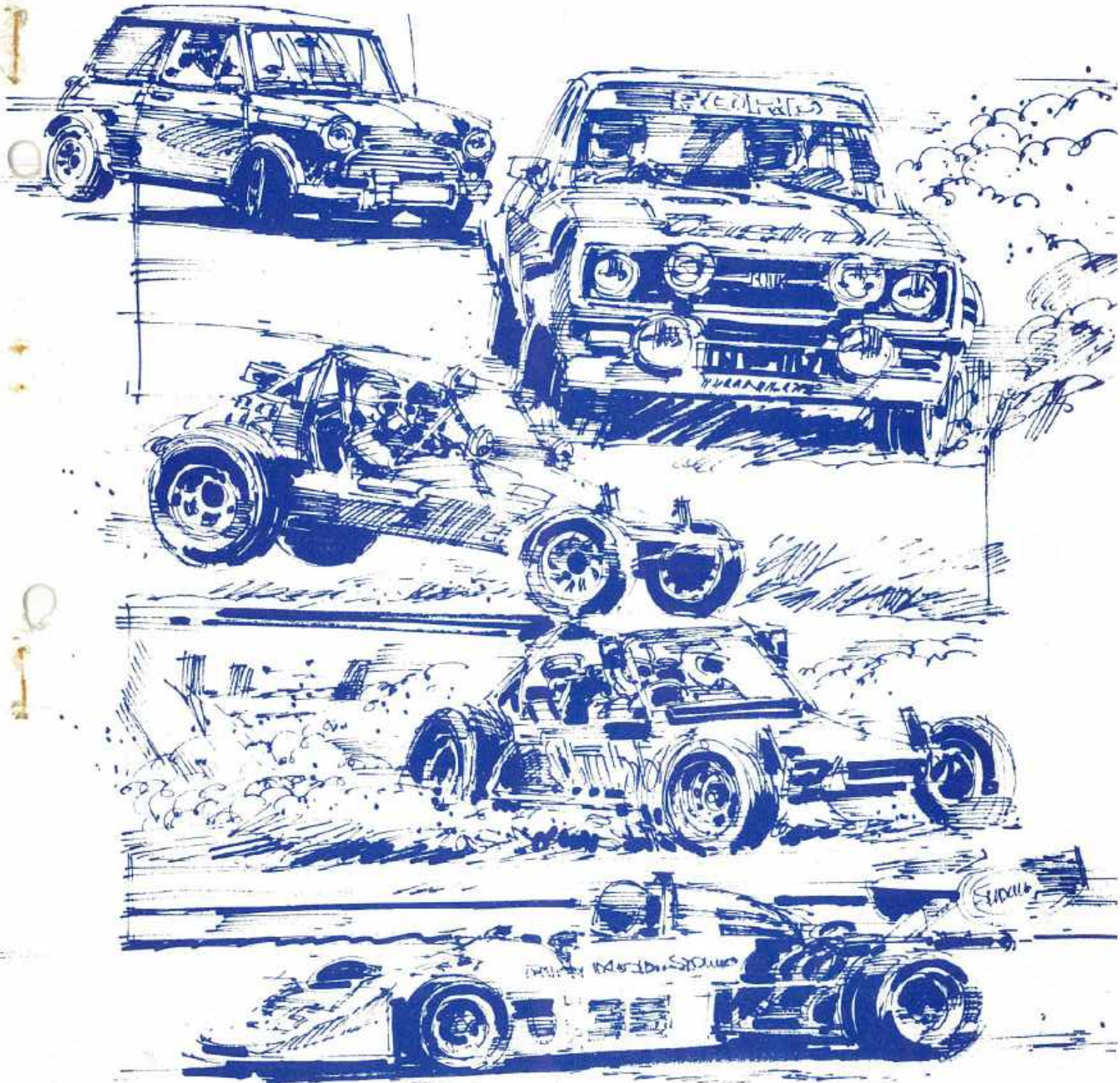




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication — Category B

APRIL 1982



AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE AKSES GROUP

Factory Appointed Distributor

STROMBERG – SOLEX – ZENITH

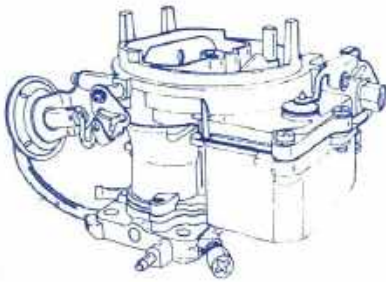
CARBURETTORS AND PARTS

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

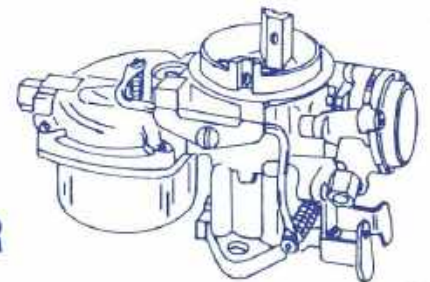
CARBURETTORS and PARTS

AUTOLITE : CARTER : JAP : ROCHESTER

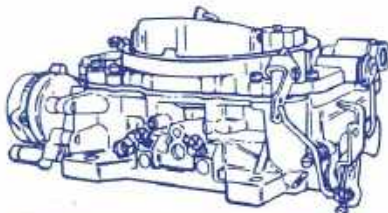
CARBURETTOR PARTS

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

Contents

Page	2	Editorial
	3	Major Forthcoming Events Lutwyche Shopping Village Rally Long Course Off Road - Cheribah 'Old style Motorkhana'
	4	Club Motorkhana - 18th April, Part 1
	5	Holland Park Auto Electrics Rally - 27th/28th March
	6	" " " " " - Report
	7	" " " " " - Results
	8	" " " " " "
	9	" " " " " - Chatter
	10	QRC - 4 Rounds or More ? Another Viewpoint from Warwick
	11	New Members For Sale - Halda Twinmaster
	12	Big Ed interviews Jim Adness about the Griffith 300
	13	" " " " " " " " "
	14	1982 Championships - The Scoring Procedure
	15	1982 Championships
	16	" "
	17	From our Continental Correspondent
	18	" " " "
	19	Club Motorkhana 18th April - Part 2
	20	A Letter from Brokoff Wromk - The Glubernash Saga This Months Threat to the Editor
	21	The Debuting Legand - on servicing for Ladies !
	22	" " " " " " "
		Tractor Shares Navigator Wanted Driver Wanted Forthcoming Event = Renault C.C. Chez Moteur Rallye Sport
	23	Club Officers
	24	Coming Events

BRISBANE SPORTING CAR CLUB Ltd

News-a-Roonie - April 1982

Editorial

Last month Rod and Chris Brand were diddled out of their fastest lap at Purga, their time of 18.04 was no less than 54 seconds faster than the redoubtable Tom Poots (mind you Tom actually won the event). Well done the Brand loyalties.

It's been almost a year since the discovery of Hurd Glubertash and a whole generation of new members must wonder who he is. Well it all began last June when the Fartsack Trio took a trip to Bega to watch the Bega Rally. On one of the forestry stages, after a couple of cans, a car went past and Peter Marshall said "That chap used to navigate for Herd Grubernash " (Orsome such name) and this caught on like wildfire. Ever since then Hurd/Knerd/Knurd has been the symbol of all that's ridiculous and silly (a mantle I was glad drop).

Other anomalies are : TIMS, which stands for The Incredible Mrs Smith (the editors wife), the word Ootm before somebodys name means that their are so many people of that surname in the club,, that I am unable to decide which one I'm talking about(Ootm meaning 'One of the Multitude'). The only other confusion is that Greg Weale looks so much like a blond Kenny Everett that he sometimes appears as either Greg Evere or Kenny Weale.



Ian Goldsworthy tells the Committee just what the aims and hopes of the Social Sub-Committee are, on the left Pat Collins looks doubtful, Ian has a grip on John Hall.

Major Forthcoming Events

Lutwyche Shopping Village Rally - 1st/2nd May 1982

Australian Rally Championship - Round 1

Starts from Lutwyche Shopping Village at 11am on Saturday 1st May. Spectator Guides are available at Lutwyche the week before the event (and also from The Booksmith, 690 Sherwood Road, Sherwood for those who live south of the river) but really YOUR CLUB NEEDS YOU - IF YOU CAN POSSIBLE HELP (and no excuse short of the grave will do) THEN PHONE JOVIAL PETER WHALLEY ON 398 3723 (Home) 44 1841 (bus.) or send a pigeon round to 30 Combles Road, Camp Hill, 4152.

Top People from WOODRIDGE have entered this event and with the debut of our own, our very own, Peter Phillips in the ex-(still semi ?) works Datsun it will be a very interesting exercise.

Naturally the organisers are bone idle, but despite them we the B.S.C.C. will carry it through.

If your feeling sad and blue
staying at home won't do for you
Run a control for Peter M
happiness will begin again.

Long Course Off Road - Cheribah

Paul Watkinson is running this 8 lap event to the same successful format as last year. Starts at 10am on Sunday May 23rd, TAKE ALL YOUR LITTER HOME OR CHERIBAH MANAGEMENT WON'T HAVE US BACK AGAIN.

To reach the venue it's just a case of driving to Warwick and then following the Cheribah signs - if you haven't spectated at an Off Road event before then go out and see the action.

'OLD STYLE' MOTORKHANA - 9th May

All the fun of the Grand Old Days of Motorkhanas when you needed more than a lead foot to win! Hank Kabel presents this Old Style event which will start at 11am at our Donaldson Road, Rocklea venue.

To reach Donaldson Road from the city, driving along Ipswich Road, over the Rocklea Flyover, past Granard Road and then Turn Right at the the next set of lights, Turn Right into Donaldson Road and then drive through a gate on the left metres before the sewage works wall

Competitors are asked to arrive not later than 10am, and don't be your usual tardy selves as this event will be run in heats, semi-finals, quarter-finals etc, and you must be in the initial heats to get a full days sport. On this Motorkhana even more than the others you can do well in any type of vehicle, just make sure that the battery is secure and you will need a BASIC COMPETITION LICENCE (obtainable from our good Secretary).

Club Motorkhana - 18th April

We'll get the results over first and then a few notes - in certain respects it really was quite a strange day.

Test 1 Opposite Garage

1 Lindsay Suther	39.4	11 Hank Kabel	46.9	21 Tony Kabel	51.6
2 Jack Read	43.6	12 Trevor Plant	47.2	22 Gary Kabel	52.2
3 Colin Plant	43.9	13 Alan Ball	47.9	23 Faye Ball	53.0
4 Lee Drummond	44.3	14 Oriano Giammichel	49.2	24 Phil Stephan	53.2
5 Alan McConnell	44.7	15 Noelle Drummond	49.3	25 Alan Ball	53.5
6 David Owen	44.8	16 Matt Read	49.6	26 G Dykes	54.9
(Pete Smith	45.4)	17 Warren Tegg	49.9	27 Faye Ball	57.0
7 Kel Taylor	45.6	18 D Garbett	50.0	28 B Carpenter	57.4
8 T Garbett	45.7	19 R Davis	50.3	29 M Davis	73.6
9 Peter Garbett	46.4	20 Daisy Bates	50.8	30 Gary Moedt	77.3
10 Don Tainton	46.7				

Test 2

1 Lindsay Suther	25.1	(Pete Smith	29.4)	=22 D Garbett	30.8
2 Jack Read	27.2	12 Warren Tegg	29.6	G Dykes	31.8
3 Alan McConnell	27.8	13 T Garbett	29.7	24 Alan Ball	33.0
= 4 Kel Taylor	27.9	=14 Daisy Bates	29.8	25 M Davis	33.1
Lee Drummond	27.9	Gary Kabel	29.8	26 Alan Ball	33.3
6 Oriano Giammic	28.6	16 Phil Stephan	30.6	27 Faye Ball	33.4
7 Peter Garbett	28.8	17 B Carpenter	30.8	28 Faye Ball	34.3
= 8 Don Tainton	28.9	18 Trevor Plant	30.9	29 Matt Read	34.5
Hank Kabel	28.9	19 R Davis	31.0	30 Tony Kabel	40.2
10 David Owen	29.1	20 Colin Plant	31.2		
11 Gary Moedt	29.4	21 Noelle Drummond	31.4		

After 2 Tests

1 Lindsay Suther	64.5	11 Hank Kabel	75.8	22 Matt Read	84.1
2 Jack Read	70.8	12 Oriano Giammichel	77.8	23 Faye Ball	86.4
3 Lee Drummond	72.2	13 Trevor Plant	78.1	24 Alan Ball	86.8
4 Alan McConnell	72.5	14 Warren Tegg	79.5	25 G Dykes	87.8
5 Kel Taylor	73.5	15 Noelle Drummond	80.7	26 B Carpenter	88.2
6 David Owen	73.9	16 Daisy Bates	80.8	27 Faye Ball	91.3
(Pete Smith	74.8)	17 Alan Ball	80.9	28 Tony Kabel	91.8
7 Colin Plant	75.1	18 R Davis	81.3	=29 Garry Moedt	106.7
8 Peter Garbett	75.2	19 Gary Kabel	82.0	M Davis	106.7
9 T Garbett	75.4	20 D Garbett	82.8		
10 Don Tainton	75.6	21 Phil Stephan	83.8		

Test 3

1 Lindsay Suther	34.1	11 David Owen	39.9	20 Daisy Bates	42.3
2 Matt Read	37.3	=12 Colin Plant	40.1	21 Hank Kabel	42.4
3 Kel Taylor	37.5	Gary Kabel	40.1	=22 Faye Ball	42.5
= 4 Alan McConnell	37.6	14 Gary Moedt	40.2	B Carpenter	42.5
T Garbett	37.6	15 Peter Garbett	40.3	24 D Garbett	43.1
6 Jack Read	38.3	16 Noelle Drummond	40.5	25 Warren Tegg	43.3
7 Don Tainton	38.8	(Pete Smith	40.5)	26 Alan Ball	43.8
8 Oriano Giammic	38.9	17 Alan Ball	40.7	27 M Davis	43.9
9 Lee Drummond	39.4	18 Phil Stephan	40.8	28 Faye Ball	45.6
10 Tony Kabel	39.7	19 R Davis	41.0	29 Trevor Plant	48.7

Continued on Page 19 (Just like the big magazines eh ?)

HOLLAND PARK AUTO ELECTRICS RALLY

27th/28th March 1982

Director :- CORAL TAYLOR

From the Right Hand Side of the Car

by Rallyings most Approachable Winner - WARREN TEGG.

Well I can tell you it's a lot of fun over here in the righthand seat. For some time now it has been my thought that I've been going to Rallies at various levels, doing a lot of hard work as a Navigator/Administrator for the 'Le Specs' team whilst the boy in the right hand seat was having all the fun. Mind you he also spends all the money - as I recently discovered !

Greg Weale and I had thought in the weeks before the Holland Park Auto Electrics Rally that we might be in with a chance for a top five placing. This was based on the Ampol Albany Creek times and was dependant upon the extent of car preparation.

I had decided that the car preparation ought to be extensive - and it was. In fitting a slippery diff to the car we discovered a number of small weaknesses in the rear end that were corrected, and in fact we pulled the back of the car apart three times before I got it all back together the right way round. Every nut and bolt on the car was checked and replaced if necessary. Thanks to some magnificent engine and gear-box preparation by Peter Phillips the most I had to do there was change the oil and tune the engine.

The car went to the Auto Electricians for a check over and to wire in some circuit breakers for the fans, we fitted four new tyres, checked and bled the brakes and it was just about ready. It didn't matter how much work I did on the thing I was always able to come up with a new list of jobs to be done. Anyhow it took us the best part of three weeks to get ready and the only mistake we made was leaving the old hydraulic fluid in the front lines. I managed to boil the fluid and suffered a lot of fade in the second division. I've heard Roger Clark say brakes are the greatest enemy of speed anyway so we did without them.

In the early stages of the event we suffered a fairly serious dust problem, even at Car No. 21. I found I just couldn't see the road and was darting about at what I thought was a fairly slow rate of knots trying to make the lights pick up the edges of the road. Apparently everyone was in the same bother, or at least the times seem to indicate that.

We caught a chap called McGraa in control on one of the early stages and he kindly agreed to let us start the next stage in front of him. As the night wore on the dust problem didn't seem as bad and we weren't having any serious problems on the road. We had a couple of minor over-shoots - only a car length or so - short but still time consuming.

I suffered a bit of brain fade on two occasions, the first was most amusing and the second could have been monumental. Greg was calling down a Keep Right and it happened that it was on the same road and the turn was negligible. I hadn't really been listening to what he was saying and all of a sudden the word right bellowed at me in the intercom - well like all obedient drivers should I leapt for the handbrake and Turned Right - "No you !@#\$\$%%* Gallah, it's over there" was his immediate response.

Our second time wasting dramatic moment occurred at a Right at T. I attacked it with the vengence of a woman scorned, and simply ran out of talent. Greg and I sailed off into the scenery - which thankfully consisted of (This is Big Ed, I can read the rest of this but now I'm stumped. It looks as if Warren sailed into "loutoireh" !) - had it been chocked with Tasmanian Oaks - well I shudder at the very thought.

At division break we **realised** that we were leading but only by a slight margin from Grant Miller. A council of war was hurriedly convened and the battle tactics for Division 2 formulated. The pressure was on Grant so we elected to maintain the pace but tidy up the act, and tidy up the act we did. We passed a car in each of the 1st and 2nd competitiveness of Division 2, and then on the last competitive we caught two cars in control. That last run down the fence line for 1k or so into the control was a bit quick - I could see a possible win and got right up it. I noted that some 300m before the timing marker Greg started to remind me about the sorry state of our brakes - and a good thing he did too.

The event I felt was very well run and I should like to express my thanks to all the Control Officials, in particular the Off Roaders and of note Pat and Desley Collins whom I constantly find in the forests doing controls for rallies. Greg and I, both graduates from the University for Devious Navigators - and Greg an Honours Student to boot - didn't wangle any time all night.

The win has given us a flying start in the Cibie/G.P. Cars Novice/Clubman series, and with the help of our crew consisting of Dave MacKender, Ron Wilkins and Allan Mitchell and copious quantities of women we hope to continue our success.

Warren Tegg

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

Results Summary (B.S.C.C. Times only - Position Overall, Driver/Navigator, Class, Time)

Stage 1

1	McGraa/Foord	N-1/2!	=11	Bailey/Blake	C 1 1/2	=25	Arvelin/Koski	N 1 1/2
= 2	Reddiex/Fullerton	C 1		Whitaker/Hall	N		Luiten/Schilp	N
	Cross/Goldsworthy	C		Bertram/Brown	N		Browning/Clyd	N
	Cadell/Dillon	C		Miller/Smith	N	=32	Somerville/La	C 1 3/4
	Rust/Ovens	N		Drummond/Trigg	N		Prtoeous/Kirb	N
	Tegg/Weale	N		Goopy/Ward	N		Dillon/Payne	N
	Taylor/Stewart	N	=25	O'Kane/Briscoe	N 1 1/2	41	Garbett/Bates	N 3 3/4
=11	Kabel/Kabel	C 1 1/2		Lilley/Mitchel	N	=42	Johnson/Strei	N 5

Stage 2

= 1	Tegg/Weale	N	2½	=13	Whitaker/Hall	N	3	27	McGraa/Foord	N	4
= 5	Lilley/Mitchell	N	2½		Browning/Clyd	N		=28	Arvelin/Koskin	N	4½
	Taylor/Stewart	N		17	O'Kane/Brisco	N	3½	32	Porteous/Kirby	N	4½
= 9	Cross/Goldsworthy	C	2¾	=18	Somerville/La	C	3½	=33	Luiten/Schilp	N	5
	Bailey/Blake	C			Kabel/Kabel	C		=37	Garbett/Bates	N	7¾
	Rust/Ovens	N			Dillon/Payne	N			Goopy/Ward	N	
	Miller/Smith	N		=24	Drummond/Trig	N	3¾	39	Reddiex/Fulle	C	12¾
=13	Cadell/Dillon	C	3		Johnson/Strei	N		42	Bertram/Brown	N	20½

Stage 3

2	Tegg/Weale	N	2	=13	Kabel/Kabel	C	4¾	27	Dillon/Bayne	N	6½
3	Miller/Smith	N	2½	=16	Rust/Ovens	N	5	29	Luiten/Schilp	N	7¾
4	Bertram/Brown	N	2¾		Whitaker/Hall	N		=30	Johnson/Strei	N	8
5	Cross/Goldsworthy	C	3	18	Drummond/Trig	N	5½	34	Goopy/Ward	N	9½
= 6	Somerville/Lane	C	3½	=20	Arvelin/Koski	N	5¾	36	Garbett/Bates	N	13½
	Bailey/Blake	C		=22	McGraa/Foord	N	6	37	Cadell/Dillon	C	14½
	Lilley/Mitchell	N			O'Kane/Briscoe	N					
= 9	Taylor/Stewart	N	3¾		Browning/Clyd	N					

Stage 4

= 3	Cross/Goldsworthy	C	¾	= 9	Garbett/Bates	N	1½	=22	Johnson/Streit	N	3½
	Tegg/Weale	N			Miller/Smith	N		25	O'Kane/Brisco	N	3½
	Taylor/Stewart	N		=14	Lilley/Mitche	N	1½	27	Cadell/Dillon	N	4½
= 6	Whitaker/Hall	N	1	17	Dillon/Payne	N	1¾	30	Browning/Clyd	N	5¾
= 9	Somerville/Lane	C	1½	18	Drummond/Trig	N	2½	32	Bertram/Brown	N	8
	Kabel/Kabel	C		19	McGraa/Foord	N	2½	34	Luiten/Schilp	N	11½
	Bailey/Blake	C		=22	Rust/Ovens	N	3½	35	Goopy/Ward	N	17½

Stage 5

1	Bertram/Brown	N	1¾	=11	Cross/Goldswor	C	3	=23	Drummond/Trig	N	3¾
= 2	Tegg/Weale	N	2		Lilley/Mitche	N		25	Rust/Ovens	N	4
	Browning/Clydesda	N			Goopy/Ward	N		=26	Dillon/Payne	N	4½
= 4	Cadell/Dillon	C	2½	18	Somerville/La	C	3½	31	Bailey/Blake	C	7½
	Taylor/Stewart	N		=19	McGraa/Foord	N	3½	34	Whitaker/Hall	N	9¾
	Miller/Smith	N			Garbett/Bates	N		35	Kabel/Kabel	C	10½
= 9	Johnson/Streitber	N	2½		O'Kane/Brisco	N		=26	Luiten/Schilp	N	4½

Division 1

1	Tegg/Weale	N	8	10	Whitaker/Hall	N	20
2	Miller/Smith	N	9¾	20	Kabel/Kabel	C	21½
3	Taylor/Stewart	N	10½	21	Johnson/Streitberg	N	22½
4	Cross/Goldsworthy	C	10½	24	Dillon/Payne	N	24¾
8	Somerville/Lane	C	13	27	Cadell/Dillon	C	27¾
=10	Bailey/Blake	C	16	29	Garbett/Bates	N	29½
	Rust/Ovens	N		30	Luiten/Schilpzand	N	32
=12	McGraa/Foord	N	16½	31	Bertram/Brown	N	34½
	Drummond/Trigger	N		34	Goopy/Ward	N	48½
16	O'Kane/Briscoe	N	17¾	36	Lilley/Mitchell	N	110¾
17	Browning/Clydesdale	N	18½				

Stage 6

= 1	Cadell/Dillon	C	¾	=11	Cross/Goldsw	C	2½	=21	Drummond/Trigg	N	3½
	Bertram/Brown	N			O'Kane/Brisco	N		=26	Bailey/Blake	C	3½
= 4	Tegg/Weale	N	2	=16	Garbett/Bate	N	2¾	29	Johnson/Streit	N	4
	Taylor/Stewart	N		=18	Kabel/Kabel	C	3	30	Dillon/Payne	N	4½
	Miller/Smith	N			Whitaker/Hal	N		31	Rust/Ovens	N	4¾
= 7	Goopy/Ward	N	2½	=21	Lilley/Mitch	N	3½	33	Browning/Clyde	N	19
=11	Somerville/Lane	C	2½		Luiten/Schilp	N					

Stage 7

= 2	Tegg/Weale	N	1	= 8	Rust/Ovens	N	1½	= 20	Lilley/Mitche	N	2
	Bertram/Brown	N			O'Kane/Briscoe	N		= 25	Somerville/La	C	2½
	Miller/Smith	N		= 14	Whitaker/Hall	N	1¾		Kabel/Kabel	C	
= 5	Cadell/Dillon	C	1¼		Browning/Clyde	N		29	Luiten/Schilp	N	2¾
	Taylor/Stewart	N			Drummond/Trigg	N		30	Dillon/Payne	N	3¾
= 8	Cross/Goldsworthy	C	1½		Johnson/Streit	N		33	Goopy/Ward	N	9¾
	Bailey/Blake	C		= 20	Garbett/Bates	N	2				

Stage 8

1	Bertram/Brown	N	1½	= 11	Bailey/Blake	C	2¾	= 23	Drummond/Trig	N	3
= 2	Tegg/Weale	N	2		Garbett/Bates	N			Goopy/Ward	N	
5	Cadell/Dillon	C	2¼		O'Kane/Brisco	N		25	Rust/Ovens	N	3½
= 6	Cross/Goldsworthy	C	2½		Lilley/Mitche	N		= 26	Kabel/Kabel	C	4
	Taylor/Stewart	N			Browning/Clyd	N			Luiten/Schilp	N	
	Miller/Smith	N		= 17	Whitaker/Hall	N	3	31	Dillon/Payne	N	5
= 11	Somerville/Lane	C	2¾		Johnson/Strei	N					

Division 2

1	Bertram/Brown	N	4½	= 14	Whitaker/Hall	N					
3	Tegg/Weale	N	5	20	Lilley/Mitchell	N					8
4	Cadell/Dillon	C	5¼	21	Drummond/Trigger	N					8½
5	Miller/Smith	N	5½	22	Johnson/Streitberg	N					8¾
6	Taylor/Stewart	N	5¾	24	Kabel/Kabel	C					9½
10	Cross/Goldsworthy	C	6½	26	Rust/Ovens	N					9¾
11	O'Kane/Briscoe	N	6¾	27	Luiten/Schilpzand	N					10
13	Garbett/Bates	N	7½	30	Dillon/Payne	N					13½
= 14	Somerville/Lane	C	7¾	31	Goopy/Ward	N					15½
	Bailey/Blake	C		33	Browning/Clydesdale	N					23½

Results

1st	Warren Tegg / Greg Weale	13	1st Novice
2nd	G Miller / Graham Smith	15½	2nd Novice
4th	Kel Taylor / Ian Stewart	16	
= 5th	Rod Cross / Ian Goldsworthy	17	= 1st Xclubman
9th	Glen Somerville / Chris Lane	20¾	
10th	Tim Bailey / John Blake	23¾	
= 12th	P O'Kane / Allan Briscoe	24½	
	Noelle Drummond / Bob Trigger	24½	
15th	Bob Rust / Boyd Ovens	25¾	
17th	Greg Whitaker / John Hall	27¾	
19th	Simon Kabel / Gary Kabel	30¾	
21st	Peter Johnson / Laurie Streitberg	31½	
22nd	Paul Cadell / Bill Dillon	33	
23rd	Peter Garbett / Daisy Bates	37	
24th	Michelle Dillon / Dale Payne	38	
25th	Greg Bertram / Alan Brown	38½	
27th	Kerry Browning / Peter Clydesdale	41¾	
28th	Gary Luiten / Richard Schilpzand	42	
32nd	Paul Goopy / John Ward	63¾	
33rd	Grant Lilley / Michael Mitchell	118¾	



HOLLAND PARK AUTO ELECTRICS RALLY

KEL TAYLOR and IAN STEWART speed by on their way to

4th place. - Picture by ALLAN McCONNELL



HOLLAND PARK AUTO ELECTRICS RALLY

P. O'Kane and Allan Briscoe in the
venerable Mazda 1300 came =12th.

Picture by the venerable ALAN McCONNELL



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



Holland Park Capers

Peter Garbett and Daisy Bates went back 20 years in concept and mounted a spare speedo on the passengers side as the 'Halda'. This was a "Big Brake" event with the result that the fluid boiled.

Rod Cross says the event was superbly set out and the roads and conditions were A1. Rod came 1st Clubman and puts most of the credit onto the shoulders of his navigator Ian Goldsworthy.

Kel Taylor came 4th and said Aarghooo - Thank You Kel.

Most Dramatic Evening Out was enjoyed by Grant Lilley from Maroochydore who had Club President Mike Mitchell navigating for him. On the run upto Blackbutt their Mazdas water pump gave up the ghost, Dale Payne stripped his road car of its water pump and Lilley/Mitchell were mobile again just in the nick of time. They were within 2 minutes of late time at the start of the first competitive, and by skillful juggling they were within ½ minute of late time at the end of the first division. After being out of navigating for some years, Mike was so estacic about his return he was revoltingly cheerful all night.

Gary Kabel said they had a flat just before the division break and the nuts went missing in the long grass !

Kerry Browning thinks it was a ghastly event with all those long straights and slippery corners.

Jim Reddiex suffered a duff alternator in his quart into a pint pot special. But they had a beaut 3½km.

Greg Bertram/Laurie Streitberg had some trouble with the Laurie Garth hill, the first time they stalled and the second time the kink halfway down caused problems.

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

While all this thrashing about in the bushes was going on, TIMS and I were producing results in Maxim Motors huge Citroen Van. This was big enough to stand upright in, and could accomodate 2 timers, 4 hangers on, Kerry (Gronkwonk) Payne, 3 indolent Stewards and a Partridge in a pair tree. The big beast did Brisbane - Yarraman in 2½ hours, and on the run there and back (about 500km the way we did it) it averaged no less than 26mpg - a truly remarkable figure. Naturally the Time Keepers are the last to pack up, so when you lot had all left we put our sleeping bags on the floor of the van and had a semi-kip. I know I've said it before, but next time our disgusting dog with the social drawbacks gets left behind at home ! Sunday morning we found the Marshalls camping on a forestry crossroads and we had a 3½ hour breakfast with them, then they all spoilt a fine day by making me walk round a tiny National Park - why don't they concrete the paths and knock the trees down so you can actually see something ?

The Huge Citroen Van - Unique in Australia and brought over for the Repco - is FOR SALE. \$12,000 and the best basis for a mobile home I've ever seen, is all yours. Phone Bob Reddiex on 52 7177.

Ah! The Honourable Member for Warwick has sent this reply to the proposal from the Honourable Member for Mansfield.....

Dear Peter,

The petition to C.A.M.S. regarding the number of rounds for the Queensland Rally Championship on the back page of the March issue of the Club Magazine has prompted me to say a few words on the subject.

I honestly feel that at the moment there are enough rallies held in Queensland during the year. I doubt if there would be any competitor who would run in every event, which means that people look at the events offered and choose the ones that they prefer to run in.

If anyone wants to run in more events there is always the option of competing interstate. I personally feel that interstate competition is a good way of gaining more experience. The big-budget teams generally go to big events like the Castrol or the Alpine, but for the Clubman competitor I would recommend the Cannon Ford Rally at Armidale (always a good event, and not too far to travel) on July 3rd.

Assuming then that we are running enough events in Queensland, the next question is how many of them should be rounds of the Q.R.C. ? Unfortunately I feel that the Championship will be won by a big-budget team no matter how many rounds there are. I agree that with more rounds there is more chance of a consistent team obtaining a better placing in the series, but usually it is only the winner who is remembered, and the minor placegetters are soon forgotten. (How many Club members could tell me who were the fourth, fifth and sixth placegetters in last years Q.R.C. without looking up the results ?).

It would be possible to run more rounds in the Q.R.C. without increasing the total number of rallies held, but this could mean having combined Q.R.C. and Clubman Series events. I am personally against this idea as I like to navigate for a Classified or Recognized driver in the Q.R.C. and a different driver in the Clubman Series, but as very few navigators do this I guess it does not count for much. However I think that most people agree that Clubman rallies should be shorter than Q.R.C. events, over better roads and timed to the quarter or half minute rather than to the second.

I would also like to see a few more Closed Rallies held, such as the Renault Club event in May or the recent Motor Show Rally. These events are very enjoyable and are a very good way of attracting newcomers to the sport. I am also a bit disappointed to see that there do not appear to be any rallies in Queensland this year with map-reading navigation. Last year there was only one - the first round of the Clubman Series. It appears as if the organisers of the Q.R.C. or Clubman Series do not want map reading (although I don't see why) so the only hope for having it would be in rallies not counting for either of these series. After all we did go to the trouble of teaching map reading at the recent Navigation School. The same problem occurred in Victoria recently with the result that they now have two Championships, the Victorian Rally Championship for route-charted rallies, and the Victorian Trials Championship for map-reading events, but I do not feel that we have enough competitors in Queensland to run an additional series on top of everything else we are doing.

Looking back on what I have written I do not appear to have come to any satisfactory conclusions, but I hope I have given people something to think about. No matter what is done it is not possible to keep everybody happy all the time, and any decision reached is usually some sort of compromise. I would not object to any increase in the number of rounds in the Q.R.C., provided that it is not to the detriment of any events already being held. At the risk of becoming unpopular I would suggest that if the Championship is increased to more than four rounds (even if only to five) one round should be at Townsville and one should be at Rockhampton - after all it is supposed to be the QUEENSLAND Championship, not the Brisbane Championship.

For Queensland to be able to support more rallies a year than at present, we need more competitors, which is where Closed rallies come in, but the main thing we need to keep as many people as possible happy, is a reasonable amount of variety in the type of events offered.

Yours Faithfully

TONY BEST

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

NEW MEMBERS

A warm welcome is extended to the following people who joined the Club during March :

Gaye Bradley	.....	Banogin (Associate)
Patti Bradley	.....	Banogin (Associate)
Paul Fritz	.....	Valley
Rob Rust	.....	Cannon Hill
John Ward	.....	Tarragindi
Greg Whitaker	.....	Bray Park
Alan Staib	.....	Bray Park
Peter Ardill	.....	Strathpine
Gregg Hansford	.....	Bardon
Julie Hansford	.....	Bardon (Associate)
Rodney Skennerton	.....	Calamvale
Shane Rushbrook	.....	Eagle Heights
Mary Harbeck	.....	Ferny Hills (Associate)
David Haeusler	.....	Boggabilla NSW
Gary Haeusler	.....	Boggabilla NSW
John Rielly	.....	East Brisbane

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

For Sale

HALDA TWINMASTER, DATSUN T - PIECE, CABLE, DATSUN 1600 GEARS
+ STANDARD GEARS \$200

PAIR 100w CIBIE SUPER OSCARS \$100

Contact John Broughton 345 6055 A/H 345 6885

Big Ed talks to Jim Adness about the "Old Man Emu 300" at Griffith over Easter

BE - Let's start at the beginning Jim, when did you decide to enter the Griffith event, and what's happened to the Queensland entry, I believe only 4 Queensland crews were entered ? JA - I decided to enter at the beginning of the year when I was laying out a program. It was pretty bad last year and when I didn't finish I swore I wouldn't go back there, but as I didn't finish I thought I'd better go back and give it a decent shot. I think cost is the main problem for people from Queensland, I think the guys find it pretty expensive to go interstate. BE - How far is it to Griffith ? JA - It's 1350 kilometres Pete. BE - And 1350 back ! JA - It's a fourteen hour drive but it's a good comfortable drive, if you have a decent tow-car and trailer set-up it's a good drive. BE - When did you get down there and when did the event start ? JA - I got there about 11am Friday morning and the event started midday on Saturday. BE - I see, that was the prologue was it ? JA - It was the reconnaissance and prologue. BE - They had scrutineering on the Friday did they ? JA - No the scrutineering was done in Brisbane before we left. BE - That sounds like good planning, how many entries did they get ? JA - About a 135 cars, a really top class entry. BE - Was the Prologue really representative of the worth of the field ? JA - The whole event was run far better than last year. The gap on the Prologue was 2 minutes, which meant you didn't have a dust problem, and in order to get everybody through the recci and the prologue, you had a choice of doing either one first. BA - With that number of entries there must have been a large tent city. How far out of Griffith was the course ? JA - About an hours drive out of Griffith on the Brisbane side at Rankins Spring. I didn't actually go into Griffith. BE - How did you do on the Prologue ? JA - We did very well and came =3rd. The prologue course was 7km long and we tied with Bob Strawbridge. In the event we went out 4th in the night loop, 4th in the first day loop and 3rd in the final day loop when Bob had had trouble. BE - Is the car the same as last years ? JA - The cars basically the same, we've got the big motor in it now. BE - How big is it ? JA - 2370cc. We've modified the gearbox, we had a lot of gearbox breakages last year which were mainly due to the increased power weight ratio of the car, we were stripping gears so we've fitted heavy duty gears and shafts, and it's all been built

in Australia too. BE - You came 4th overall which was very good going. JA - We came in third and Keith Poole who was running behind us managed to make up some time. BE - Was the event that dusty ? JA - A very tough event but not extremely rough. This is the difference, they speak of the Tara event as the toughest off road event, but it's not it's the roughest off road event. It's events like Griffith where you get the top competition that are the toughest events. There was really top competitors down there, and the top cars are so well prepared and represented. They arrive on the scene with mobile workshops. Craig Martin arrived with an annexe and a workshop all set up with a spare motor, spare gearbox, spare front suspension. Keith Pooles Chevy Blazer had a new gearbox put in after the night loop - what the top teams can do is just amazing. BE - What were the starting intervals on the night loop ? JA - They started at 2 minute intervals on the nightloop and the first daylight loop, and at 1 minute intervals on the second daylight loop. It was the best organised event I would have run in. BE - What time then did the night loop start, they must have been sending them off for about 6 hours ! JA - They started the first loop at 6.30pm Saturday and the first daylight loop began 12 hours later at 6.30am. BE - What sort of light set-up did you use ? JA - I run 3 up and 1 down, 2 100 Cibies and 2 fifties but theyre inadequate, hopeless, I just can't see at night, I use two spots and 2 spreads as well. I just can't see at night. Nevertheless it was the best weekends racing I've ever had. BE - It was organised by Garry Connelly of course. JA - Garry and the team of Nejl Howard, Peter Stockton, Barbara Knight etc and they did an excellent job. I didn't hear one complaint all night. BE - Is it as quick as Goondiwindi ? JA - I think it's quicker than Goondiwindi, 6000 revs in top, well over a 100mph and we're not the fastest in a straight line. BE - Did any of the top cars strike problems ? JA - Craig changed the transmission after the night loop, Keith Poole changed the transmission, Reg Owen damaged the front end, we didn't lay a spanner on it all weekend ! BE - Any really notable runs ? JA - The big surprisewas that a rally guy in an Escort came 8th overall ! BE - Big Party at the finish ? JA - O Yes, the had the prizegiving in the School of Arts or the War Memorial, a really great event. BE - Thank you Jim and well done !

(The other Queensland entries were Ashton Bradley who broke an axle at the start of the second loop, and Clinton Linneweber who was on only his second event. Gary Moedt disappeared somewhere between Brisbane and Rankin Springs !)

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 motorkhanas, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC ORGANISED motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 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.

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

1982 ChampionshipsClub Championship

1	Alan McConnell	20
2	Kel Taylor	19
3	Alan Ball	13
4	Rod White	12
= 5	Peter Johnson	11
	David Pearson	11
	Coral Taylor	11
	Ed van Amstel	11
= 9	Oriano Giammichele	10
	Peter Smith	10
=11	Chris Lane	9
	Glen Somerville	9
	Paul Watkinson	9
=14	Peter Garbett	8
	Cedric Loy	8
	Geoff Loy	8
=17	Allan Briscoe	7
	Rod Cross	7
	Barbara Knight	7
	Jack Read	7
	Peter Stockton	7
22	Mick Norris	6
=23	Daisy Bates	5
	Charlie Blkae	5
	Ian Baker	5
	Norm Fritter	5
	Tony Hazeldine	5
	Garry Read	5
	Graham Smith	5
	Warren Tegg	5
	Lindsay Sutherland	5
	Greg Weale	5
=33	Dennis Denning	4
	Peter Meiers	4
	Tom Poots	4
	Ron Wilson	4
=37	Roberta Barbe	3
	Sue Griffin	3
	Tricia Smith	3
=40	Jim Adness	2
	Ian Macfarlane	2
	Barry Macfarlane	2
	Colin Plant	2
	Laurie Streitberg	2
	Sid Vahry	2

Ladies Championship

1	Daisy Bates	28
= 2	Coral Taylor	11
	Barbara Knight	11
	Tricia Smith	11
= 5	Noelle Drummond	10
	Sue Griffin	10
	Roberta Barbe	10
= 8	Michele Dillon	8
	Kerry Browning	8
10	Virginia Pie	7

World Championship

1	Alain Prost	60
2	Nelson Piquet	35
3	Keki Rosberg	33
4	Carlos Reutemann	24
= 5	Rene Arnoux	20
	John Watson	20
7	Nicki Lauda	15
8	Michele Alboreto	14
9	Nigel Mansell	10
10	Manfred Winkelhock	7
=11	Giles Villeneuve	4
	Elio de Angelis	4
	Didia Pironi	4
=14	Elesio Salazar	2
	Slim Borgudd	2
16	Jochen Mass	1

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

WAREHOUSE

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

Castrol GTX

Oils ain't oils.

Dailey CAB17

From our CONTINENTAL CORRESPONDENT.....

NEW ZEALAND MOTORSPORT

(or the lack of it)

by Neale Carter

Well I don't really know where to begin as there hasn't been that much happening here.

The main talking point here is about the recent Sports Sedan Series run over the past summer. Rumours abound about who is building what, and which old grunTERS have been found in backyards and are being reborn. These cars have again proved most popular and are really bringing the crowds back again. Their next big meeting is over Easter at Bay Park Raceway near Tauranga.

Recently I saw a video tape of the live coverage that Channel 7 did of the Sandown race meeting a few weeks ago. Although the day was marred by the accident involving one of the flag marshals, it looked to be an exciting day. I think that Television New Zealand could learn a lot from Channel 7 about our coverage of motorsport.

On the rallying side of things, rumours abound about who's coming for this years Motogard Rally (as they always do !!) The date for this years event has been moved forward to 26th - 29th June.

Definite confirmed entries are from Datsun, Toyota and Mazda. Datsun are to enter four cars for Timo Salonen, Shekhar Mehta, Tony Pond and Reg Cook. The 1980 Motogard winner Salonen and ace pom Tony Pond are each to drive 2 litre ohc Silvias, while Shekhar Mehta (3rd in N.Z. in 1973) will pedal a Voilet GTS. Local bad boy of saloon car circuit racing Reg Cook, will get a Bluebird Turbo. Cooks obvious loyalty to Datsun in both business and motorsport looks to have paid off. Well known for protesting results, arguing and bad manners on and off the circuits, Cooks past attempts at rallying haven't been too successful. However he is an intelligent driver and with the good backing and preparation he will get, he could do well.

Tough competition will come from Toyota however. They have entered two European based cars, one of them for 1979 World Champion Bjorn Waldegard (5th 1980 Motogard). I'm not sure who the other driver is at this stage. Substantial backing by Toyota will also be given to local man Paul Adams for his 1600cc Toyota Starlet.

The big news and excitement here is that we will be seeing Rod Millen in action here again. He has spent a considerable amount of time in both Japan and New Zealand arranging a factory backed drive in a Mazda RX7. A recent press release said he was about 98% sure of a drive here. Mazda have assured him of some WRC drives and they would be crazy not to include the Motogard. Due to his ability and local knowledge Mazda could pick up some easy World Championship points.

Another RX7 that could be seen is that of local man Roger Goss. He recently rebuilt a car which was purchased in the U.S. and shipped out here. This car will probably be a private entry without major backing from Mazda.

If all the rumours of who is supposed to be coming here are true, we will have a dynamite event. However, some cowboy starts the rumours every year and gets everyone all excited.

One rumour that seems to have a small amount of truth in it is that Austrias Franz Wittmann is to drive an Audi Quattro. I've been told that the car is already here and is to be entered by a local European car importer.

Other rumours are entries from John Woolf (U.S. based Kiwi) in a Peugeot 504 Coupe V6, Walter Rohrl in an Opal and Greg Carr. You lot over there will know more about whether or not the latter of those three is coming.

The only other fairy story around is that Ford will debut the new Escort here. I would imagine that there is as much truth to that as a Moari activist saying he's not politically motivated! Ford have, I believe, said that they will not debut the new toy until well after June. Still you never know.

There isn't a great deal more I can think of to dribble about at the moment. Next month I'll write about the last of the circuit racing for the season, and the first of the rallies.

Until Then - See Ya

Neale Carter.

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

B.S.C.C. Scrap Book

We are now compiling a scrap book of any newspaper items mentioning our Club or events promoted by our Club.

If you see any items please cut them out and hand to our Administration Officer.

Forthcoming Event

MULTIPLE SCLEROSIS
QUEST OF '82 CAR RALLY

Starts from K-Mart Chermside at 7am on Sunday 23rd May. Prizes include Trophies, car accessories and classes include Best Custom Car, Oldest Bomb, Last Place-Getter, Best Woman Driver. Entrance Fee of \$8 includes BBQ Lunch at the finish (B.Y.O.G.).

Enquiries 44 4876 between 9am and 12 noon daily....

For Sale - Elfin 600 Formula Ford. Rolling Chassis - Steve Knott
Built engine - spare set pistons - Hewland Mk8 Gearbox with 9 ratios -
fully enclosed trailer - 8 steel wheels -, Spax gas cooled adjustable
shockies - spare suspension parts - Varley raving battery - spare
brake pads - spare distributor - body nose mould (wipes away with Andy
Andy) - spare engine mounting and gear linkage - Goodwill

\$4800 - Peter Ainscough (075) 64 1606 - also set of driving gear \$180

After 3 Tests

1 Lindsay Sutherland	98.6	10 Peter Garbett	115.5	20 Phil Stephan	124.6
2 Jack Read	109.1	11 Oriano Giammic	116.7	21 D Garbett	125.9
3 Alan McConnell	110.1	12 Hank Kabel	120.2	22 Trevor Plant	126.8
4 Kel Taylor	111.0	13 Noelle Drummond	121.2	23 Faye Ball	128.9
5 Lee Drummond	111.6	14 Matt Read	121.4	24 Alan Ball	130.6
6 T Garbett	113.0	15 Alan Ball	121.6	25 B Carpenter	130.7
7 David Owen	113.8	16 Gary Kabel	122.1	26 Tony Kabel	131.5
8 Don Tainton	114.4	17 R Davis	122.3	27 Faye Ball	136.9
9 Colin Plant	115.2	18 Warren Tegg	122.8	28 Garry Moedt	146.9
10 (Pete Smith	115.3)	19 Daisy Bates	123.1	29 M Davis	150.6

Test 4

1 Lindsay Sutherland	29.6	11 Colin Plant	34.7	20 B Carpenter	37.3
2 Alan McConnell	31.8	(Pete Smith	34.9)	21 Alan Ball	37.6
3 Kel Taylor	32.2	12 R Davis	35.2	22 Faye Ball	37.7
4 Jack Read	32.3	13 Don Tainton	35.3	23 Gary Moedt	38.0
5 Matt Read	32.4	14 Peter Garbett	35.5	24 Warren Tegg	38.2
6 Oriano Giammiche	32.5	=15 M Davis	36.7	25 Faye Ball	39.1
7 T Garbett	33.4	Noelle Drummond	36.7	26 Hank Kabel	40.5
8 Trevor Plant	33.9	17 D Garbett	36.9	27 Tony Kabel	41.0
9 Lee Drummond	34.0	18 David Owen	37.1	28 Gary Kabel	45.2
10 Alan Ball	34.2	19 Daisy Bates	37.2	29 Phil Stephan	50.2

Results

1 Lindsay Sutherland	128.2	15 Noelle Drummond	157.9
2 Jack Read	141.4	16 Daisy Bates	160.3
3 Alan McConnell	141.9	=17 Hank Kabel	160.7
4 Kel Taylor	143.2	Trevor Plant	160.7
5 Lee Drummond	145.6	19 Warren Tegg	161.0
6 T Garbett	146.4	20 D Garbett	162.8
7 Oriano Giammichele	149.2	21 Faye Ball	166.6
8 Don Tainton	149.7	22 Gary Kabel	167.3
9 Colin Plant	149.9	23 B Carpenter	168.0
(Pete Smith	150.2)	24 Alan Ball	168.3
10 David Owen	150.9	25 Tony Kabel	172.5
11 Peter Garbett	151.0	26 Phil Stephan	174.8
12 Matt Read	153.8	27 Faye Ball	176.0
13 Alan Ball	155.8	28 Gary Moedt	184.9
14 R Davis	157.5	29 M Davis	187.3

Well Lindsay Sutherland only JUST won, he was fastest on all four tests and finished 13.2 seconds ahead of Jack Read, a close thing! Phil Stephan got into a flat spin on the long grass, I was beginning to think that the only way we'd get him to stop, would be to tap a choko up his exhaust. The chokos were supplied by close third Alan McConnell, the winner got one, second two, down to 50 chokos for Gary Moedt. Gary made the earth move for some of us in his Old Man Emu huge V8 thing. So many people changed cars during the event it wasn't worth putting the cars in the results. Don't say a word to a soul, but TONY KABEL WAS DRIVING A DATSUN!" I saw Hank Kabel get his Will out and snip a bit off with the scissors. Jack Read was a power of strength with the Loud Hailer, getting people lined up and organised, mind you he was never ready himself when it was his turn, but 29 out of 30 isn't bad. Jack was enjoying himself so much with the hailer that he threw himself backwards onto the grass at one point - showing things that should have been put out to grass years ago. A good days outing - next CM is June 27th.

Well the continuing saga of Knerd Groobertash (New Readers read the Editorial at the front) surges forward with another letter about him....

Dear Pommy Git

I wish to complain about the Disgusting Treatment handed out to the works Jowett Javelin driver Hurd Grubertash in the recent Holland Park Auto Electrics Rally.

From the results shown at your scoring point during the rally, it can be seen how Hurd and Fiona in the Jav (as we at the factory call them) were so far in front of Tegg and Weale that they had the rally in the bag. Then you, out of shere jealousy have classed them as a non-finisher because, as you said, they crashed into the dam.

If you were to get your facts straight you would have found out that Hurd and Fiona, having so much time in hand, decided to wash the 'Jav' and themselves so asto have a nice clean car and crew for the finish.

However once in the dam to wash the car, they striped off to get clean and got carried away (and not by the undertow !). When we found them they were doing a lot of rerouting and we had to throw a bucket of dirt over them to separate the pair. By the time we got them back to the finish, you lot had gone home.

I hope this puts you in the picture as to what happened and makes you get your facts straight next time.

Brokoff Wromk

Jowett of Idle Team Manager.

P.S. Herds o-so-well-publicised naked drive on the forthcoming Lutwyche Rally will be at the (heated) wheel of the brand new JOWETT STRATOS - it's Turbo-charged, a five cylinder flat four, 10 speed gearbox by Sturmer-Archer, pedal rubbers by Gucci. Shown on the Continent 'Paris Matin' said "Le Belle load of Cobblers, les Anglais Tres Crap", 'Sport Auto Zeitung' said "Kaput - poof !" - don't forget to watch for Hurd grappling with his equipment on the sharper corners.

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

This Months Threat to the Editor

Found in the Mailbox "Big Ed. You were wrong about the Abominable Slowman Sign ! It wasn't Bates and Garbett. IT WAS ME.



Signed The Phantom Sign Sticker

and I say to you that this poor demented pervert must be stopped at all costs - before he gets to me, after all he seems barely human. But there again have you looked at yourselves on the average clubnight? You make the Den of Thieves scene from the Charles Laughton version of "The Hunchback of Notre Dame" look like a sewing circle.

Well here we have a very welcome little piece by a very welcome little piece on the art of servicing, when I was a lad girls interested in servicing were kept locked up

Dear Big Ed

I would like to draw your attention away from the Rally Drivers, Navigators, Off-Road Competitors, Control Officials and other degenerates, without whom our job would be so much easier, In fact, more comfortable, as we could be nicely snug at home in our beds watching Happy Days and The Professionals (Big Ed here, what a waste of a life that would be ! I can picture the scene now, you're in the lift and Saint Peter stands outside with a choice of two buttons,

UP , or DOWN . He asks you "What did you do in life ?" and you answer "I sat up in bed watching Happy Days" - ZONK ! Down, Down, Down, Down you go) Yes - we are the under-dogs, the non-people, the ones taken for granted - the SERVICE CREW.

Unfortunately, we are also an even rarer people - my partner and I belong to the fairer sex - female of course ! Have you noticed the lack of attention the female receives on one of your rallies ? We are treated as one of the boys, expected to wriggle under the competing vehicle and inspect the spark plugs and points, under the bonnet - UGH ! all that grease and oil residue (Big Ed again - O blimey Residue eh! I've heard it called many things but never 'residue' before) - to see why the tyres are going flat, and then to the boot to check the oil. Or was it the boot for the spark plugs and points and underneath for the oil ??? Oh curse, who can remember all the petty details anyway !

I wish to complain most strenuously that we have few or no facilities for the nose-powdering routine, and at the back of the Black Stump, this can lead to two cross-eyed females praying for no more bumps or a Service Station to appear around the next corner (and on a gravel road that starts at Kickatinalong and leads to the other end, we have as much chance as the proverbial snowball).

Have you ever noticed, too, when the MC (Male Chauvinist) Drivers and Navigators finish their ego trip of Man over Machine at the Division Break, they immediately dive for eats while the fragile females brandish cloths, wheel braces, oil containers, brake fluid, screwdrivers and the rest of the necessities for servicing while cautiously balancing torches on their heads. His lordship bellows "Did you remember the pickles ?", and I pick up the bottle between my teeth - which saves me from answering - before returning to my matrimonial duties of cleaning his headlights. Marriage - I have found - is a two-way contract, turn one way and I have him - He-Man Macho Rally Driver, turn the other and I have the Oscar'd Escort Incorporated, but if I turn side-on, the 1982 Motor Show Rally Trophy glares from the wall unit, mocking me with its settling dust coat. Behind me now is an 8 foot sliding glass door - tempting ain't it !

Well, I suppose I'll have to go and help panelbeat the dings from the Motor Show. Trust the mere male to roll the car in the middle of nowhere so that a picture couldn't be presented as evidence in the divorce

court. My partner and I would have made a show of such a feat at the Toombul section - but we have never been known for our shyness - we even invited other crews to watch our 5 inch T.V. at Caboolture, but I think the potato chips on the blanket and pillows swayed their decision.

Anyhow, enough moaning until the next time my friend and I go into unexplored territories cro-s-eyed and cross-legged, armed with the tools of our trade (whichever trade supports this foolishness).

Until the next time, my friends, I give your Service Crews all the pity I can spare.

Yours Until Our Membership Expires

The Debuting Legend

P.S. Watch Out Peter Smith - next time I'll be competing in my yet unknown, yet un-tried automatic Torana. Down with Hatches !!

Big Ed - Down with Hatches ! SWINE, Your father was a hamster and your mother smelt of elderberries !

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

TRACTOR SHARES

The Club has been given a golden opportunity to purchase a Tractor and blade. To alleviate the (albeit low) capital investment we are offering shares in the beast at \$250 each. So if you have a periodic need for a tractor, and have to hire one at exhorbinant rates, then this is for you.

TRACTOR - SHARES, BEAT THE HIRE PRICES

IF YOU WANT A PIECE OF THE TRACTION, NOW'S YOUR CHANCE

Contact Dave Blackmore on 200 2505 (home) for full details

Navigator Wanted

The man in need of guidance is GRAHAM NEILSEN 286 1177 (Work)

Driver Wanted

For Novice Navigator who has attended Navigation School and finished the Motor Show Rally - Victor Elias 36 0543

Forthcoming Event

Renault Car Club of Queensland - Chez Moteur Renault Rallye Sportive. Round 2 Queensland Southern Series - 22/23rd May 1982.

Entries now open and close on 13th May. Entry Fee is \$30. Starts from the Benarkin Picnic Area about 3km east of Blackbutt at 6.30pm and will run over 125km of route. Lengthy Prize List. Secretary of the event is Mike Quinn 59 3181(Home) or the regs are available from our Secretary, Jeff Tremain.

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		
VICE PRESIDENT	Jim Reddies	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	372	3777
CLUB CAPTAIN	Laurie Garth	349	8053	349	8053
BOARD MEMBERS.....	Desley Collins				
	John Hall				
	Peter Marcovich				
	Peter Smith				
	Brian Swinton				
	Pat Collins				
	John Hinz				
	Peter Marshall				
	Ross Stanfield				
	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 PROMOTER	Mark Taylor	59	5323	52	3141
FINANCE COMMITTEE CHAIRMAN	Errol Bailey	48	0546	221	7516
SOCIAL COMMITTEE CHAIRMAN	Ian Goldsworthy	390	6245		
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 8.00pm onwards.

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

Brisbane Sporting Car Club Limited
P.O.BOX 314
WEST END QLD 4101

COMING EVENTS

- April 21 Off-Road Night at the Clubrooms - 8pm
- 28 1982 Surfside Special Knightrun
from the Clubrooms at 8pm - Alex Conroy/Paul Williams
- May 1/2 1982 Lutwyche Shopping Village Rally
Round 1 of the Australian Rally Championship
Peter Marshall/Mike Mitchell
- 4 Board Meeting at the Clubrooms, 8pm
- 5 Social Night at the Clubrooms, 8pm
- 9 Hank Kabel presents an "Old Style Motorkhana"
Full details inside
- 12 Rally Night at the Clubrooms, 8pm
- 18 Sporting Sub-Committee Meeting, 8pm
- 19 Off-Road Night at the Clubrooms, 8pm
- 22/23 Renault Car Club - Round 2 Queensland Southern Rally
series - details inside
- 23 Long Course Off-Road Event - 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
- 2 Social Night at the Clubrooms, 8pm
- 9 Rally Night at the Clubrooms, 8pm
- 13/14 Off-Road BP Mallee Rally - Sea Lake
- 15 Sporting Sub-Committee Meeting, Clubrooms 8pm
- 16 Off Road Night at the Clubrooms, 8pm
- 23 Night Run from the Clubrooms, 8pm
- 27 Club Motorkhana, Laurie Streitberg
- 30 "Meet the President" Night at the Clubrooms, 8pm

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