/Taylor	R	0	= 1	McCubben/Campbell	N	0	=23	Taylor/Salmond	N	1
	Gatton/Morrison	C			Goopy/Blake	N			Clunes/Bailey	N	
	House/Best	C			Arvelin/Koskinen	N			Kabel/Kabel	E	
	Woodward/Smith	C			Black/McMahon	N			Police Dept.	E	
	Somerville/Lane	C			Garbett/Bates	S			Perry/Stroud	S	
	Cross/Ovens	C		=23	Plant/Plant	N	1		Krebs/McCabe	S	
	Gilliland/Gilli	N			Porteous/Kirby	N			Smith/Marshall	S	
	Garth/Garth	N			Ball/White	N			Melton/Elias	S	
	O'Kane/Briscoe	N			McGraa/Foord	N		37	Moore/Moore	N	2

Division 2

1	N Fritter / C Taylor	R	5	= 6	D House / T Best	C	8
= 2	L Gatton / K Morrison	C	7		K Taylor / W Salmond	N	
	G Somerville / C Lane	C		= 9	P Woodward / G Smith	C	9
	G Gilliland / A Gilliland	N			R Cross / B Ovens	C	
	P O'Kane / A Briscoe	N			H Arvelin / P Koskinen	N	

Division 2 (Cont)

= 9	A Ball / R White	N 9	=20	A Krebs / S McCabe	S	12
	H Kabel / G Kabel	E	28	P Smith / P Marshall	S	16
=14	C Plant / T Plant	N 10	=29	G Black / P McMahon	N	17
	P Goopy / J Blake	N		R Perry / R Stroud	S	
	P Garbett / D Bates	S	=31	A McGraa / L Foord	N	19
=17	C McCubben / C Campbell	N 11		A Clunes / E Bailey	N	
	Police Department	E	34	D Moore / L Moore	N	20
=20	L Garth / C Garth	N 12	35	L Melton / V Elias	S	26
	W Porteous / W Kirby	N				

Results

1st	Norm Fritter / Coral Taylor	Datsun	R	7	1st Reco
= 2nd	Laurence Gatton / Keith Morrison	Datsun	C	11	1st Club
	Kelvin Taylor / Wayne Salmond	Mazda	N	11	1st Novi
= 4th	Glen Somerville / Chris Lane	Escort	C	13	2nd Club
	P O'Kane / Allan Briscoe	Mazda	N	13	2nd Novi
6th	Alan Ball / Rod White	Escort	N	15	3rd Novi
= 7th	D House / Tony Best	Toyota	C	16	=3rd Club
	Rod Cross / Boyd Ovens	Mazda	C	16	=3rd Club
	Greg Gilliland / A Gilliland	Lancer	N	16	
	Hannu Arvelin / Peter Koskinen	Escort	N	16	
11th	Peter Garbett / Daisy Bates	Toyota	S	17	1st Stan
=12th	P Woodward / Graham Smith	Fiat	C	18	
	Hank Kabel / Gary Kabel	Mazda	E	18	1st Exhib
17th	Col McCubben / Chris Campbell	Mazda	N	21	
18th	Police Department	Falcon	E	22	3rd Exhib
19th	Bill Porteous / Wayne Kirby	Ford	N	23	
=21st	Colin Plant / Trevor Plant	Datsun	N	25	
	Tony Krebs / Stephen McCabe	Datsun	S	25	3rd Stan
=26th	Andrew McGraa / Lachlan Foord	Datsun	N	31	
	Ross Perry / R Stroud	SAAB	S	31	
=28th	G Black / Peter McMahon	Mazda	N	32	
	Alan Clunes / Earl Bailey	Escort	N	32	
=30th	Laurie Garth / Craig Garth	Mazda	N	37	
	Peter Smith / Peter Marshall	Suzuki	S	37	
=33rd	Don Moore / L Moore	Lancer	N	40	
	Lin Melton / Vic Elias	Datsun	S	40	
41st	Paul Goopy / John Blake	Mazda	N	286	

Motor Mow Musings

Norm Fritter and Coral Taylors win was the most thorough I've seen, fastest on every stage and 4 minutes ahead at the finish, very well done the pair of you.

Kelvin Taylor came =2nd despite breaking a strut on the first run round Big Balls. They also split a brake hose.

Bad News of the Night was that Russell Reid rolled his car and brother Stewart came flying round the corner in his Gemini and ran into it. Stewarts car was quite badly bent - getting those Warning Triangles up once you come to a halt on a Stage is essential.

Glen Somerville had a good run, coming =4th despite disappearing into the bushes on Big Balls on one occasion.

Rally Navigation Report

Dear Ed.

I guess that with your new glossy format the magazine will now be full of buxom women and Jowett Javelins. I hope you can find a little space between them for a note on the Rally Navigation School.

I would like to thank those people who volunteered or were co-opted at short notice to talk on various subjects. Ross Moir stepped in at very short notice on the first night as well as giving his programmed lecture on mapreading the second night. Peter Smith gave everyone a new insight into route charts and Dennis Brown and Murray Coote covered vehicle preparation. My thanks to all of them.

To those who attended as pupils I hope that you found it worthwhile and would be pleased to hear your comments on the material covered. If you still have questions on anything (rallying) I am sure that our lecturers will do their best to answer them if approached.

I make this point for anyone new to the sport - most people involved are very willing to give advice if asked.

Thank You to all involved

Peter Marshall

-0-

For People who have not paid their MEMBERSHIP SUBSCRIPTION we have the good news, and the bad news.....

The Good News...is that this is positively the last copy of the B.S.C.C. Magazine that they will receive. The Bad News...is that they miss out on being a B.S.C.C. member, a club which, all things considered, is the best I've ever belonged to. If you do not want to face

EXCOMMUNICATION

FIRE PURGATORY ASHES

hurtle the old \$22 off to Coral Taylor at the clubrooms toot suite.

CAMS Group ' A ' Cars

Ace reporter Knerd Grooberglosh bearded CAMS in their den over this matter. No this is not the 'thin edge of the wedge' in an attempt to get us all to run standard cars in rallies, they just thought that standard cars should be given the incentive of a department in the Prize Fund Structure Hearn, Hearn. Over caviare and CAMS bottled Champagne in the Rosalie Presidential Dining Room (200ft of oak panelling) your Editor was assured that CAMS have only our safe and competitive future at heart.



Jim Adness

QUALITY USED CARS



CAREFULLY SELECTED FAMILY SEDANS, HIGH PERFORMANCE CARS,
FOUR WHEEL DRIVES & EUROPEAN TOURERS

SPECIAL WHOLESALE PRICES FOR ALL B.S.C.C. MEMBERS

WE ALSO BUY OUTRIGHT FOR CASH

225 ABBOTSFORD ROAD, MAYNE,

PHONE 52 4566.

HUEBNER TOYOTA



The best way to find out about Toyota Land Cruiser is to drive one. But remember, **once you've driven it, you're hooked.**

Phone: Brian Lemke or Bill Gilmour
(07) 44 1427

Or Call: 214 Grey Street, South Brisbane
or
Cnr. Anna & Williams Streets,
Beaudesert,
Ph. John Seaton (075) 41 1666

MAZDA MAGIC

Wins 1980 Queensland Rally Championship



GP 3342



GRAND PRIX MAZDA

1387 Gympie Road, Aspley Ph. 263 5333 A hours 263 6818



HOLLAND PARK AUTO ELECTRICS

803 LOGAN RD. 3970446

PROPRIETOR: PAUL MASON
(Qualified Auto Electrician)

AGENTS FOR:



BOSCH

LUCAS

No.1 in Competition Electrics
Experience in:-

- Sports Sedan Racing
- Touring Car Racing
- Drag Racing
- Rally

We're good in electrics
because of our CHARGE



R.A.C.Q. APPROVED REPAIRER





The Motor Show Rally

Photo by ALAN McCONNELL.....

Standard Car Class Winners (The swine !!)

Peter Garbett and Del (Daisy) Bates



Russell Reid and Ian Stewart before their roll
Whilst the car was lying there like a dead elephant
brother Stewart Reid came along and gave it a whack !

MOTOR SHOW RALLY

Picture by NEIL HOWARD



Heading in the direction of 'Up' here are
David and Peter Westwood in their 1600cc
buggy.

SHOCK NEWS HORROR

Owing to the abnormally wet summer we're very sorry but the SHORT COURSE OFF ROAD EVENT due to held over the EASTER WEEKEND has been CANCELLED, we tried to find a new venue but at such short notice it wasn't possible.

Shock News Horror Mk.2

Coral and I are merrily trying to print the magazine and we're having heaps of trouble with the photographic pages. A call to Gestetner tells us that we can't have two photos to the page, (they never mentioned that when we were perspective buyers) so it'll probably look a bit secondrate this month, we apologise to our two photographers ALAN McCONNELL, NEAL HOWARD that our printing does not do honour to their art.

ART UNION NEWS

In case there are a few of you out there who are still holding onto your Art Union tickets in the vain hope of winning a prize I have bad news for you. The Art Union has been drawn and the prizes are now in the hands of the lucky winners.

For those interested Brian Swinton sold the winning ticket to J. Walk and second prize was won by J.Flanagan whose brother Bill Dunk sold her the ticket.

The Art Union was a great success and I would like to thank most sincerely everyone who supported the club by buying tickets and also those of you who took books of tickets to sell outside the club.

In particular I think the names of Ross Stanfield, Dianne Quill and Jason Crew should be mentioned as they were responsible between them for 88 books of tickets. Well done.

I would also like to thank Noelle Drummond and Desley Collins who both devoted a great deal of time and effort to ensure that the Art Union was a success.

Once again thanks to one and all for supporting the club in this way and making our Art Union a success.

Sherry Smith

-0-0-0-0-0-0-0-0-0-0-0-0-

PHONE: 277 7040



Glen Carpenter Motors

ENGINE REBUILDER'S

- * Specialising in Mazda Rotaries
- * Side Housing Resurfacing
- * Engine Porting
- * V.W. Line Boring
- * Engine Tuning



1776 IPSWICH RD.,
ROCKLEA. 4106.

PHONE: 275 3248

PHONE: 275 3063

Glen Carpenter Auto Parts Centre

Comprehensive range of parts for Australian
and Imported Cars.

- * Automotive Spare Parts
- * Clutch Kits
- * Brake Shoes – Disc Pads
- * Shock Absorbers
- * Fitting available if required.

OPEN 7 DAYS A WEEK

1776 IPSWICH RD.,
ROCKLEA. 4106.



CITROËN



SAAB



SUZUKI

SALES SERVICE SPARES

Jim Reddiex's

maxim motors

Showroom RADIO CITY BLDG.
ROSS STREET
NEWSTEAD

Workshop 52 ABBOTSFORD RD
BOWEN HILLS
4006

Phone

527177

STANFIELD AUTOMATICS

specialists in

AUTOMATIC TRANSMISSION

REPAIRS AND SERVICE

Free Transmission Check

EXCHANGE TRANSMISSIONS

AND

CONVERTORS FOR MOST POPULAR MAKES

PHONE: 341 5263

Fulcrum Suspensions
are now stockists of

LOVELLS

COIL SPRINGS

.....
**AS USED BY
JACK BRABHAM**
.....

Lovells Coil Springs
are available as
**Standard, Heavy Duty,
Lowered, Race & Rally**
to suit any make of car.

Contact Fulcrum Suspensions for Lovell's Springs
Sales Service and Professional Advice on all
Suspension and Steering Problems.



Fulcrum Suspensions

8 EVESHAM ST., MOOROOKA, 4105
PH. 3922647 (OPEN SAT MORN.)

UNIPART

WHAREHOUSE

THOUSANDS OF PARTS FOR MILLIONS OF CARS -
ALL SUBURBS DELIVERY

- G.M.H.
- MAZDA
- TOYOTA

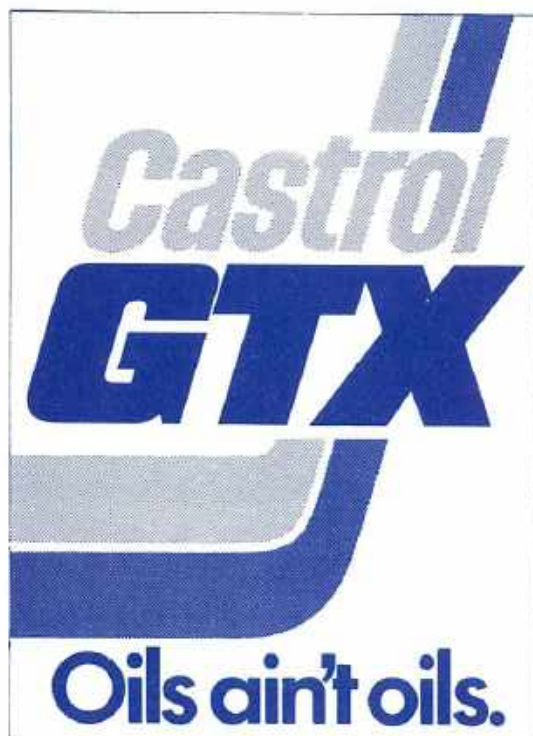
- FORD
- CHRYSLER
- DATSUN

DISCOUNTS FOR CLUB MEMBERS

399 9999

READSPEED AUTO PARTS

24 ROGOONA ST., MORNINGSIDE



Dalvey CA817

KENSINGTON VILLAGE SHOPPING CENTRE

POWDER PUFF RALLY - 26th FEBRUARY

Organised by Northern Districts Sporting Car Club

It was a warm welcome to this annual event where us ladies get to show the men how it should be done. Last years rally resulted in ties for several places as the event was only timed to the minute, so this year elapsed & minute timing was used. It was the best roll up ever seen for this event - 20 entrants - of which only 18 started.

After some publicity from Channel 9 (as one of their newsreaders, Kay McGrath, was driving Grant Milers car) the event got underway at 5.30pm Saturday afternoon from Strathpine with a transport to Dayboro.

The roads used during the rally were belied by the name of the event, as they were equal to any QRC round, alternating from rough and rocky, to tight forests, to long fast stretches. Unfortunately the organisers made a boo-boo in the planning for the very first transport. The final stretches of this transport were a long, steep climb in which everyone was bumper to bumper, at 5-10mph, in 1st and 2nd gear for at least 20 minutes. Almost every car went over the top of their temperature gauge, and this surely contributed to the wrecked motors of both Kay Wilson and Lesleigh Wagner.

The event had approx \$1200 in prizemoney, which was shared by quite a number of people as there was 1st,2nd,3rd prizemoney for every competitive section, as well as prizemoney and/or trophy down to 6th place

Noelle Drummond won the rally (Again, last year she tied with Lesleigh Wagner), with second place going to Sherry Smith, third to Janine Thompson, fourth to Coral Taylor, fifth to Maxine Sibley and sixth to Hilary Warnett.

As always there were the usual mishaps, close shaves and breakdowns. The old adage applies, you can't do well without a reliable car, a reliable navigator, consistent driving, and being there at the end.

Kerry Browning had brake troubles and had to skip a few sections, losing any chance for outright placings, but once fixed Kerry put in some good times to win section money. Michele Dillon also had brake problems.

Mark Taylor took Coral down a wrong road (Theres no need for this Mark, you're married now) but Coral drove very well to work her way back to 4th.

Sherry Smith and Dale Payne did very well but got a flat tyre in the last competitive. However she was far enough ahead of the next competitor to retain her 2nd position.

Noelle Drummond and Ian Goldsworthy dragged a muffler for 2 sections,

tied it up, and finally lost it. They also lost a few minutes in two different sections by a (slight?) navigational error. The rally was just long enough for Noelle to make up the time and take out the event.

The rally finished with a very enjoyable barbecue at Strathpine. Everyone declared they had a ball and would be back next year.

Post and Pictorial Staff Reporter

Results Summary - B.S.C.C. Times Only, Overall pos. Driver/Navi, Time

<u>Stage 1</u>		<u>Stage 2</u>		<u>Stage 3</u>	
1	Browning/Weale 5	1	Browning/Weale 2#	1	Taylor/Taylor 8½
I've just discovered this typerotter doesnt have a 3/4 key, so # = 3/4					
2	Drummond/Goldsw 5½	2	Drummond/Golds 3	2	Smith/Payne 9¼
= 3	Dillon/Bertram 6¼		Smith/Payne	3	Wagner/McInnes 9½
= 5	Smith/Payne 6½	= 6	Wagner/McInnes 4	= 4	Drummond/Goldsw 10½
= 7	Wagner/McInnes 7#		Taylor/Taylor		Black/McMahon
=10	Black/McMahon 8¼	= 8	Black/McMahon 4¼		Dillon/Bertram
12	Gatton/Morrison 8#		Gatton/Morrise	8	Gatton/Morrison 14¼
17	Taylor/Taylor 21¼	12	Dillon/Bertram 4½		

<u>Stage 4</u>		<u>Division 1</u>		<u>Stage 5</u>	
1	Smith/Payne 1#	1	Smith/Payne 20½	1	Browning/Weale 5¼
2	Drummond/Goldsw 2	2	Drummond/Gold 21	2	Drummond/Goldswor 5#
3	Taylor/Taylor 2¼	3	Wagner/McInne 23#	= 3	Smith/Payne 6
4	Wagner/McInnes 2½	4	Dillon/Bertra 24¼		Taylor/Taylor 6
= 5	Dillon/Bertram 3	6	Gatton/Morris 30½	6	Black/McMahon 8
= 7	Gatton/Morrison 3¼	9	Taylor/Taylor 36	8	Gatton/Morrison 9½
13	Black/McMahon 6	11	Black/McMahon 43	9	Dillon/Bertram 10¼
		15	Browning/Wea 187#		

<u>Stage 6</u>		<u>Stage 7</u>		<u>Division 2</u>	
1	Browning/Weale 1½	1	Browning/Weale 7¼	1	Browning/Weale 14
2	Drummond/Goldsw 1#	= 2	Drummond/Golds 7½	2	Drummond/Goldsw 15
3	Taylor/Taylor 2		Taylor/Taylor 7½	3	Taylor/Taylor 15½
4	Smith/Payne 2¼	= 5	Smith/Payne 9#	4	Smith/Payne 18
6	Black/McMahon 2#	7	Black/McMahon 11	7	Black/McMahon 27#
8	Gatton/Morrison 3¼				
=10	Dillon/Bertram 4				

Results

1st	Noelle Drummond / Ian Goldsworthy	Mazda	36
2nd	Sherry Smith / Dale Payne	Mazda	38½
4th	Coral Taylor / Mark Taylor	Lancer	51½
8th	G Black / Peter McMahon	Mazda	70 ³ / ₄
9th	Kerrie Browning / Greg Weale	Datsun	2013/4

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

1982 Championships

Motorkhana Championship

1	Garry Read	11
2	Oriano Giamichl	10
= 3	Alan McConnell	9
	Peter Garbett	9
	Daisy Bates	9
6	Glen Carpenter	8
7	Kel Taylor	7
8	Pete Smith	6
9	Matt Read	5
10	Alan Ball	4
=11	Peter Johnson	3
	Jack Read	3

Rally Championship

= 1	Norm Fritter	11
	Coral Taylor	11
= 3	Laurence Gatton	10
	Keith Morrison	10
	Kelvin Taylor	10
	Wayne Salmond	10
= 7	Jim Reddiex	9
	Alan Wright	9
= 9	Glen Somerville	9
	Chris Lane	8
	Allan Briscoe	8
=12	Alan Ball	6
	Rod White	6
=14	Tony Best	5
	Rod Cross	5
	Boyd Ovens	5
	Greg Gilliland	5
	Hannu Arvelin	5
	Peter Koskinen	5
=20	Peter Garbett	1
	Daisy Bates	1
	Graham Smith	1
	Hank Kabel	1
	Gary Kabel	1
	Col McCubben	1
	Chris Campbell	1
	Bill Porteous	1
	Wayne Kirby	1
	Colin Plant	1
	Trevor Plant	1
	Tony Krebs	1
	Stephan McCabe	1
	Andrew McGraa	1
	Lachlan Foord	1
	Ross Perry	1
	Peter McMahon	1
	Alan Clunes	1
	Earl Bailey	1
	Laurie Garth	1
	Craig Garth	1
	Peter Smith	1

Rally Champ (Cont)

=20	Peter Marshall	1
	Don Moore	1
	Ian Melton	1
	Vic Elias	1
	Paul Goopy	1
	John Blake	1

Night Run Championship

= 1	Alan Ball	22
	Rod White	22
= 3	Alan McConnell	20
	Peter Johnson	20
= 5	Peter Stockton	18
	Barbara Knight	18
= 7	Dennis Denning	17
	Ron Wilson	17
= 9	Charlie Blake	15
	Tony Hazeldine	15
=11	Sue Griffin	11
	Roberta Barbe	11
=13	Ross Stanfield	9
	Greg Barbe	8
	Laurie Streitber	9
	Alex Conroy	9
=17	Peter Garbett	7
	Daisy Bates	7
=19	Chris Harbeck	6
	Paul Goopy	6
	Peter Ball	6
	Virginia Pie	6

Off Road Championship

= 1	Ed van Amstel	20
	David Pearson	20
3	Paul Watkinson	18
= 4	Cedric Loy	16
	Geoff Loy	16
6	Mick Norris	14
7	Ian Baker	13
= 8	Tom Poots	11
	Peter Meiers	11
=10	Jim Adness	10
	Ian Macfarlane	10
	Barry Macfarlane	10
	Sid Vahry	10
=14	Terry Coneely	9
	Ashton Bradley	9
	Glenn Bradley	9
=17	Nev Taylor	8
	Nick Reeves	8
19	Ed Hopkins	7
=20	Ian Bond	6
	David Westwood	6
	Peter Westwood	6
=23	Col Wilton	5
	George Croucher	5
	Guenter Schmied	5

Off Road (Cont.)

=26	Ron Wilson	4
	Dennis Denning	4
	Wayne Cambie	4
	Douglas Scottorn	4
	Barry Massey	4
	Jeff Best	4
=32	Andy Davis	3
	Tim Hegarty	3
=34	Noel Buckley	2
	Don Buckley	2
	Kev White	2
	Warren Blackboun	2
=38	K Boulton	1
	Geoff Dein	1
	Rod Sams	1
	J Sams	1
	Noel Jeffery	1
	Stephen Jeffrey	1

Club Championship

1	Alan McConnell	18
= 2	Alan Ball	14
	Kel Taylor	14
4	Rod White	12
= 5	Daisy Bates	11
	Norm Fritter	11
	Peter Garbett	11
	David Pearson	11
	Garry Read	11
	Coral Taylor	11
	Ed van Amstel	11
=12	Oriano Giammich	10
	Peter Johnson	10
=14	Laurence Gatton	9
	Keith Morrison	9
	Wayne Salmond	9
	Paul Watkinson	9
=18	Cedric Loy	8
	Geoff Loy	8
=20	Barbara Knight	7
	Peter Stockton	7
=22	Glen Carpenter	6
	Dennis Denning	6
	Mick Norris	6
	Ron Wilson	6
=26	Ian Baker	5
	Jim Reddiex	5
	Peter Smith	5
	Alan Wright	5
=30	Peter Meiers	4
	Tom Poots	4
=32	Allan Briscoe	3
	Charlie Blake	3
	Tony Hazeldine	3
	Chris Lane	3
	Matt Read	3

Club Champ (cont)	Ladies Championship	World Championship
=32 Glen Somerville 3	1 Daisy Bates 29	1 A Prost 40
=38 Jim Adness 2	= 2 Coral Taylor 11	2 C Reutemann 24
Paul Goopy 2	Barbara Knight 11	= 3 R Arnoux 18
Ian Macfarlane 2	= 4 Lin Melton 10	H Glubertash 18
Barry Macfarlan 2	Sue Griffin 10	4 N Lauda 14
Sid Vahry 2	Roberta Barbe 10	5 K Rosberg 10
Other Point Scorers	7 Virginia Pie 7	6 J Watson 8
are =43 on 1 point		7 M Alboreto 6

-0-

Rally Driver Classifications 1982

Grade 1 (State Classified)

W Black	M Coote	P Glennie	G Kahler	T Ogilvie
R Browning	B Garland	P Jones	P McLoughlin	P Stephan
R Vandersee				

Grade 2 (Recognised)

J Barr	N Fritter	P Marcovich	A Perrett	D Shannon
S Batts	T Garbett	B McCubben	P Phillips	K Tapsall
D Brown	L C Johnstone	I McCubben	R Reid	A Taylor
A Cutts	H Kabel	L Neumann	P Roggenkamp	M Taylor

Grade 3 (Clubman)

L Achterberg	D Currie	N Horton	G Mitchell	N Sivver
R Anderson	M Davis	D House	B Nixon-Smith	W Skimmings
T Bailey	K Downing	N Jory	P O'Brien	R Skinner'
J Baker	M Dwyer	S Kabel	W Parker	P Slattery
M Barry	P Egglesfield	P Kelly	E Peel	B Smith
B Beikoff	R Faldt	R Kelly	R Petty	L Soloman
L Bonaventura	J Galea	P Lockhart	D Power	G Somerville
T Burgess	J Gardner	L Low	J Reddiex	E Stanley
G Byrne	L Gatton	C Lowe	G Reynolds	A Stean
P Cadell	D Gibson	K Lynch	G Rollinson	R Stewart-Reid
G Clark	D Goodall	B Mann	P Roslan	P Sudiro
L Coker	B Grigg	R Mann	K Russell	A Thomson
N Coveney	R Handford	P Mason	A Saxby	R Tindall
R Cross	B Haywood	M McCann	T Scully	W Whiteside
S Beikoff	R Hendrickson	S McKinley	J Sibley	D Wieland
T Cumpston	G Holloway	J McLean	N Singleton	C Williams
				P Woodward

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

FOR SALE

RX2 MAZDA RALLY CAR - SET UP. Phone Robert Rust 52 8400

KEITH TAPSALL of G.P. CARS (356 9544) tells me he has ALL CIBIE LIGHTS on SPECIAL at the moment. - for instance SUPER OSCARS FOR \$65 !! FOR RALLY & OFF ROAD COMPETITORS...ALSO AVANTI MAPLIGHTS CONTACT KEITH NOW FOR AN ILLUMINATING EXPERIENCE.

ENGAGEMENT DIARY - Latest pair to pair-it-off are John Blake and Tricia Goopy - congratulations young people, don't forget the cake.

1982 CHAMPIONSHIPS

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

In 1982 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be motorxhanas, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC ORGANISED motorxhanas, 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 17 outright in an event but this is the best result for 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., 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 results will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 9 points for their efforts, however these points can only be gained on two occasions per type of event.

Finally the top ten placegetters in each of the five types of events (motorxhanas, 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 1982 Club Championship.

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

Pete Smith (208 1721 home, 379 6182 work. 15 Laurel Street, Woodridge Qld 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 upto date as possible.

NEW MEMBERS

A very warm welcome is extended to the following people who joined the Brisbane Sporting Car Club during February.

Victor Elias.....	Paddington
Lin Melton.....	Bardon
Wayne Kirby.....	Warana Beach
Mike Scott.....	Montville
Noel Farmer.....	Montville
James Dein.....	Woodridge
Peter Hutton	Aspley
John Young.....	Wishart
John Daffy.....	Burpengary
Allan Mitchell.....	Bundamba
Graeme Knipe.....	Morningside
Clinton Linneweber.....	Mt Gravatt
Paul Woosley.....	Rochedale
Bob Linneweber.....	Mt Gravatt
Butch Read.....	Bulimba
Lyn Smith.....	Bulimba (Associate)
Kevin Harvey.....	Paddington
Louise Convy.....	Kedron (Associate)
Graham Makin.....	Stafford
Bill Sharpe.....	Tamborine Mountain
Ern Williamson.....	Beenleigh
Mark Gastaldin.....	Arana Hills
Virginia Gillespie.....	Carina (Associate)
Paul Mroz.....	Boggabilla NSW
Bernie Carney.....	Boggabilla NSW

-0-

Wanted

NAVIGATOR FOR STATE AND CLUB EVENTS - NOVICE OR CLUBMAN
GRADE. Phone Robert Rust 52 8400

Forthcoming Event

No fears on the next NIGHT RUN 24th MARCH as it's prepared by the master, CHARLIE BLAKE. All you need is a car, a torch or maplight and a mate - if you lack the latter then there's always somebody around the club who can be 'persuaded'. Starts from the Clubrooms at 8pm.

Film ReviewMad Max 2

Smashing cowboy film. There's this tribe of savages who live in the desert and they want to chop up the whites in the little settlement. The 'Hero' (the difference between him and the savages is not so much what he does, as who he does it to) arrives in time to drive the stagecoach away with the savages in tow, whilst the honkies escape to the north. The scenery is as stark and beautiful as good old Aussie can get. Loved the Humungus, the crashes, the Feral Kid, love it or hate it your eyes just don't leave the screen - see it.

Queensland Motorkhana Championship Round 1

Ipswich West Moreton Auto Club - 29th Feb

The first round of the exciting state Motorkhana Championship was held by the I.W.M.A.C. in the palatial Coles Car Park in Ipswich. Despite the presence of the law who were positive that handbraking on a Sunday was unlawful, the day was a great success. Indeed the threatening clouds held back until the very end of the final test.

B.S.C.C. participation at Q.M.C. events is currently at a low ebb, I don't compete because you only get one run at the tests and I like a bit of practice, plus I don't think much of the Suzukis chances on a hard surface.

Results Summary (Pos overall, driver, class & pos., time)

Test 1 Lazy 8			Test 2 M. Loop			Test 3 D. Loop		
4	L. Sutherland	F4 22.3	2	L. Sutherland	F2 28.8	5	G. Adair	A1 25.4
6	S. McCabe	F6 22.9	8	S. McCabe	F7 32.0	6	B. Sherrin	A2 25.7
7	G. Adair	A1 23.5	9	G. Adair	A2 32.3	11	J. Read	F6 27.3
8	B. Sherrin	A2 23.7	10	B. Sherrin	A3 32.4	19	L. Sutherland	F8 28.3
=10	G. Read	A3 24.6	14	M. Read	A5 33.7	22	L. Drummond	C2 29.1
14	M. Read	A7 28.4	19	A. McConnell	C2 35.0	=23	S. McCabe	F9 29.6
=20	J. Read	F8 29.4	20	G. Read	A8 35.1	28	M. Read	A10 31.6
26	L. Drummond	C3 31.9	=24	N. Drummond	C4 36.9	32	G. Read	A11 33.0
28	A. McConnell	C5 35.7		L. Drummond	C4 36.9	=35	N. Drummond	C6 40.3
=31	N. Drummond	C7 40.9	=30	J. Read	F9 38.4		A. McConnell	C6 40.3

Test 4 D. Kid

Test 4 D. Kid			Halfway		
= 1	L. Sutherland	F1 25.0	4	Lindsay Sutherland	F4 104.4
6	B. Sherrin	A1 27.7	6	Bob Sherrin	A1 109.5
11	G. Read	A4 28.7	7	Graeme Adair	A2 111.9
=12	M. Read	A5 29.3	8	Steve McCabe	F6 114.6
18	S. McCabe	F7 30.0	=17	Gary Read	A7 121.4
20	G. Adair	A9 30.7	19	Matt Read	A8 123.0
24	L. Drummond	C3 32.3	22	Jack Read	F9 129.1
25	J. Read	F9 33.0	23	Lee Drummond	C2 130.2
35	N. Drummond	C7 44.7	35	Noelle Drummond	C7 162.8
36	A. McConnell	C8 58.1	37	Alan McConnell	C8 169.1

Test 5 R. Gar

Test 5 R. Gar			Test 6 Crzy Sq.			Test 7 Pln Crzy		
6	B. Sherrin	A3 28.1	= 1	L. Sutherland	F1 17.3	2	L. Sutherland	F1 28.1
7	L. Sutherland	F4 28.4	5	S. McCabe	F5 18.8	5	A. McConnell	C1 29.0
9	J. Read	F5 30.4	= 6	B. Sherrin	A1 18.9	8	L. Drummond	C2 29.5
11	A. McConnell	C1 31.9		G. Adair	A1 18.9	17	G. Adair	A2 32.3
16	G. Read	A5 34.0	10	G. Read	A4 19.9	24	S. McCabe	F5 34.7
17	S. McCabe	F8 34.2	12	M. Read	A5 20.2	25	N. Drummond	C6 35.7
=20	G. Adair	A6 36.6	15	A. McConnell	C1 20.5	=29	B. Sherrin	A8 39.3
	N. Drummond	C3 36.6	26	N. Drummond	C7 25.5		M. Read	A8 39.3
29	M. Read	A10 40.7	27	L. Drummond	C8 25.7		G. Read	A8 39.3
=30	L. Drummond	C8 41.3	28	J. Read	F7 26.1	33	J. Read	F7 40.1

Results

3	L. Sutherland	F3 178.2	18	G. Read	A7 214.6	30	A. McConnell	C7 250.5
6	B. Sherrin	A1 195.8	20	M. Read	A8 223.2	33	N. Drummond	C8 260.6
8	G. Adair	A3 199.7	21	J. Read	F8 225.7			
10	S. McCabe	F6 202.2	22	L. Drummond	C3 226.7			

Dear Ed.

As self appointed moral guardian of the B.S.C.C. I feel I must protest at Nerd Broodermashs plans for our round of the Australian Rally Championship (May 1st). Nerd's wife Gnawa, the shameless hussey, actually seemed to rejoice at the thought of her naughty nude Nerd racing recklessly round rugged rally routes.

Those degenerate rally organisers also deserved censure for denigrating such a revered rally. They should be struck off the directors list.

If Nerd is allowed to get away with it soon there will be thousands of naked rally drivers flashing through the forests. Service Crews, who are just frustrated rally drivers at heart, will emulate their drivers. Spectators, quick to follow any trend, will be hanging out in the forests similarly un-attired. It only needs a vivid imagination to see that this would force rallying to "come out of the closet" and cause the ruination of civilisation as we know it. Why it may even result in the sale of condominiums through slot machines.

We few wowers have managed as far, because of the general apathy in this club to impose our will on the silent majority. This must be allowed to continue or I may lose my status as a practising bigot.

Yours with little else to do except mind YOUR business

Jonah Royner

0-0-0-0-0-0-0-0-0-0-0-0-0-0-0

I.B.M. Neil Howard, Peter Stockton, Bubbles Knight 358 8820
(I don't know what this is about either, but it was in the Mag File)

For Sale

Mk1 Escort Rally Car. Very Competitive Car, It has all the good gear.
\$4,500 o.n.o. Bruce Garland 208 4587 work, 341 5068 home.

Forthcoming Event

Old Man Emu 300 - Griffith - Easter 10-11 April 1982.
3 100km loops starting at 7pm on the 10th, Classes for Buggies 1,2,3, Baja, Touring Car Stock and Modified, 4WD Stock and Modified. Mind you "all vehicles shall comply with Appendix C, 4th category, Group F of the NCR's" which should be a piece of cake for a trained digger.
The Event Secretary is Peter Stockton, P.O.Box 92, North Quay, Brisbane, 4000 phone 343 4762-home. Entries Cost \$85 and close on March 29th - Regulations Now Available.

For Sale

HALDA TWINMASTER - AS NEW - ONLY 2 EVENTS. 2 T-Pieces, Cable, Assortment of Gears. MUST SELL - WILL S_EPARATE.

Ross Perry - 355 7780

THE P.S.T. ENDURO

7th MARCH 1982

UP OFF ROADING ! THEY;

Cover you in mud
 Roll you into the ditch
 Make you walk two miles
 Sod off and leave you on your jack in the middle of nowhere
 And throw clods of earth at your head

It must be the daftest way of working up a thirst imaginable !

With the onset of old age, a few white hairs amongst the mass protruding from each nostril (When I worked for Thos. Cooks I wasn't called "Bristle Snout" for nothing) and a marked reluctance to look at girls over 25, I retired from navigating in 1980 after 18yrs on the maps. I'd already retired in 1978, 1972 and 1966 so I was quite practiced at it. I cheated a bit and drove on the Motor Show Rally, but such are my powers of self deception that I convinced myself I was safely tucked up in bed, by the same token I can frequently convince myself when I'm in bed that I'm really doing a rally - only the other night I rolled the bed into a creek, Tricia was VERY upset (in every way imaginable).

So one Wednesday when I'd had two cans of Lite I was lying under a table at the club trying to fart the opening bars of Aaron Copelands "Appalachian Spring" when I heard Terry Conneely say that Bob Butter had no one to do the event with. So I reached out and grabbed hold of Melissa Dunkleys ankle, well I had a choice of ankles and Melissa won hands, well feet, down, and offered my humble services.

After a week of heavy rain we were surprised the event hadn't been rained off, we set off early on Sunday arriving at Purga Creek at 8am with all those things necessary for an Off Road event. A tin of Nestles Bowel Tightener, gum shield, ex U.S. Army bodysack. Bob Butter appeared with his 1300cc buggy on the back of a large truck thing. As I'd never met Bob, and he'd never met me, we sized each other up. Bob looked hard and determined and disappointed. Then followed the most perilous part of the day, getting the car off the truck. Now Bob has a wide front end (A sight I kept from my wifes gaze) and if the front end fitted the planks the rear end fell between them, eventually it reached terra firma by dropping the last four feet.

Paul Watkinson scrutineered us, Melissa checked my licentiousness, then I tried the seatbelts for fit. Coral Taylor had been the last to use them, so for me they were a pinch round the waist and floppy round the chest (A description that Coral could use in her passport) Then we got the word just in time to go out on a recci lap.

Well my oath, they never treated me like this on rallies ! There I was sitting up to my navel in warm water doing 20mph. At one point a Range Rover which had tipped into a creek, was surrounded by a giggle of wet clad nymphets struggling to push it out. (To my horror we didn't

get bogged here), The recci had started off o.k., a bit of mud, a dodgy narrow gate with glutinous black mud leading up to it. Then our goggles got plastered for the first time, and as quick as we wiped them clean they got covered again. About halfway round there was a long straight stretch and five buggies could be seen submarining along, an incongruous sight on a sunny warm day. Our little motor was chuffing away all things considered, we overtook several cars, a close look at the occupants showed big grins all round. On the highland we launched away as fast as 3 and sometimes 4 cylinders could take us. Thanks to the wide front this was a very stable little outfit, giving your cowardly editor only few qualms. My qualms got an airing when we caught up with a blue Baja. We stormed up behind him at a very narrow and tight 90 right after gate, the Baja didn't make the turn, gently nudging a tree. We were only feet behind him so when he hastily selected reverse he dinged into us bending a front wheel rim. (I should point out that by now all rear mirrors were inches deep in mud). Stap me, after a blast through the trees he became confused in a grassy paddock and we slid gracefully up his chuff bending a rear rim this time. The excitement on the recci was intense, could my heart withstand the event proper? On the final run in we went over a 4"x2" puddle and the engine went onto 2 cylinders like the plug leads had been cut, back to the pits and back to the drawing board.

Terry Conneely abandoned the prologue and an off-duty team of heavies sat down and seeded the entry, during the briefing Terry announced the starting order and told us that one of two damp parts of the course had been cut out.

As dust wasn't a problem the starting interval was cut to 15 seconds (I wish we could do that at a moments notice on Rallies) so despite our being 23rd on the road, it wasn't long after Tom Poots had blasted off that we were cramming muddy helmets over our ears and belting up.

So a few seconds after Bill Daley and Gayle Bradley had departed we pattered off the line in third, now where's first?, here we are and off we went. I shut my eyes for the first gate - it looked evil - trying rather too hard we took some funny lines not so much through the bends as through the undergrowth. Bill Daley was caught and passed then we ran into the mud. Well afternoon mud is even gluggier than morning mud, and there was just no-way to get the goggles clean. We did a few kilometres totally blind, I was sure Bob could see perfectly well, and he was sure I'd tell him if we were heading into danger. So we zoomed along with me playing Ray Charles to his Stevie Wonder and I was wondering how I'd know when to collect a passage control card (I should explain that I'd got TIMS to tape my goggles to my helmet - so if I couldn't see then I wasn't going to see) when Bob went "AAARGH!", then I knew that he knew something I didn't know.

And before you knew it, I caught a glimpse out of the corner of my left eye of the road disappearing stage left, and we tumbled rolly-polly down the bank into the muck. The first time I have ever seen an accident happen on the drivers side first. It was cool and dark down there in the reeds with me squeaking "Ignition off, ignition off" in case the car had an electric fuel pump. Before we could

extract ourselves a bunch of stalwarts arrived and with a heave we were back on our wheels, albethey a bit cockeyed. Ross Stanfield came past looking concerned, still I do owe him a beer. An obliging chap with one of those tall Toyota's pulled us back up the bank. The front suspension looked a bit odd but we donned helmets (but not goggles) and set off once again.

On a very wet bit the Alwyn and Carrolyn Boyle Datsun 1600 was upto its armpits in muck, how they got it out is a mystery but they carried on to do 6 laps. We carried on unabated with the front end going clank, clank, until we reached the 90 left through gate were we'd connected with the Baja. A huge pool of water was before the gate (tell me, why do farmers always put the gate in the muddiest corner of the field?) and George and Chris Croucher were kneeling by their buggy praying to the god of fire to put life into their engine. We dived into the water with me mocking the Crouchers and the engine made a startled noise like a winded goat and died. We parked it in the trees, found a front shockie in two pieces, then we found that the air cleaner was missing. Bob had a huge cash register noise in his head and his eyes rolled dollars. We could only hope that it had just fallen off.

We walked back to the Crouchers who'd been joined by Messrs X and Y in another drowned buggy. While we were standing their discussing the emergence of political sub-strata's in third world countries, the cabaret arrived in the shape of the Jefferys Baja, very closely followed by Kev Whites improbable VW and Rod Brands Class 1 buggy. The Jefferys car died at the T junction and with everybody selecting reverse and leaning on thr air horns it was pure bedlam. Kev and Rod found a shortcut and the rest of us joined in a game of Push the Jefferys. The trouble was that the ground was so slippery that even with our legs a blur the car was barely moving. Noel Jeffery said our air cleaner was "about a mile" up the track so I wandered off to look for it.

I know that a male walking in Australia is as rare as the two tailed Kangaroo, so I could see startled looks from the cars heading towards me, only to be followed by looks of understanding when "The daft bastard" was found to be of alien extraction. I plodded along, drying out, clinging to a tree everytime Gary Moedt came past (well it felt like an earthquake). I found David and Nerida Blackmore peering at the motor - a favourite Sunday past-time it seems. Still no sign of the air cleaner, Tim Hegartys buggy was stopped with one of the front wheels, still attached to the suspension, lying on the front bodywork. I went over a rise and before me there was a vast plain shimmering in the heat. I decided I'd done my share as I could feel my scalp peeling under its thin layer of hair, so I began to retrace my footsteps finding that I'd unwittingly walked through a herd of giant white cows with humps on their backs. One look at them convinced me they didn't like honky rubbish so I scuttled along trying to look nonch. My fear was such that I felt like thumbing a lift from Wayne Cambie as he bounded o er the bumps, the rear of the car kicking like a mule into the air and those huge tyres squashing as he landed. Back at the Blackmores I helped p sh David around for a bit, then I nipped under the fence and shortcutted back to Bob. Or at least where Bob and Chris, and for all I know Ted and Alice, had been - they'd all sodded off and left me ! Well how'd you be,

if I'd had the air cleaner in my hand at that moment it would have gone straight over the trees. So in a mood of not moving until TIMS organised my rescue I sat on a stump and looked Very Grumpy.

That lasted until the Blackmores arrived and offered me a lift standing on the side, so I leapt on and the self cleaning rear tyres began pounding me on the head with great solid lumps of black earth. We stopped and towed good old ... er I've been sitting here with the times trying to decide who it was ... it must have been either John and Robert Diegan or Ian Wilkinson/Kevin Boyd or Brian Thompson/Kevin Read, anyway they were brakeless and parked in a real quagmire. David just managed to reach the hard ground with them in tow, the rear tyres spinning furiously, I stepped on and we returned to the pits short-cutting carefully.

Back at the pits I fell sobbing into Tricias arms, then I was pushed sobbing with fear into a bucket of water and finally I fell spluttering onto a beer and chook sandwich. Bob was in the pits peeling a grape, and looking for me on the horizon with a very evil Terry Thomas type smirk on his face.

Afterwards I joined the ladies in the scoring tent, scoring myself a seat next to blue eyed Melissa. Once I could drag my attention back to matters in hand I enjoyed watching Berta Barbe, Desley Collins and Glenda Cr w shouting at each other and everybody else as they did the timing, not as good as the sort of panic I set into so they'll just have to practice further.

Very Well Done Terry, what could have been a disaster became a splendid day out for everybody. Thanks for the grapes Bob !!

Big Ed

SPECIAL ANNOUNCEMENT

Pat Collins is very sorry but he can't let us use the Purga Creek property for the Short Course event to be held Easter weekend. The ground must be allowed to recover for the winter season (or something technical about things growing) - but we've been assured that it won't be long until we're bounding over banks at Purga.

P.S.T. pssst !

Michael Collins was one of many who had to have his eyes de-gritted by the ambulance man. But the medical man on the spot told me they weren't allowed to carry strong eye wash and recommended the club obtains some NEUPHYSON if it's a regular occurrence.

Tom Poots retired when his engine went off song - Cedric Loy had a bent rollage at the finish (an old injury ?) - Peter Stockton and Barbara Knight manned a Passage Control under a blazing sun - Desley Collins to Pat Collins "How's my old feller?", raised eyebrows all round - I couldn't make up my mind if the filth award for the day was due to Ian Baker or Mick Norris - Certainly not to Caroline Moedt and Cheryl Siemon who wafted round looking like a couple of white clad angels - John Hinz/Bill Hinz and Barry Massey/Jeff Best certainly do it in style - but there's nothing like a big Class 5 V8 for excitement.

THE P.S.T. ENDURO

7th MARCH 1982

Results Summary

These figures come from my own rough copies and no-way supercede the Official Results.

Position Overall, Driver/Navigator, Class, Time

Loop 1

1	Poots/Meiers	1	19.21	13	White/Black	6	22.13	25	Hamlin/Shi	2	24.41
2	Bond/Norris	1	19.34	=14	Westwood/We	3	22.21	26	Collins/Cr	2	24.58
3	Brand/Brand	1	19.47		Linneweber/	3	22.21	27	Massey/Bes	5	25.26
4	McFarlane/Va	4	20.21	16	Hegarty/Dav	3	22.45	28	Carney/Mro	1	27.18
5	Barbe/Barbe	1	20.29	17	Stanfield/H	1	22.50	29	Boyle/Boyl	6	28.39
6	Jeffery/Jeff	4	20.53	18	Moedt/Gasta	5	22.58	30	Moedt/Siem	5	29.25
7	Bradley/Brad	1	21.02	19	Sams/Sams	3	22.59	31	Hufschmid/	4	39.21
8	van Amstel/P	2	21.04	20	Taylor/Reev	4	23.02	32	Hinz/Hinz	5	39.50
9	Ackermann/We	2	21.07	21	Bang/Schmie	2	23.09	33	Cambie/Sco	5	47.02
10	Loy/Loy	5	21.35	22	Daley/Bradl	2	23.27	34	Jeffreys/H	6	69.42
11	Hopkins/Bake	1	22.02	23	Blackmore/B	2	24.15				
12	Wilton/Norri	1	22.04	24	Boulton/Dei	2	24.31				

Loop 2

1	Poots/Meiers	1	19.35	10	Stanfield/H	1	22.19	19	Cambie/Sco	5	25.39
2	Brand/Brand	1	20.15	11	Westwood/We	3	22.48	20	Massey/Bes	5	25.40
3	Van Amstel/P	2	20.47	12	White/Black	6	22.49	21	Hamlin/Shie	2	25.41
4	Bradley/Bradl	1	21.15	13	Linneweber/	3	22.51	22	Boyle/Boyle	6	27.24
5	Jeffery/Jeff	4	21.32	14	Moedt/Gasta	5	22.56	23	Wilton/Nor	1	28.31
6	Sams/Sams	3	21.43	15	Hegarty/Dav	3	23.19	24	Collins/Cr	2	28.47
7	MacFarlane/V	4	21.36	16	Hinz/Hinz	5	23.27	25	Taylor/Ree	4	30.34
8	Loy/Loy	5	21.51	17	Daley/Bradl	2	23.33	26	Moedt/Siem	5	33.37
9	Hopkins/Bake	1	22.03	18	Carney/Mroz	1	23.35	27	Bond/Norri	1	51.32

Loop 3

1	Poots/Meiers	1	19.42	10	Bradley/Bra	1	22.42	19	Wilton/Nor	1	26.08
2	Brand/Brand	1	20.00	11	Hinz/Hinz	5	22.46	20	Daley/Brad	2	26.33
3	MacFarlane/V	4	21.15	12	Jeffery/Jef	4	23.00	21	Linneweber	3	29.38
4	van Amstel/P	2	21.19	13	White/Black	6	23.43	22	Sams/Sams	3	30.10
5	Westwood/Wes	3	21.49	14	Moedt/Gesta	5	23.44	23	Hamlin/Shi	2	38.09
6	Hopkins/Bake	1	21.50	15	Carney/Mroz	1	23.49	24	Moedt/Siem	5	41.52
7	Loy/Loy	5	22.04	16	Taylor/Reev	4	24.02	25	Boyle/Boyl	6	60.19
8	Cambie/Scott	1	22.08	17	Massey/Best	5	25.29				
9	Stanfield/Hu	1	22.08	18	Collins/Cre	2	25.39				

Loop 4

1	Brand/Brand	1	20.04	= 9	Loy/Loy	5	22.30	19	Collins/Cr	2	28.52
2	Poots/Meiers	1	20.41	11	Moedt/Gasta	5	22.48	20	Hinz/Hinz	5	31.34
3	Van Amstel/P	2	21.26	12	Carney/Mroz	1	22.49	21	Wilton/Nor	1	32.05
4	MacFarlane/V	4	21.34	13	Jeffery/Jef	4	23.03	22	White/Blac	6	33.29
5	Hopkins/Bake	1	21.53	14	Westwood/We	3	23.24	23	Sams/Sams	3	46.51
6	Stanfield/Hu	1	21.58	15	Hamlin/Shie	2	23.42	24	Boyle/Boyl	6	55.27
7	Bradley/Brad	1	22.07	16	Taylor/Reev	4	23.51	25	Moedt/Siem	5	68.28
8	Cambie/Scott	5	22.19	17	Massey/Best	5	25.52				
= 9	Linneweber/W	3	22.30	18	Daley/Bradl	2	28.43				

Lunchtime Positions

1	T Poots / P Meiers	1	79.19	14	N Taylor / N Reeves	4	100.29
2	R Brand / C Brand	1	80.06	15	K White / W Blackbourne		102.14
3	E van Amstel / D Pearson	2	84.36	16	B Daley / G Bradley	2	102.16
4	B MacFarlane / S Vahry	4	84.56	17	B Massey / J Best	5	102.27
5	A Bradley / G Bradley	1	87.06	18	M Collins / R Crew	2	108.16
6	S Jeffery / N Jeffery	9	87.28	19	C Wilton / M Norris	1	108.48
7	E Hopkins / I Baker	1	87.48	20	C Hamlin / D Shields	2	112.13
8	C Loy / G Loy	5	88.00	21	W Cambie / D Scottorn	5	117.06
9	R Stanfield / R Hutton	1	89.15	22	J Hinz / B Hinz	5	117.37
10	D Westwood / P Westwood	3	90.22	23	R Sams / J Sams	3	121.43
11	G Moedt / M Gastaldin	5	92.26	24	C Moedt / C Siemon	5	169.22
12	C Linneweber / P Woosley	3	97.29	25	A Boyle / C Boyle	6	171.49
13	B Carney / P Mroz	1	97.31				

Loop 5

(1	Brand/Bra	1	18.04)	8	Bradley/Br	1	21.58	15	Hinz/Hinz	5	24.32
2	Poots/Meiers	1	20.04	9	White/Black	6	22.04	16	Westwood/W	3	27.04
3	van Amstel/Pea	2	20.45	10	Hopkins/Ba	1	22.07	17	Massey/Bes	5	27.51
4	Stanfield/Hutt	1	20.46	11	Moedt/Gast	5	22.26	18	Boyle/Boyl	6	30.18
5	Cambie/Scottor	5	21.00	12	Wilton/Nor	1	22.29	19	Daley/Brad	2	40.19
6	Jeffery/Jeffer	4	21.23	13	Loy/Loy	5	23.00	20	Hamlin/Shi	2	46.07
7	MacFarlane/Vah	4	21.31	14	Taylor/Ree	4	23.42	21	Sams/Sams	3	47.58

Loop 6

1	Poots/Meiers	1	18.58	7	Wilton/Norri	23.11	13	Hinz/Hinz	5	28.38	
2	Van Amstel/Pea	2	20.25	8	Taylor/Ree	4	23.26	14	Boyle/Boyle	6	28.53
3	MacFarlane/Vah	4	21.15	9	Westwood/W	3	23.31	15	White/Blac	6	30.23
4	Bradley/Bradle	1	21.34	10	Cambie/Sco	5	23.55	16	Sams/Sams	4	44.28
5	Moedt/Gastaldi	5	21.36	11	Massey/Bes	5	24.49	XX			
6	Loy/Loy	5	22.24	12	Hopkins/Ba	1	26.31				

Loop 7

1	Moedt/Gastaldi	5	20.48	5	Bradley/Br	1	22.09	9	Cambie/Sco	5	24.47
2	MacFarlane/Vah	4	21.13	6	Hopkins/Ba	1	22.37	10	Massey/Bes	5	25.17
3	Van Amatel/Pea	2	21.20	7	Westwood/W	3	23.14	11	White/Blac	6	31.56
4	Loy/Loy	5	21.36	8	Wilton/Nor	1	23.31	12	Taylor/Ree	4	57.14

Loop 8

1	MacFarlane/Vah	4	21.15	5	Cambie/Sco	5	23.59	9	Westwood/W	3	26.41
2	Van Amstel/Pea	2	21/20	6	Wilton/Norri	24.01	10	Taylor/Ree	4	27.27	
3	Bradley/Bradle	1	22.57	7	Massey/Best	5	25.07	11	White/Blac	6	29.06
4	Hopkins/Baker	1	23.18	8	Loy/Loy	5	26.34				

Results

1st	Ed van Amstel / David Pearson	168.26	1st Class	2
2nd	Barry MacFarlane / Sid Vahry	170.11	1st Class	4
3rd	Ashton Bradley / Glenn Bradley	175.41	1st Class	1
4th	Cedric Loy / Geoff Loy	181.41	1st Class	5
5th	Ed Hopkins / Ian Baker	182.21	2nd Class	1
6th	David Westwood / Peter Westwood	190.52	1st Class	3
7th	Colin Wilton / Mick Norris	202.00	3rd Class	1
8th	Barry Massey / Jeff Best	205.31	2nd Class	5
9th	Wayne Cambie / Doug Scottorn	210.47	3rd Class	5
10th	Kev White / Warren Blackbourne	215.43	1st Class	6
11th	Nev Taylor / Nick Reeves	232.23	2nd Class	4

Fastest Laps

1 Poots/Meiers	1	18.58	13 Loy/Loy	5	21.36	25 Daley/Brad	2	23.27
2 Bond/Norris	1	19.34	14 Sams/Sams	3	21.43	26 Hamlin/Shi	2	23.42
3 Brand/Brand	1	19.47	15 Westwood/We	3	21.49	27 Blackmore/	2	24.15
4 Macfarlane/Va	1	20.21	16 Hopkins/Bak	1	21.50	28 Boulton/De	2	24.31
5 Van Amstel/Pe	2	20.25	17 Wilton/Norr	1	22.04	29 Massey/Bes	5	24.49
6 Barbe/Barbe	1	20.29	White/Black	6	22.04	30 Collins/Cr	2	24.58
7 Stanfield/Hat	1	20.46	19 Linneweber/	3	22.21	31 Boyle/Boyle	6	27.24
8 Moedt/Gastald	5	20.48	20 Hegarty/Dav	3	22.45	32 Moedt/Siem	5	29.25
9 Jeffery/Jeffe	4	20.53	21 Hinz/Hinz	5	22.46	33 Hufschmid/	4	39.21
10 Cambie/Scotto	5	21.00	22 Carney/Mroz	1	22.49	34 Jeffreys/H	6	69.42
11 Bradley/Bradl	1	21.02	23 Taylor/Reev	4	23.02			
12 Ackermann/Web	2	21.07	24 Bang/Schmie	2	23.09			

Sexterganaginal Survey

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Poots/Meiers	1	5	1				
Brand/Brand	1	1	2	1			
Macfarlane/Vahry	4	1	1	2	2		1
Moedt/Gastaldin	5	1				1	
Van Amstel/Pearson	2		3	3	1		
Bond/Norris	1		1				
Bradley/Bradley	1			1	2	1	
Stanfield/Hutton	1			1			1
Hopkins/Baker	1				1	1	2
Cambie/Scottorn	5				1	1	
Loy/Loy	5				1		1
Jeffery/Jeffery	4					2	1
Barbe/Barbe	1					1	
Westwood/Westwood	3					1	
Sams/Sams	3						1
Wilton/Norris	1						1

P.S.T. Postscripts

We were greatly saddened to hear of Gary Moedts destructive roll on the final lap, we hope that the most spectacular vehicle in Queensland Off-Roading will soon be back with us.

The Brands changed drivers at the lunchtime break so their very fast time on the 5th loop has been disallowed, this is one of those things that you just can't be caught at (It invalidates the Insurance etc.)

-0-

Forthcoming Event

Darling Downs Sporting Car Club - Easter Rallysprint, 10th/11th April. Division A of this event to be held at the corner of Ramsay and Nelson Streets, Toowoomba will be on Saturday afternoon, Sunday morning. and then the Top Ten placegetters will go onto Division B Sunday afternoon. Prize Money totals \$600 plus trophies. Classes will be for upto 1600cc, 1601cc - 2000cc, 2001cc - and above. The closing date for entries is 8pm on 1st April and entries cost \$35 per car. The Secretary of the event is Ian Young, 64 Mary Street, Toowoomba Q 4350 Phone 076 32 6129 Home, 076 32 1944 Work.

COMING EVENTS

- March 17 Off-Road Night at the Clubrooms, 8pm
- 24 Night Run from the Clubrooms, 8pm - Charlie Blake
- 27/28 Holland Park Auto Electrics Rally
Round 1 CIBIE/GP Cars Series - Coral Taylor
- 31 Social Night at the Clubrooms - 8pm
- April 6 Board Meeting at the Clubrooms, 8pm
- 7 Social Night at the Clubrooms - 8pm
- 11 Short Course Off Road Event - CANCELLED
- 11/12 Darling Downs Rallysprint - Toowoomba
- 14 Rally Night at the Clubrooms - 8pm
- 18 Bitumen Motorkhana - Pete Smith, full details inside.
- 21 Off-Road Night at the Clubrooms - 8pm
- 28 Night Run from the Clubrooms, 8pm - Alex Conroy/Paul
Williams
- May 1/2 Our Biggest Rally of the Year
The Queensland Round of the Australian Rally Championship
Full Details Inside
- 4 Board Meeting at the Clubrooms, 8pm
- 5 Social Night at the Clubrooms, 8pm
- 9 Hank Kabel presents an "Old Style Motorkhana"
(From the days when men were men, and women were grateful)
- 12 Rally Night at the Clubrooms, 8pm
- 19 Off-Road Night at the Clubrooms, 8pm
- 23 Long Course Off Road - Cheribah, Warwick
An Open event by Paul Watkinson/Ian Baker
- 26 Night Run from the Clubrooms, 8pm - Jeff Tremain
- June 1 Board Meeting at the Clubrooms, 8pm

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

Naturally because we call certain Club meetings, "Off Road Night" or "Rally Night", this is no way bars other people from coming along - quite the opposite, we would be delighted to see more Off Road people coming along on "Rally Night"

Big Ed

SIGMA

WAY AHEAD



Van



Scorpion



Colt



Utility

*That's
Right.*



**FRANK
TOMLIN**



MITSUBISHI

557 Coronation Drive, Toowong. 4066 Phone 371 5277

MAZDA CENTRE

SPRINGWOOD

New Mazda 323



STONES CORNER MOTORS

1 Cleveland St.,
Stones Corner.
Phone: 343 4344
A/H: 30 2617

THE AC
GROUP OF
COMPANIES



 **SUZUKI**

Small in Size, Big in Performance



Stockman 4 x 4 Soft Top
Hard Door.



Carry Van



**HATCH
800**



- ★ MORE POWER
- ★ DISC BRAKES
- ★ RADIAL TYRES
- ★ RADIO

SUZUKI VEHICLE CENTRE
SPRINGWOOD
STONES CORNER MOTORS PTY. LTD.



PACIFIC HIGHWAY, SLACKS CREEK, QLD. 4127. — Ph: 208 4333
HANK KABEL — A/h: 30 2617

RIP OFF

BRISBANE SPORTING CAR CLUB

TEE SHIRTS

AVAILABLE NOW !

Shirts are printed with the most attractive club logo

A must for 'away' events - get yours for Griffith, Rockhampton etc

Only \$6.50 each, Post this Order Form to

Coral Taylor
Brisbane Sporting Car Club Ltd
P.O.Box 314
West End
Q 4101

with cheque or cash for payment. Or get one from the carclub clubrooms.

Sizes Small Medium Large

Specify whether for Male or Female. As a guide to sizes you can,
if you like, tick the person you most resemble.

Male Boyd Ovens ----- Mark Taylor ----- Charley Blake -----

Female Desley Collins ----- Kerry Payne ----- Charley Blake -----

Name -----

Address -----

RIP OFF

YOUR COMMITTEE, WHO SEE THE WORLD DIMLY THROUGH THE BOTTOM OF A GLASS, HAVE NOT BEEN HOWLINGLY SUCCESSFULL AT PRODUCING SOCIAL FUNCTIONS WITHIN THE CLUB LAST YEARS "TEA DANCE" AT THE EL MORROCCO TEAROOMS, AND THE "WINE EVENING WITH JEREMY" AT BROOME WERE VERY POORLY ATTENDED, SO THIS IS TO FIND WHAT ARE THE THINGS THAT PEOPLE WANT THE CLUB TO ORGANISE.....

Name

Address

.....

All things being equal I would attend the following types of events if they were organised;

Off Road Film Shows Rally Film Shows Lurid Naughty film Shows (You'll be lucky) Family Film Shows (First run movies) Wine and Cheese Nights Theatre Outings Easy Dayruns with Barbecues to follow Disco Boat Trips Jazz Boat Trips String Quartet Boat Trips Boat Trips with no flaming music but where's the beer ? Motorkhanas with barbecue to follow Social Barbecue to follow rallies Social barbecue to follow Off Road Events Organised Club 'Mirage Grand Prix' Outing Motorkhana Film Nights Night Run Film Nights Table Top Car Racing in the Clubrooms Racing/Rallying/Off Road Quiz Night at the Clubrooms "Bingo" in the clubrooms Games Night with Noelle, Coral, Sheree, Kerry² at the clubrooms "Meet the President" Nights (Every Wednesday) Ignore the Editor Night Your Choice

Eventually this will find its way to out Social sub-Committee Chairman Ian Goldsworthy, but you can hand it to the man behind the bar or send it to Coral Taylor at the clubrooms - make no joke about it, it is this form that decides what we organise for YOU in the coming year.

I would/would not attend the Dinner/Dance in June

I would/would not attend the Christmas Party in December

BLIMEY ANOTHER RIP-OFF !!!

The Current Queensland Rally Championship consists of 4 Rounds. This would appear to suit the people who are only interested in spending big money to win events outright whilst the 'small' competitor who still competes for the sport is at a big disadvantage.

The more events that constitute a championship the more chance a consistent performer has of being well placed in the series. With this in mind I would ask, if you agree with me, to fill out this form with your CAMS License number or Club Membership number and return the same to me, Laurie Garth (Club Captain, CAMS Delegate) at the clubrooms, or place it in the box on the clubroom wall, as soon as possible.

To the CHAIRMAN QUEENSLAND STATE COUNCIL OF C.A.M.S. :-

We the undersigned believe that the current situation in the Queensland Rally Championship is unsuitable and unfair to most competitors. And as members of C.A.M.S. or a CAMS affiliated car club, ask that you alter the conditions under which the championship is conducted, i.e. at least 6 rounds to be held per year.

Name	Address	Car Club	No.	Cams Licence	Sig

