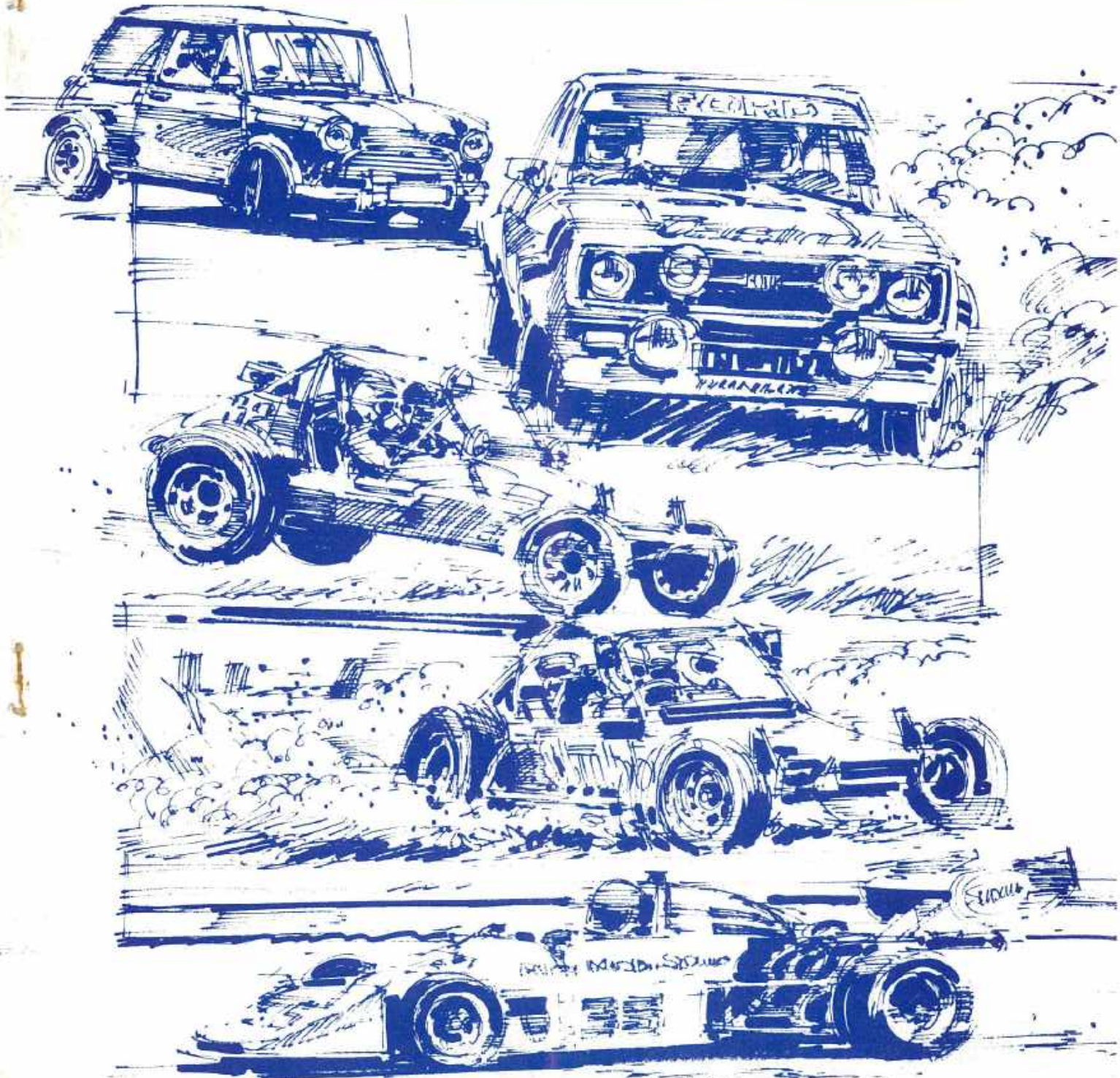




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication — Category B

MAY 1982



AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE AKSES GROUP

Factory Appointed Distributor

STROMBERG – SOLEX – ZENITH

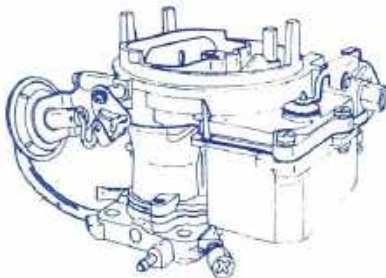
CARBURETTORS AND PARTS

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

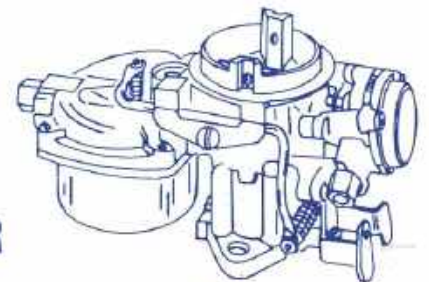
CARBURETTORS and PARTS

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

Page	2	Editorial
"	3	Lutwyche Shopping Village Rally Report
"	4	" " " " "
"	5	" " " " "
"	6	" " " " "
"	7	" " " " Results Summary
"	8 - 15	" " " " " " "
"	16 - 17	" " " " Lutwyche Lumps
"	XX - 20	Club Championships 1882
"	21	Membership Report Spectators Bitch (Presumably the Animal Column)
"	22	The High Cost of your Entertainment - Warren Tegg
"	23	Forthcoming Events - Cherribah Enduro " " - Chez Moteur Renault Rallye Sportive " " - Night Run - May 26th For Sale - Car Trailer " " - Ford Bits Various
"	24	Rallye d'Algerie - November event for the family
"	25	Club Officers
"	26	Coming Events

Brisbane Sporting Car Club Ltd

Magascene - May 1982

Editorial

Poor old Villeneuve, quite the most horrific accident since the Belgium Grand Prix last year, the sight of the poor man cartwheeling through the air to his doom was quite stomache turning, even if human nature makes us look at the damn thing everytime it's shown. The last commparable accident was to Jean Behra who came off the brick banking at Avus in 1959 and wrapped himself round a flagpole.

I know it's all very sad but these young men certainly arn't forced to chase fame and a substantial fortune in an alloy tub at 190mph, and whilst Villeneuve was certainly a racer, almost eccentrically so on occasion, he also suffered from what seemed like periodic lapses of either judgement or concentration, even if, as at Long Beach, his recovery was very swift indeed.

From Belgium T.V.s shoddy service it looked as if he'd chosen to swoop round Jochen Mass' right just as Mass pulled over to the right to give him the racing line. In the ensuing shunt, an almost exact replica of what happened to Villeneuve during the 1977 Japanese Grand Prix, the Ferrari chassis did its job in destructing and absorbing the loads but when the engine was wrenched off it seemed to take the back of the seat with it, leaving Villeneuve nowhere to go but out of the back. Last year at Monza Watson lost his engine against the barriers, the engine ending up on one side of the track and the tub on the other, but Watto was able to jump out and leap over the barriers - sometimes fortune smiles and sometimes it manifestly doesn't.

How lucky we are that in our chosen sports of Off-Roading or Rallying injury, let alone death, is such a rare thing - despite the almost ludricous dangers on occasion. Perhaps it's these all too present dangers that keep the personal damage rate down, plus the fact that to nearly all intents and purposes cars (and buggies) are no quicker at the apex than they were 10 years ago, it's only the speed upto and out of the corners that has increased a bit, and all our compet-ing cars lack for nothing in the safety line. No, come to think of it I did hear that some of our Off Road fraternity have rollcages that are either made out of square tubing, or "bits of old gaspipe", well be it on your own heads - literally, if your husbands rollcage doesn't look as good as some others do what the Greek women did, withdraw all marital privileges until he comes to his senses.

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

Wanting to get all this printed as soon as possible I'm not sure if we've any Off-Road content this month, I'm sorry if I haven't got time but there has been a gap in the events following the cancellation of Tom Poots thrash at Easter and we're just on the verge of the Class 2 win at Cherribah (which WILL be fully reported in the June edition).

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

As from July 1st the price per copy will be \$4, please forward this amount to the Editor (c/o 142 Avenida San Jose, B.A. Argentina)

1982 Lutwyche Shopping Village Rally
Round 1 Australian Rally Championship
1st/2nd May 1982

Former Heales Wheel Deals Thrills

In June 1980 I was all organised to navigate for Noelle Drummond (well she was Noelle Heales then but these young people do do such silly things) on a rally, when I was gripped in the chest by the dreaded Trans-Galactic Mega-Gripe and Tricia rushed me to hospital, where teams of doctors and nurses let me lay in the hall for 3 days. Ever since then old French Christmas has been trying to get me in the left hand seat, despite the fact that I'd retired, hung up me helmet, washed out the gum shield and hit the box with a hammer - well it wouldn't stop wriggling. Then on the Motor Show Rally I found that even cloth-ears Marshall could understand me through my dust mask, and I got that old itch and Noelle came along with the flea-collar.

I didn't for one moment see this as a relaxed nights outing. When I navigated for TIMS, now that was a relaxed no, any lip from her and she'd get a wallop round the helmet that'd have her head ringing for ages. But Noelle is probably the most grimly determined driver I've ever had to cope with, why so dedicated a lady would align herself with a buffoon like me is open to question.

Noelle and I were seeded as Number 69 and for some reason we were referred to as the "69ers" and amongst the weaker wits - which is everybody really except Hurd Grubernash - this led to a degree of nudging, giggles and winks. It was all totally beyond me, I just couldn't get my teeth into the concept at all. Somebody tried to explain it to me but really !! I couldn't swallow that.

So on the night of scrutineering I was all ready by 6.30, standing to attention by the signing on table with briefcase neatly packed and my equipment folded carefully away somewhere dark and relatively dry. The line up at the signing on was Midge Garth, Barry Torrens, Wendy Marshall, Peter Whalley and Laurie Garth. Midge and Laurie were arguing as to whether the level of talent flowed from Left to Right or vice versa, I ventured the opinion that it spread from the centre. The whole five of them looked so solemn, so much like the judges on the final of "New Faces" that I just burst into my impersonation of Charles Boyer impersonating Elvis Presley ("Blu, blu, blu swede shoo-s"). They gave me 1½ out of 100, I pointed out that even the tres crappola acts get 79, they said "exactly".

Noelle arrived and told the scruts were to put their X's. Then we drove onto the pavement (Sidewalk for our American (North) readers - you know until I saw the "Man from Snowy River" I didn't realise that 50% of the Australian population were hearns) outside the front door - well Noelle thought it was a traffic lane with trees and seats - and then we drove through the front door of Lutwyche Shopping Village for the car to go on display. It wasn't easy getting the car down the escalator, it was after all coming up at the time, but Noelle spoke sharply to it.

Thursday was the first early-to-bed night. For those who can't get off to sleep on these occasions, I have a copy of a novel by Richmal Crompton, who wrote the vastly entertaining 'William' series of childrens books, entitled "Linden Rise". A novel so stupifying in its boredom that it gives the same effect as being hit on the head with a shovel, if Rip van Winkle woke up with this next to the cot, he'd been off for another 100 years kip pronto. So I read half a page of this and deep slumber took me.

Friday was briefing and "Let's-keep-old-Smithy-waiting-bloody-ages-for-his roadbook-night". The centre stage at Lutwyche was a throng of people. Anxious organisers whipped the surly crews into line. The briefing was short; "Don't, and if you do, stop it!". Little fat pommie people rushed around shouting "Clear a way for the magazine editor - mind your backs". People from Townsville, who I haven't seen since they gave me a tear stained trophy two years ago, were there. Greg Weale, Dave Ambrose and Warren Tegg were counting the pages of their roadbooks "What comes after twenty-two bluebottle?". Peter Whalley was far too sharp for all the old tricks - like I'd stand behind him, shout "Sixty-nine" and rush round the front with my hand out. But finally I got my copy of the bumper edition of the roadbook, they tell me the Competitive sections were on green paper and the transports on white - but to us colour blind people there wasn't much difference. We then had the problem of removing the car so Noelle could put in the post-scrutineering drippy engine and the leaky brakemaster cylinder, however a locked Lutwyche door would defeat even Houdini but far off we heard elfin voices and I found a pair of very dinky florists, one of whom tripped along and opened the door for us. Home, another ¼ page of "Linden Rise" and snoozy bobos.

Saturday the day of the big one. I sat up in bed working on the roadbook - a very civilized way of doing things. We arrived at Lutwyche a bit late but women seem to get away with this sort of minor infraction. Norm Fritter took our picture as we posed, actually he didn't have much trouble - I was after all, posing everywhere. Despite my holding my pen and looking eager nobody asked my for my autograph, not like the 1970 R.A.C. International when I signed 2 (Two) autograph books - heady days, but I expect the little swine were in the organisers pay.

We started enmasse from Lutwyche Shopping Village at 11.45am, a multi-hued megabuck crocodile that our forefathers would have called a "brave sight". From the start we wound our way through Brisbane, chatting to Daisy Bates who was navigating for Graham Nielsen, on our way to the quarry at Mt. Coot-tha. Geez what a host of spectators, including my father-in-law, he says he couldn't find me in the program but as he can never remember my name I think he was looking under either 'Damn Fool' or 'Harry'.

Heaps of hanging about here looking at the drops off of the quarry ledges. I heard an estimate of an extra week in hospital for every metre of drop. I asked Kerry Payne what she was doing for the rest of the night (I knew she was navigating for super-nude Hurd Grubernash but one has to pretend to be ignorant) and she said that she'd be "Scoring later on" - lucky bird! I haven't scored on a Saturday night since I got married. Who else did we see - the Lutwyche seems to have the power to resurrect people you haven't seen for years - David Kortlang was another to have un-retired, Adrian Taylor had returned to show just how un-Civic the Civic could be, Peter Clydesdale (who motorkhana'd a Fiat 500 when I was a lad) had been released for the occasion and Glen Law - another ex Daryll Kelly pupil - had ditched Gemini racing for a return to the forests.

At 1pm the first stage started. The 'gods' were quick and tidy, but the ill-fated Hughie Bell came within inches of the big drop only metres away from the start. I think most of the Queensland contingent were suffering from the Big Event Twitches. Nearly all my heroes stuffed up the open right hairpin, Dennis Brown, Peter Marcovich and plenty of others ended up almost stationery across the apex. Well Noelle showed them all how it's done, straight up the centre like a Scalextric racer, with me babbling out misleading instructions and pieces of nonsense - "These rock formations on our left date from the Messytoe-ache era"

After the stage we went round the backway to Caboolture, passing the Caboolture Shire Hall, the scene of a remarkable opening dinner in about 1975. It was remarkable because the dinners ran out when about half the room had been served, the 'entertainment' began when the beer had flowed like water and it was a serious drama about suicide - this ended up with the rellies of the performers standing on their seats shouting out "Give them a chance" whilst the ocker proportion of the crowd implored the would be suicide of stage to "JUMP yer mug". Finally I had to spend the night on a sofa under a grandfather clock which I think chimed every five minutes.

Into the second stage, this time in the Beerburum forest, where the Collins' and friends were as busy as a tart on Grand Final Night. The rally was still running at 1 minute intervals between cars and Pat didn't have time to get breath before another pair of wheels covered him in sand. Desleys running of the paperwork was based on the prize-giving scene from "Goodbye Mr Chips", she would call out a car number, give the navigator a handshake and a form to sign and say "Well done Binns Minor, I hope you do as well during the next stage". All this was going well until she reached car number 67, then her cry of "The boys from Car 67" fell not on deaf ears but no ears at all. Imagine my horror when I discovered that Lachlan Foord (the navigator of car 68) and I were going to spend the whole night waiting for the late Peter McMahon, a man to whom time is a mere plaything, a man as contemptuous of time as Dr Who himself. Anyway about 5 seconds before our due time out Desley let me sign on, and then after running the 500 metres to the car (Noelle believes navigators should work for a living) I had .05 of a second to put my ear plugs in, put the dust mask on (as worn I noticed by Hero of the B.S.C.C. Garry Kabel), shove my helmet on and do it up, zero the Halda and get the roadbook ready on my lap. Pat shouted "GO" just as I was plugging in the Electronic Crucifix.

Is it any wonder then, Ladies and Gentlemen of the jury, that I set off shouting out the instructions for the wrong section? There were two alternatives to the second stage, and I had duly signed Desleys sheet that said "I, the undersigned, hereafter referred to as the "navigator"; "navvi" or the "lump", acknowledge that Alternative "B" is the one we are using". I even ranback to the car chanting "Alter b, alter B" but by the time I reached the car it'd changed and I said to Noelle "Weak knee" - she promised to park closer to the control in future (at the time I did wonder what she was on about).

Anyway I plugged in the Electronic Crucifix (It lights up hopefully whenever it's tilted at an angle greater than 40° - it's designed to concentrate what little faith one has, in times of peril. It's marketed by Grubercessories of Australia and Taiwan) grabbed the instructoons and began the litany. Well the first few instructions were common for both alternatives, so we zoomed through this very slippery and damp

little forest. It had one of those black soil roads that never dry out, and as things grow in the environment like steam you can bet your boots that a foot into the undergrowth stumps abound. Then we came to a T junction at which I thought we'd Turn Left, but as Noelle swung into the corner we found the road blocked by a line of bunting, so Noelle turned right instead. To the observer on the spot it must have looked like a novel line through the corner.

After we'd turned right against my wishes, I threw the roadbook in the air, crossed my arms and gave what few curls I have left a very Shilley Temple petulant toss, demanding that Noelle return me to my mother forthwith. Now amazingly, and proving why Noelle has the brains to be the sort of bank inspector who has fraudulent tellers quacking in their boots, she said "It must be the other alternative" - this from a driver a race of people I associate with standing out in the rain because they don't have the intelligence to come in. So I grabbed the book, which fell open on the correct page, and we scabbled through the forest without losing any time. But was my face red! Well a carelessly tossed curl had caught in the Halda gears.

After this stage we had a quick service (Steady on the lower fourth) and then onto the start of Stage 3. Ross Stanfield and Sue Griffin were in charge here. I saw Lachlan Foord walking back to his car looking quite despondant, I expect he went to the control 30 seconds early and Sue had told him to well, go away.

This was a more typical Beerburrum stage. Fast, and those bits that went downhill tended to change to uphill suddenly, indeed Novice class winner Kel Taylor tells me he can't go into Beerburrum without breaking both front struts. In the woods we came across Carolyn and Meg O'Davinessy with their Fiat stuck up a gum tree. Meg was straining away - no wonder she's so big across the er, shoulders. And Andrew McGraa had disappeared firebreak left instead of Bearing Right.

Time for a quick cup of tea and then off to Big Balls. Glamour reigned at the start - well Christine Brand (Who, of course, set up the Fastest Lap at the damp Purga) was doing the signing on. Christine spoke, "Sign here, and here. You know I never realised you were the wet brainless idiot who wrote the filthy magazine" - well anythings better than indifference.

Always a good stage Big Balls. I like it, Noelle Likes it (anymore of that sniggering Thompson and you'll stay behind) and Hughie Bell hates it. His car was parked just after a very fast left and as far as I could see, it didn't have a pane of glass left in it. On the stage there were handfulls of dust here and there, we darted into the bushes a couple of times and at one ninety-up ⁶³ we made the spectators scatter. Actually near the start of the stage Noelle and I came across a bunch of dills, complete with eskys, sauntering up the middle of the road and they wouldn't move over short of hooting at them. The final instruction read "THR and Timing Marker", well I kept the THR bit to myself, until a wall of trees rushed towards us and Noelle squeaked "I can't see where to go" just at the last moment I said "Turn Hard Right" and we zoomed round, the Mazda rocking on its suspension. We blasted past the timing marker and drew up at Nev Hamlins feet (Was the Lutwyche a round of the Queensland Off-Road Championship?).

Nev set us off on an interminable transport. Not only was it long in itself, but because the event had gone over to 2 minute timing we had an extra minute wait for each competitor in front of us. We reached the Shell Panorama Nambour and we still had ages to wait, only being a novice (of 20 years standing) at this sort of thing, and fearing my math was askew, I checked with a top competitor - Peter McMahon - who checked my card and said I should have been there the Thursday before last at 3.30am.

So we didn't start the next stage until 8.30pm after an exhausting wait (there's nothing so tiring as doing nothing), then ^{we} weren't rescued by Lee Drummond and Adam Jones in the Golden Fleece Carina Morris 1800, and TIMS and Lorraine in The Booksmith Jappo Box until midnight. We began the stage in fine form. A new forest to the East of Gympie, it was very smooth and fast although there were no real straights as such. So Noelle wound away at the wheel, going down one promising looking firebreak which lay straight ahead over a brow. Then on a short uphill straight she began veering into the ditch. I used to have this trouble with TIMS, she'd see a light over her shoulder or run a recipe for a moist fruitcake through her brain - and suddenly we'd be careering along in the ditch. So I looked at Noelle to see if she was paying attention, and in all truth she looked a bit demented (the standard Rally drivers expression) so I peered through the wind-screen as we got further and further over to the left for no apparent reason - I thought Noelle was stopping for a passage control I couldn't even see. Just as we came to a halt Noelle said "I couldn't hold it" which was a relief. I hopped out to review the situation and I found one front wheel turning left - all on its own. Despite my limited mechanical knowledge I had a look and whilst the general front suspension scene was earth coloured there were two round black bits that I surmised could well have been joined together in the recent past. Noelle said "Use a bolt", I replied "My dear girl, if I had that sort of control over lightning I wouldn't be standing here now".

As Dale Payne and Peter McMahon sped past I posted our rescue notice through a tiny gap in the navigators window. After my can of Lite and a bar of chocolate from the emergency esky, a car came spluttering up the road and terminated about 50 metres down the hill. We trotted down and found it was Carolyn and Meg in the Fiat. As well as carburettor problems the starboard front tyre was flat and the wheelarch had been savaged. The moment these three females and I discovered the flat there was a long pregnant pause as they looked hopefully at me, but my recent suspicions that I haven't really got a macho image where sustained when I was given the torch to hold while the jacking up and unbolting was in progress. After a few minutes of cursing that turned a chaps ears quite red (No, I hadn't caught one in the Halda gears) the ladies pattered off into the distance. While we were working on the Fiat Noelle slowed the oncoming cars down so we wouldn't be squashed, the only person who gave us a fright was, we think, Edwin Hetherington. He was so totally out of control in his efforts to avoid the Fiat, the Mazda and the considerable drop on the right, it was a miracle that his car - which was literally banging from side to side on the steerings bump stops, missed them all. We worked out that we'd be rescued at about 10.30, but this time came and went and I fell into a slumber only disturbed by Noelle seeing imaginary lights. Personally I think it was a gang of hooligan fireflies, bunching up and running back and forth down the rally route.

We were rescued at midnight a scant hour before the road was closed again for the boys second run at it. Lee took a look at the car and pronounced it unmovable, I pleased to hear this as I felt sure they would look aghast at me and say "But Smithy, you only had to tighten the grunge pin and adjust the giggle stop!!". TIMS, who'd hummed and aahed about coming at all, was thankfully on hand otherwise we'd have had a plethora of bodies in the middle of nowhere with only an already overloaded 1800 Ute to carry them in. First of all fang and I went down the road to try and find Peter Johnson and Laurie Streitberg who'd rolled, we went a long way without sighting them, on the return trip I was reduced to looking at likely holes in the hedge. Back at the car they were dragging the Mazda as far off the road as possible and then a 4WD turned up with the remains of Laurie Streitberg in the back. It wasn't a pretty sight, rule 1 for navigators is :- No Poofsters, Rule 2 is :- when hanging in midair don't undo seatbelt, and because Laurie had ignored this very basic law of physics he had become a sort of short chassis version of himself and we felt that a suitable Casualty Dept. should receive our custom.

So we set off with the underpowered, grievously overladen Morris 1800 scooting away from my mid-seventies technology - well Lee Drummond was at the wheel of the 1800 (As Greg Carr called Lee a couple of years ago "Mr Car Control"). We found the hospital at Nambour and led the Dazed One in, the nurse took one look at him and asked if, while we were waiting, we could fashion a simple wooden cross and dig a big hole in the garden. The doctor was out delivering a baby (a bit like the milkman really) so we left Laurie looking like astunned mullet and we went to find everybody, except TIMS and I, a motel room.

2am in Nambour and apart from the Night Clubs and Clip Joints in the sleazy Main Drag all was quiet. I wanted to phone an Estate Agent on his after hours number, say we were looking at houses in the district and could we check out a few bedrooms? Then we found that the Homestead - Your Fartsack had a night bell. So Noelle rang it and I swear it was Sybil Fawltly who came to the door, what a life eh! Could you get up at 2am for a crowd of dusty drongoes with nowhere to sleep? TIMS and I went back to the hospital, a revitalized Laurie came out shortly - the doctor had told him no permanent damage had been done, but his back would be sore for a few weeks - and home went arriving at 5am.

5am - this was just about the time some ratbag was pinching 3 of Noelles wheels off of the car. It's inconcievable that it was a competitor, it must have been some of the local hoons following the wheel tracks after the event had been through - if any member is offered any plain Mazda alloys with rally tyres on, Noelle would love to get her hands on them AND the thieves.

The Prizegiving was a sumptous evening held at the Victoria Park Golf Club. Being about as socialable as a rattler I only went because Tricia made me go. The very best part of the evening was the music, the man set up hi- equipment, got the records ready, and didn't make a sound until about 11pm, at last we had an outing where you could actually talk to people. And well worth talking to the people were - there was Noelles sponsors, a fine fellow with a taste for sherry and his very pretty wife, Dave Ambrose had the lady he is lucky enough to have as his fiancee on hand, Kathstrine Tegg - who I thought Warren had cut up and buried in the cellar - was there, Joelene Whalley, Dawn Mitchell and I could carry on about the ladies for hours. Some men were there too. The Speeches were BORING.

PICTURES BY
ALLAN McCONNELL
379 2754.



AFTER A SIZEABLE BREAK FROM RALLYING, THIS PICTURE
SHOWS THAT ADRIAN TAYLOR HAD LOST NONE OF HIS FLAIR.

THE SAME CORNER AND DENNIS BROWN SHOWS US THE
OVERSTEERING VERSION, MEANWHILE WARREN GRIPS THE HALDA.



PHOTOS BY
ALLAN McCONNELL
379 2754

THE MOURNING AFTER

THE NIGHT BEFORE

DALE FAYNE TAKES LIQUID
REFRESHMENT I STRONGLY
SUSPECT THAT WHAT LIES
IN THE TAPEL IS LIQUID
IN NATURE AND RYTHMES
WITH BOM

A SPLENDID SHOT OF PETER
MACKAY WITH GREG WEALE IS
OTHER DRINKING OR
GRACING WITH FEAR



Lutwyche Shopping Village Rally - Results Summary

As this is the clubs major rally of the year times for ALL - and not just B.S.C.C. members - competitors are here.

Position Overall, Driver/Navigator, Class, Time.
C=Classified, R=Recognised, M=Clubman, N=Novice.

Stage 1

1	Portman/Runna	C	1.55	=28	Bramble/Hayn	R	2.16	=55	Kabel/Kabel	M	2.27
2	Mulligan/Jone	C	1.58		Annabel/Prat	N	2.16	=58	Gardiner/Ai	M	2.28
3	Carr/Gocentas	C	2.01	=31	Taylor/Baile	R	2.17		Mason/Sisso	M	2.28
= 4	Bell/Ellis	C	2.04		Miller/Smith	M	2.17		Payne/Devrie	N	2.28
	Phillips/Youn	C	2.04		Hetherington	N	2.17		Cross/Golds	M	2.28
= 6	Brown/Tegg	C	2.05		Heydon/Coe	N	2.17	=62	Cutts/Best	R	2.29
	Thompson/Maud	C	2.05	=35	Griffiths/Wh	M	2.18		Drummond/Sm	N	2.29
=8	Atkinson/Suff	C	2.06		Reid/Huebner	M	2.18		Lilley/Byrn	N	2.29
	Browning/Kort	C	2.06		Blanch/Ryan	M	2.18		Nielsen/Bat	N	2.29
	Nicoli/Hatley	C	2.08		Marcovich/We	R	2.18		O'Shannesy/	M	2.29
=11	Hankinson/Com	C	2.09	39	Taylor/Salmo	N	2.19		Burns/Glees	M	2.29
	Masling/Owers	C	2.09	=40	Roslan/Gilso	M	2.20	=68	Russell/Hil	M	2.31
	Bell/Parry	C	2.09		Salter/Briig	M	2.20		Sibley/Bruc	M	2.31
=14	Cremen/Norris	R	2.10		Payne/McMaho	N	2.20		Parker/Brya	M	2.31
	Cottam/Davies	M	2.10	=43	Passlow/Oven	N	2.21	=71	Graham/Beik	N	2.32
16	Nelson/Moule	C	2.11		Kelly/Lane	M	2.21		McGraa/Foor	N	2.32
=17	Coote/Marsden	C	2.12	=45	Jones/Jeffri	C	2.22	73	Acheson/Feh	N	2.33
	Bailey/Blake	M	2.12		Dixon-Hughes	M	2.22	=74	Johnson/Str	N	2.35
=19	Taylor/Ambros	R	2.13		Power/Mackin	N	2.22		Zagami/Zoch	N	2.35
	Batts/Smith	R	2.13	=48	McCubben/Neat	R	2.23	76	O'Kane/Bris	N	2.36
	Perrett/Tinda	R	2.13		Reid/Stewart	R	2.23	77	Rollinson/B	M	2.37
	Jory/Walker	M	2.13	=50	McKinlay/McL	M	2.24	=78	Jefferson/T	N	2.44
	Roggenkamp/Ba	R	2.13		Law/Smith	M	2.24		Porteous/Ki	N	2.44
24	Glennie/Smith	C	2.14		Kabel/Garbet	R	2.24	80	Burgess/Owe	M	2.48
=25	Fritter/Taylo	R	2.15	53	Woodward?Dwy	M	2.25	81	Scott/Farme	N	2.49
	Bertram/Brown	N	2.15	54	Lowe/Neumann	M	2.26	82	Barry/Offer	M	3.20
	Murray/Steven	N	2.15	=55	Cadell/Mewin	M	2.27	83	Whitakert/S	N	3.29
=28	Reddiex/Fulle	M	2.16		Lockhart/Dun	M	2.27	84	Hayward/Hil	M	6.02

Stage 2

1	Masling/Owers	C	3.26	=21	Perrett/Tind	R	3.50	=41	Kabel/Garbe	R	3.59
2	Bell/Parry	C	3.34		Kelly/Lane	M	3.50		Miller/Smit	M	3.59
3	Brown/Tegg	C	3.35		Burgess/Owen	M	3.50	=43	Reid/Stewar	R	4.00
4	Portman/Runna	C	3.36	=24	Reid/Huebner	M	3.51		Hetheringto	N	4.00
= 5	Mulligan/Jone	C	3.37		Cadell/Mewin	M	3.51	=45	Whitakert/S	N	4.01
	Thompson/Maud	C	3.37		Dixon-Hughes	M	3.51		Graham/Beik	N	4.01
7	Atkinson/Suff	C	3.38	=27	Cremen/Norri	R	3.52	=47	Cross/Golds	M	4.02
8	Browning/Kort	C	3.39		Taylor/Baile	R	3.52		McCubben/Ne	R	4.02
9	Phillips/Youn	C	3.40		Bertram/Brow	N	3.52	49	Passlow/Ove	N	4.03
=10	Carr/Gocentas	C	3.44	=30	Jones/Jeffri	C	3.53	=50	Lowe/Neuman	M	4.06
	Reddiex/Fulle	M	3.44		Bramble/Hayn	R	3.53		Rollinson/B	M	4.06
	Blanch/Ryan	M	3.44	=32	Coote/Marsde	C	3.54	52	Payne/Devri	N	4.08
13	Glennie/Smith	C	3.45		Bailey/Blake	M	3.54	=53	Lilley/Byrn	N	4.13
=14	Taylor/Ambros	R	3.46	34	Fritter/Tayl	R	3.55		O'Kane/Bris	N	4.13
	Cottam/Davies	M	3.46	35	Griffiths/Wh	M	3.56		Nielsen/Bat	N	4.13
16	Jory/Walker	M	3.47	36	Heydon/Coe	N	3.57		Acheson/Feh	N	4.13
17	Nelson/Moule	C	3.48	=37	Barry/Offer	M	3.58	=57	O'Shannesy/	M	4.15
=18	Batts/Smith	R	3.49		Mason/Sisson	M	3.58		Lockhart/Du	M	4.15
	Murray/Steven	N	3.49		Annabel/Prat	N	3.58	59	Drummond/Sm	N	4.16
	Hankinson/Com	C	3.49		Marcovich/We	R	3.58	60	Johnson/Stre	N	4.17

Stage 2 (Cont.)

61	Roslan/Gilson	M	4.20	68	Payne/McMaho	N	4.25	75	Jefferson/T	N	4.42
=62	Law/Smith	M	4.22	=69	McKinlay/McL	M	4.26	76	Sibley/Bruc	M	4.47
	Parker/Bryant	M	4.22		Kabel/Kabel	M	4.26	77	Taylor/Salm	N	5.08
	Zagami/Zoch	N	4.22	=71	Power/Mackin	N	4.27	78	Scott/Farme	N	6.56
65	Russell/Hill	M	4.23		Gardiner/Ains	M	4.27	79	Hayward/Hil	M	9.51
=66	Woodward/Dwynn	M	4.24	73	McGraa/Foord	N	4.28	80	Nicoli/Hat	C	31.10
	Cutts/Best	R	4.24	74	Porteous/Kir	N	4.29				

Stage 3

1	Portman/Runnal	C	7.50	=28	Jones/Jeffri	C	9.08	55	Hayward/Hi	M	10.09
2	Atkinson/Suffe	C	8.14		Bailey/Blake	M	9.08	=56	Payne/McMa	N	10.11
3	Masling/Owers	C	8.20		Coote/Marsde	C	9.08		Drummond/S	N	10.11
4	Phillips/Young	C	8.26	31	Reid/Stewart	R	9.11	58	Lockhart/D	M	10.14
5	Thompson/Maude	C	8.29	32	Taylor/Baile	R	9.12	59	Payne/Devr	N	10.15
=6	Browning/Kortl	C	8.36	33	Nason/Sisson	M	9.18	60	Porteous/K	N	10.17
	Brown/Tegg	C	8.36	34	Cadell/Mewin	M	9.20	61	Lilley/Byr	N	10.19
8	Mulligan/Jones	C	8.37	35	Blanch/Ryan	M	9.21	62	Mckinlay/M	M	10.22
=9	Nicoli/Hatley	C	8.40	36	Annabel/Prat	N	9.24	63	Kabel/Kabe	M	10.31
	Jory/Walker	M	8.40	37	Graham/Beiko	N	9.25	64	Nielsen/Ba	N	10.39
=11	Glennie/Smith	C	8.42	38	Heydon/Coe	N	9.26	=65	Power/Macki	N	10.40
	Hankinson/Coml	C	8.42	39	Taylor/Ambro	R	9.29		Zagami/Zoch	N	10.40
13	Kelly/Lane	M	8.48	40	Rollinson/Bu	M	9.31	67	Roslan/Gils	M	10.43
14	Bramble/Haynes	R	8.50	=41	Taylor/Salmo	N	9.33	68	Russell/Hi	M	10.45
15	Batts/Smith	R	8.51		Bertram/Brow	N	9.33	=69	Sibley/Bru	M	10.54
16	Bell/Parry	C	8.53		Murray/Steve	N	9.33		Burgess/Ow	M	10.54
17	Marcovich/Weal	R	8.55	44	Kabel/Garbet	N	9.34	71	Jefferson/	N	11.01
18	Reddiex/Fuller	M	8.56	45	Cross/Goldsw	M	9.43	72	Reid/Hueb	N	11.31
19	Nelson/Moule	C	8.57	46	O'Kane/Brisc	N	9.44	73	McGraa/Foo	N	11.52
20	Perrett/Tindal	R	8.59	47	Lowe/Neumann	M	9.46	74	Scott/Earm	N	12.29
=21	Carr/Gocentas	C	9.00	48	Cutts/Best	R	9.51	75	O'Shannesy	M	17.35
	Bixon-Hughes/J	M	9.00	49	Acheson/Fehl	N	9.54	76	Griffitha/	M	22.19
=23	Cottam/Davies	M	9.01	50	Woddward/Dwy	M	9.57	77	Passlow/Ov	N	23.42
	Cremen/Norris	R	9.01	51	Barry/Offer	M	10.00	78	Gardiner/A	M	24.52
=25	Fritter/Taylor	R	9.03	=52	Whitakert/S	N	10.03	79	Parker/Bry	M	25.00
	Hetherington/B	N	9.03		Johnson/Str	N	10.03	80	Law/Smith	M	34.30
27	Miller/Smith	M	9.05	54	McCubben/Ne	R	10.05				

Stage 4

1	Portman/Runnal	C	4.45	21	Bell/Parry	C	5.28	=41	Rollinson/B	M	5.47
2	Phillips/Young	C	4.57	22	Taylor/Ambro	R	5.29		Woodward/Dw	M	5.47
=3	Mulligan/Jones	C	4.59	=23	Cremen/Norri	R	5.30		Barry/Offer	M	5.47
	Brown/Tegg	C	4.59		Blanch/Ryan	M	5.30	=44	Graham/Beik	N	5.51
5	Masling/Owes	C	5.01	=25	Cadell/Mewin	M	5.31		Hayward/Hil	M	5.51
6	Carr/Gocentas	C	5.03		Reid/Huebner	M	5.31	46	Lockhart/Du	M	5.53
7	Browning/Kortl	C	5.08	=27	Marcovich/We	R	5.32	=47	Annabel/Pra	N	5.57
8	Glennie/Smith	C	5.09		Dixon-Hughes	M	5.32		Cross/Golds	M	5.57
9	Atkinson/Suffe	C	5.10	=29	Bramble/Hayn	R	5.34	49	Hetheringto	N	5.59
10	Fritter/Taylor	R	5.13		Coote/Marsde	C	5.34	=50	Payne/Devri	N	6.02
11	Cottam/Davies	M	5.14		Heydon/Coe	N	5.34		Kabel/Garbe	R	6.02
=12	Jory/Walker	M	5.15	=32	Batts/Smith	R	5.35	52	Payne/McMah	N	6.06
	Thompson/Maude	C	5.15		Miller/Smith	M	5.35	53	Drummond/Sm	N	6.10
14	Perrett/Tindal	R	5.16	=34	Taylor/Salmo	N	5.36	=54	Whitakert/S	N	6.14
15	Nelson/Moule	C	5.17		Bertram/Brow	N	5.36		Lowe/Neupan	M	6.14
16	Nicoli/Hatley	C	5.20	=36	Mckinlay/Mcl	M	5.38		Acheson/Feh	N	6.14
17	Hankinson/Coml	C	5.24		Mason/Sisson	M	5.38	57	Lilley/Byrn	N	6.15
=18	Taylor/Bailey	R	5.25	38	Murray/Steven	M	5.41	58	Roslan/Gils	M	6.16
	Reddiex/Fuller	M	5.25	39	Cutts/Best	R	5.42	59	McCubben/Be	R	6.18
20	Reid/Stewart	R	5.27	40	Jones/Jeffri	C	5.43	60	O'Shannesy/	M	6.19

Stage 4 (Cont.)

=61	O'Kane/Briscoe	N	6.22	68	Kelly/Lane	M	6.42	75	Griffiths/W	M	7.42
	Nielsen/Bates	N	6.22	69	McGraa/Foord	N	6.51	76	Porteous/Ki	N	7.44
63	Johnson/Streitb	N	6.23	70	Law/Smith	M	7.10	77	Passlow/Ove	N	7.48
64	Sibley/Bruce	M	6.31	71	Power/Mackin	N	7.12	78	Gardiner/Ai	M	8.05
65	Kabel/Kabel	M	6.37	72	Zagami/Zoch	N	7.23	79	Parker/Brya	M	8.09
66	Byrgess/Owen	M	6.38	73	Bailey/Blake	M	7.39	80	Jefferson/	N	15.44
67	Russell/Hill	M	6.41	74	Scott/Farmer	N	7.41				

Stage 5

1	Portman/Runnall	C	16.09	26	Taylor/Ambr	R	18.33	51	Passlow/Ov	N	19.50
2	Carr/Gocentas	C	16.21	=27	Batts/Smith	R	18.34	52	Kabel/Kabe	M	20.03
3	Atkinson/Suffe	C	16.58		Fritter/Tay	R	18.34	=53	Porteous/K	N	20.05
4	Thompson/Maude	C	17.11	29	Griffiths/W	M	18.42		Mckinlay/M	M	20.05
5	Phillips/Young	C	17.19	30	Graham/Beik	M	18.42	55	Woodward/D	M	20.10
6	Brown/Tegg	C	17.27	31	Murray/Stev	N	18.47	56	Lockhart/D	M	20.13
7	Mulligan/Jones	C	17.28	32	Hetheringto	N	18.51	57	Russell/Hi	M	20.19
8	Nicoli/Hatley	C	17.35	33	Taylor/Salm	N	18.52	58	Whitakert/	N	20.21
9	Blanch/Ryan	M	17.43	34	Kabel/Garbe	R	18.54	59	Power/Mack	N	20.26
10	Dixon-Hughes/J	M	17.45	35	Barry/Offer	M	18.57	60	Sibley/Bru	M	20.27
11	Bell/Parry	C	17.52	36	Reid/Huebne	M	19.04	61	Lilley/Byr	N	20.28
12	Glennie/Smith	C	17.54	37	Bertram/Bro	N	19.12	62	Hayward/Hi	M	20.32
13	Jones/Jeffries	C	18.04	=38	Cross/Golds	M	19.14	63	O'Kane/Bri	N	20.33
14	Mason/Sisson	M	18.06		Bailey/Blak	M	19.14	64	Nielsen/Ba	N	20.42
15	Cootam/Davies	M	18.09	40	Cadell/Mewi	M	19.20	65	Law/Smith	M	21.01
16	Coote/Marsden	C	18.11	41	Rollinson/B	M	19.22	66	Payne/Devr	N	21.02
17	Perrett/Tindal	R	18.18	=42	Roslan/Gils	M	19.24	67	Cremen/Nor	R	21.36
18	Browning/Koftl	C	18.21		Lowe/Neuman	M	19.24	68	Burgess/Ow	M	21.23
=19	Marcovich/Weal	R	18.23	44	McCubben/Ne	R	19.26	69	Jefferson/	N	21.51
	Nelson/Moule	C	18.23	45	Heydon/Coe	N	19.28	70	McGraa/Foo	N	22.20
21	Bramble/Haynes	R	18.24	46	Hankinson/C	C	19.30	71	Masling/Ow	C	25.55
=22	Reid/Stewart	R	18.25	47	Taylor/Bail	R	19.37	72	Zagami/Zoc	N	28.59
	Reddiex/Fuller	M	18.25	48	Payne/McMah	N	19.43	73	O'Shannesy	M	40.03
24	Annabel/Pratt	N	18.27	49	Gardiner/Ai	M	19.45				
25	Miller/Smith	M	18.28	50	Cutts/Best	R	19.47				

Stage 6

1	Portman/Runnal	C	20.28	23	Mulligan/Jo	C	22.55	45	Lilley/Byr	N	25.56
2	Carr/Gocentas	C	20.35	24	Bailey/Blak	M	22.57	46	Sibley/Bru	M	26.02
3	Atkinson/Suffe	C	20.49	25	Reid/Stewar	R	23.10	47	Heydon/Coe	N	26.04
4	Brown/Tegg	C	20.59	26	Griffiths/W	M	23.14	48	Law/Smith	N	26.14
5	Cremen/Norris	R	21.32	27	Kabel/Garbe	R	23.18	49	Porteous/K	N	26.18
=6	Browning/Kortl	C	21.37	28	Taylor/Salm	N	23.37	50	Jefferson/	N	26.20
	Dixon/Hughes/J	M	21.37	29	Cutts/Best	R	23.48	51	Mckinlay/M	M	26.26
	Blanch/Ryan	M	21.37	30	Barry/Offer	M	24.08	52	Milner/Smi	M	26.38
9	Hankinson/Coml	C	21.41	31	McCubben/Ne	R	24.10	53	Murray/Stev	N	27.17
=10	Glennie/Smith	C	21.42	32	Annabel/Pra	N	24.11	54	Britter/Tay	R	27.21
	Thompson/Maude	C	21.42	33	Gardiner/Ai	M	24.21	55	Burgess/Ow	M	29.26
12	Cadell/Mewing	M	21.46	=34	Passlow/Ove	N	24.24	56	Kabel/Kabe	M	30.06
13	Jones/Jeffries	C	21.56		Reid/Huebne	M	24.24	57	Bramble/Ha	R	30.29
14	Cottam/Davies	M	22.00		Masling/Owe	C	24.24	58	Payne/McMa	N	30.47
15	Whitakert/Stai	N	22.05	37	Lowe/Neuman	M	24.46	59	McGraa/Foo	N	31.49
16	Nelson/Moule	C	22.07	=38	Rollinson/B	M	24.51	60	Batts/Smit	R	32.07
17	Taylor/Bailey	R	22.09		Power/Macki	N	24.51	61	Perrett/Ti	R	34.48
18	Taylor/Ambrose	R	22.10	40	Lockhart/Du	M	25.15	62	Phillips/Y	C	37.08
19	Bell/Parry	C	22.26	41	Cross/Golds	M	25.16	63	Russell/Hi	M	37.56
20	Reddiex/Fuller	M	22.33	42	Hayward/Hil	M	25.27	64	Roslan/Gils	M	38.50
21	Marcovich/Weal	R	22.36	43	O'Kane/Bris	N	25.32				
22	Bertram/Brown	N	22.38	44	Woodward/Dw	M	25.37				

Division 1

1	Portman/Runnalls	C	54.43	33	Fritter/Taylor	R	1.06.21
2	Carr/Gocentas	C	56.44	34	McCubben/Neaton	R	1.06.24
3	Atkinson/Suffern	C	56.55	35	Reid/Huebner	M	1.06.39
4	Brown/Tegg	C	57.41	36	Cross/Goldsworthy	M	1.06.40
5	Thompson/Maude	C	58.19	37	Lowe/Neumann	M	1.06.42
6	Glennie/Smith	C	59.26	38	Heydon/Coe	N	1.06.46
7	Browning/Kortlang	C	59.27	39	Murray/Stevens	N	1.07.22
8	Mulligan/Jones	C	59.34	40	Lockhart/Dunstan	M	1.08.17
9	Dixon-Hughes/Julien	M	1.00.07	41	Woodward/Dwyne	M	1.08.20
10	Blanch/Ryan	M	1.00.13	42	O'Kane/Briscoe	N	1.09.00
11	Cottam/Davies	M	1.00.20	43	Masling/Owers	C	1.09.15
12	Bell/Parry	C	1.00.22	44	Mckinlay/McLeod	M	1.09.21
13	Nelson/Moule	C	1.00.43	45	Bramble/Haynes	R	1.09.26
14	Jones/Jeffries	C	1.01.06	46	Lilley/Byrne	C	1.09.40
15	Hankinson/Comley	C	1.01.15	47	Power/Mackinnon	N	1.09.58
16	Reddiex/Fullerton	M	1.01.19	48	Batts/Smith	R	1.11.09
17	Taylor/Ambrose	R	1.01.40	49	Sibley/Bruce	M	1.11.12
18	Marcovich/Weale	R	1.01.42	50	Porteous/Kirby	N	1.11.37
19	Cadell/Mewing	M	1.02.15	51	Perrett/Tindal	R	1.13.24
20	Taylor/Bailey	R	1.02.32	52	Payne/McMahon	N	1.13.32
21	Reid/Stewart	R	1.02.36	53	Phillips/Young	C	1.13.34
22	Bertram/Brown	N	1.03.06	54	Kabel/Kabel	M	1.14.10
23	Crement/Norris	R	1.03.21	55	Burgess/Owen	M	1.14.59
24	Kabel/Garbett	R	1.04.11	56	Hayward/Hill	M	1.17.52
25	Annabel/Pratt	N	1.04.13	57	Griffiths/Whitbread	M	1.18.11
26	Bailey/Blake	M	1.05.04	58	McGraa/Foord	N	1.19.52
27	Taylor/Salmond	N	1.05.05	59	Rpslan/Gilson	M	1.21.53
28	Cutts/Best	R	1.06.01	60	Passlow/Ovens	N	1.22.08
29	Miller/Smith	M	1.06.02	61	Jefferson/Thomas	N	1.22.22
30	Barry/Offer	M	1.06.10	62	Russell/Hill	M	1.22.35
31	Whitakert/Staib	N	1.06.13	63	Gardiner/Ainscough	M	1.23.58
32	Rollinson/Burr	M	1.06.14	64	Law/Smith	M	1.35.41

Stage 7

1	Portman/Runnal	C	18.47	20	Miller/Smit	M	21.10	39	Heydon/Co	N	23.24
2	Carr/Gocentas	C	18.59	21	Cottam/Davi	M	21.13	40	Kabel/Kab	M	23.29
3	Atkinson/Suffw	C	19.32	22	Taylor/Bail	R	21.17	41	Lockhart/	M	23.49
4	Mulligan/Jones	C	19.44	23	Murray/Stev	N	21.21	42	Woodward/	M	23.58
5	Thompson/Maude	C	19.46	24	Reid/Huebne	M	21.22	43	Hayward/H	M	23.59
6	Bell/Parry	C	19.55	25	Reid/Stewar	R	21.28	=44	Lilley/ByrN	N	24.00
7	Brown/Tegg	C	20.01	=26	Marcovich/W	R	21.44		Passlow/O	N	24.00
= 8	Crement/Norris	R	20.20		Reddiex/Ful	M	21.44	=46	Sibley/Br	M	24.04
	Dixon-Hughes/J	M	20.20	28	Griffiths/W	M	21.58		Power/Mac	N	24.04
10	Hankinson/Coml	C	20.24	29	Taylor/Salm	N	22.03	48	Parker/BryM	N	24.22
11	Phillips/Young	C	20.29	30	Cross/Golde	M	22.13	49	Burgess/OwM	M	24.37
12	Nelson/Moule	C	20.35	31	Kabel/Garbe	R	22.17	50	Nielsen/B	N	25.18
13	Glennie/Smith	C	20.43	32	Gardiner/Ai	M	22.28	51	Barry/Off	M	25.23
14	Taylor/Ambrose	R	20.45	33	Roslan/Gils	M	22.30	52	Porteous/	N	25.26
15	Perrett/Tindal	R	20.56	34	Cutts/Best	R	22.32	53	McGraa/Fo	N	27.49
16	Browning/Kortl	C	20.57	35	Rollinson/B	M	22.36	54	Jefferson	N	45.50
17	Jones/Jeffries	C	20.59	36	McCubben/Ne	R	22.39	55	Blanch/Ry	M	1.02.07
18	Bramble/Haynes	R	21.05	37	Whitakert/S	N	22.50				
19	Bertram/Brown	N	21.07	38	Bailey/Blak	M	22.53				

Stage 8

1	Portman/Runnal	C	17.26	= 4	Crement/Norr	R	17.54	= 7	Taylor/Am	R	18.21
2	Bell/Parry	C	17.41		Dixon-Hughe	M	17.54		Phillips/	C	18.21
3	Mulligan/Jones	C	17.48	6	Bramble/Hay	R	18.15	9	Brown/Teg	C	18.26

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

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

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.)



DNILEV CAB17

Stage 8)cont(

10	Glennie/Smith	C	18.30	=25	Passlow/Ov	N	19.40	41	Hayward/Hi	M	21.52
11	Perrett/Tindal	R	18.34	=27	Cross/Gold	M	19.52	42	Burgess/Ow	M	22.07
12	Reid/Stewart	R	18.35		McCubben/N	R	19.52	43	Thompson/M	C	22.20
13	Taylor/Salmond	N	18.37	29	Cutts/Best	R	19.58	44	Whitakert/	N	22.47
14	Browning/Kortla	C	18.40	30	Gardiner/A	M	20.04	45	Nielsen/Ba	N	23.31
15	Jones/Jeffries	C	18.41	31	Heydon/Coe	N	20.20	46	McGraa/Foo	N	24.35
16	Marcovich/Weale	R	18.44	32	Lockhart/D	M	20.37	47	Reddiex/Fu	M	25.12
17	Taylor/Bailey	R	18.50	33	Bailey/Bla	M	20.38	48	Jefferson/	N	25.19
18	Miller/Smith	M	18.54	34	Kabel/Kabe	M	20.42	49	Barry/Offe	M	26.57
19	Carr/Gocentas	C	18.55	35	Killey/Byr	N	20.51	50	Hankinson/	C	27.15
20	Reid/Huebner	M	19.00	36	Roslan/Gil	M	21.02	51	Nelson/Mou	C	31.47
21	Kabel/Garbett	R	19.20	37	Power/Mack	N	21.08	52	Cottam/Dav	M	36.07
=22	Atkinson/Suffer	C	19.25	38	Parker/Bry	M	21.09	53	Bertram/Br	N	41.32
=23	Griffiths/Whitb	M	19.31	39	Porteous/K	N	21.18				
	Murray/Stevens	N	19.31	40	Woodward/D	M	21.23				
=25	Rollinson/Burr	M	19.40								

Stage 9

1	Portman/Runnall	C	20.20	18	Cottam/Dav	M	22.25	35	McCubben/N	R	24.54
2	Carr/Gocentas	C	20.43	19	Reid/Huebne	M	22.52	36	Parker/Bry	M	25.00
3	Mulligan/Jones	C	21.07	20	Marcovich/	R	22.56	37	Lilley/Byr	N	25.02
4	Thompson/Maude	C	21.13	21	Taylor/Sal	N	22.57	38	Power/Mack	N	25.16
5	Bell/Parry	C	21.18	22	Reddiex/Fu	M	23.02	39	Perrett/Ti	R	25.43
6	Brown/Tegg	C	21.20	23	Kabel/Garb	R	23.20	40	Lockhart/D	M	25.45
7	Dixon-Hughes/Ju	M	21.23	24	Graham/Bei	M	23.36	41	Hayward/Hi	M	25.51
8	Atkinson/Suffer	C	21.35	25	Pa-slow/Ove	N	23.42	42	Porteous/K	N	26.11
9	Jones/Jeffries	C	21.44	26	Cutts/Best	R	23.57	43	Taylor/Amb	R	27.12
10	Bramble/Haynes	R	21.49	27	Cro-s/Gold	M	24.05	44	Jefferson/	N	28.29
11	Nelson/Moule	C	21.54	28	Heydon/Coe	N	24.10	45	Nielsen/Ba	N	29.39
12	Taylor/Bailey	R	22.09	29	Bailey/Bla	M	24.22	46	McGraa/Foo	N	29.51
13	Crement/Norris	R	22.16	30	Whitakert/	N	24.29	47	Murray/Ste	N	31.10
14	Hankinson/Comle	C	22.17	31	Woodward/D	M	24.32	48	Burgess/Ow	M	33.52
15	Griffiths/Whitb	M	22.19	32	Rollinson/	M	24.38	49	Payne/Devr	N	37.53
16	Glennie/Smith	C	22.27	33	Gardiner/A	M	24.52	50	Miller/Smi	M	42.38
17	Reid/Stewart	R	22.30	34	Kabel/Kabe	M	24.53				

Stage 10

1	Marcovich/Weale	R	6.47	=18	Perrett/Tin	R	7.28	35	Gardiner/Ai	M	8.05
= 2	Carr/Gocentas	C	6.50		Reid/Huebne	M	7.28	36	Woodward/Dw	M	8.07
	Portman/Runnalls	C	6.50	=20	Taylor/Salm	N	7.32	37	Parker/Brya	M	8.09
4	Atkinson/Suffern	C	6.51		Graham/Beik	N	7.32	38	Lockhart/Du	M	8.10
5	Dixon-Hughes/Jul	M	6.53	22	Reid/Stewar	R	7.33	39	Cross/Golds	M	8.11
= 6	Mulligan/Jones	C	6.54	=23	Hayward/Hil	M	7.35	40	McCubben/Ne	R	8.15
	Thompson/Maude	C	6.54		Cottam/Davi	M	7.35	41	Lilley/Byrn	N	8.21
8	Bell/Parry	C	6.58	25	Murray/Stev	N	7.38	42	Porteous/Ki	N	8.58
= 9	Crement/Norris	R	7.07	26	Bailey/Blak	M	7.39	43	Nielsen/Bat	N	9.04
	Brown/Tegg	C	7.07	27	Heydon/Coe	N	7.40	44	Jefferson/T	N	9.05
11	Nelson/Moule	C	7.10	28	Griffiths/W	M	7.42	45	Reddiex/Ful	M	9.43
12	Glennie/Smith	C	7.14	29	Kabel/Garbe	R	7.47	46	McGraa/Foor	N	10.02
13	Bramble/Haynes	R	7.21	30	Passlow/Ove	N	7.48	47	Payne/Devr	N	12.07
14	Taylor/Bailey	R	7.23	31	Cutts/Best	R	7.53	48	Power/Mack	N	17.08
15	Taylor/Ambrose	R	7.24	32	Rollinson/B	M	7.54	49	Jones/Jeff	C	19.37
16	Hankinson/Comley	C	7.25	=33	Whitakert/	N	7.55	50	Burgess/Ow	M	27.25
17	Miller/Smith	M	7.27	XK	Kabel/Kabel	M	7.55				

Stage 11

1	Carr/Gocentas	C	17.16	16	Taylor/Salmo	N	19.10	31	Rollinson/B	M	20.08
2	Mulligan/Jone	C	17.38	17	Cottam/Davie	M	19.13	32	Cutts/Best	R	20.16
3	Atkinson/Suff	C	17.39	18	Hankinson/Co	C	19.18	33	Cross/Golds	M	20.27
4	Portman/Runna	C	17.46	19	Marcovich/We	R	19.19	34	Whitakert/S	N	20.30
5	Bell/Parry	C	17.48	20	Passlow/Oven	N	19.21	35	Lockhart/Du	M	20.31
6	Thompson/Maud	C	18.10	21	Taylor/Ambro	R	18.24	36	Lilley/Byrn	N	21.13
7	Dixon-Hughes/	M	18.17	22	Reid/Stewart	R	19.25	37	Hayward/Hil	M	21.21
8	Nelson/Moule	C	18.19	23	Miller/Smith	M	19.27	38	Power/Macki	N	21.25
9	Cremen/Norris	R	18.26	24	Graham/Beiko	N	19.31	39	Parker/Brya	M	21.36
10	Glennie/Smith	C	18.48	25	Bailey/Blake	M	19.33	40	Woodward/Dw	M	21.37
11	Reid/Huebner	M	18.49	26	Reddiex/Full	M	19.38	41	Heydon/Coe	N	22.03
12	Murray/Steven	N	18.55	27	Griffiths/Wh	M	19.45	42	Porteous/Ki	N	24.20
13	Perrett/Tinda	R	18.56	28	Gardiner/Ain	M	19.47	43	McGraa/Foor	N	25.14
14	Taylor/Bailey	R	18.58	29	Kabel/Kabel	M	19.52	44	McCubben/Ne	R	25.44
15	Bramble/Hayne	R	18.59	30	Kabel/Garbet	R	19.59	45	Brown/Tegg	C	26.27

Stage 12

1	Portman/Runna	C	16.18	16	Taylor/Ambro	R	18.23	31	Kabel/Kabel	M	19.53
2	Carr/Gocentas	C	16.24	17	Marcovich/We	R	18.30	32	McCubben/Ne	R	19.59
3	Atkinson/Suff	C	16.59	18	Reid/Huebner	M	18.34	33	Gardiner/Ai	M	20.02
4	Mulligan/Jone	C	17.04	19	Miller/Smith	M	18.38	34	Cross/Golds	M	20.12
= 5	Bell/Parry	C	17.09	20	Taylor/Salmo	N	18.42	35	Hayward/Hil	M	20.24
	Thompson/Maud	C	17.09	21	Reid/Stewart	R	18.45	36	Lilley/Byrn	N	20.34
7	Cottam/Davies	M	17.29	=22	Reddiex/Full	M	18.54	37	Whitakert/S	N	20.35
8	Cremen/Norris	R	17.45		Bailey/Blake	M	18.54	38	Lockhart/Du	M	21.05
9	Dixon-Hughes/	M	17.52	24	Graham/Beiko	N	19.23	39	Heydon/Coe	N	21.09
10	Brown/Tegg	C	17.57	25	Cutts/Best	R	19.25	40	Woodward/Dw	M	21.31
11	Nelson/Moule	C	18.09	26	Griffiths/Wh	M	19.29	41	Power/Macki	N	21.37
12	Glennie/Smith	C	18.15	27	Passlow/Oven	N	19.37	42	Porteous/Ki	N	21.48
13	Taylor/Bailey	R	18.16	28	Kabel/Garbet	R	19.40	43	Parker/Brya	M	22.07
14	Perrett/Tinda	R	18.18	29	Rollinson/Bu	M	19.45	44	McGraa/Foor	N	25.45
15	Bramble/Hayne	R	18.22	30	Murray.Steve	N	19.50				

Division 2

1	Portman/Runnalls	C	1.47.42	22	Bailey/Blake	M	2.06.45
2	Carr/Gocentas	C	1.49.22	23	Kabel/Garbett	R	2.06.56
3	Mulligan/Jones	C	1.50.50	24	Cross/Goldsworthy	M	2.07.09
4	Bell/Parry	C	1.51.24	25	Gardiner/Ainscough	M	2.08.04
5	Atkinson/Suffern	C	1.52.43	26	Rollinson/Burr	M	2.08.10
6	Dixon-Hughes/Julien	M	1.53.21	27	Nelson/Moule	C	2.09.05
7	Thompson/Maude	C	1.56.22	28	Kabel/Kabel	M	2.09.19
8	Glennie/Smith	C	1.57.00	29	Reddiex/Fullerton	M	2.09.43
9	Bramble/Haynes	R	1.57.41	30	Murray/Stevens	N	2.10.17
10	Taylor/Bailey	R	1.58.08	31	Heydon/Coe	N	2.11.35
11	Reid/Huebner	M	1.59.57	32	Lilley/Byrne	N	2.13.03
12	Marcovich/Weale	R	2.00.10	33	Whitakert/Staib	N	2.13.07
13	Reid/Stewart	R	2.00.14	34	Lockhart/Dunstan	M	2.13.13
14	Taylor/Salmond	N	2.00.38	35	McCubben/Neaton	R	2.14.11
15	Perrett/Tindal	R	2.01.20	=36	Woodward/Dwynne	M	2.14.29
16	Passlow/Ovens	N	2.02.18		Hayward/Hill	M	2.14.29
17	Griffiths/Whitbread	M	2.02.19	38	Cottam/Davies	M	2.15.22
18	Brown/Tegg	C	2.02.34	39	Miller/Smith	M	2.20.12
19	Taylor/Ambrose	R	2.03.02	40	Porteous/Kirby	N	2.21.33
20	Cremen/Norris	R	2.04.55	41	Power/Mackinnon	N	2.28.08
21	Cutts/Best	R	2.06.05	42	McGraa/Foord	N	2.42.34

After 2 Divisions

1	Portman/Runnalls	C	2.42.25	21	Bailey/Blake	M	3.11.49
2	Carr/Gocentas	C	2.46.06	22	Cutts/Best	R	3.12.06
3	Atkinson/Suffern	C	2.49.38	23	Cross/Goldsworthy	M	3.13.49
4	Mulligan/Jones	C	2.50.26	24	Rollinson/Burr	M	3.14.24
5	Bell/Parry	C	2.51.48	25	Perrett/Tindal	R	3.14.44
6	Dixon-Hughes/Julien	M	2.53.28	26	Cottam/Davies	M	3.15.42
7	Thompson/Maude	C	2.54.41	27	Murray/Stevens	N	3.17.39
8	Glennie/Smith	C	2.56.26	28	Heydon/Coe	N	3.18.21
9	Cremen/Norris	R	2.58.16	29	Whitakert/Staib	N	3.19.20
10	Brown/Tegg	C	3.00.15	30	McCubben/Neaton	R	3.20.35
11	Taylor/Bailey	R	3.00.40	31	Griffiths/Whitbread	M	3.20.40
12	Marcovich>Weale	R	3.01.52	32	Lockhart/Dunstan	M	3.21.30
13	Reid/Stewart	R	3.02.50	33	Lilley/Byrne	N	3.22.43
14	Taylor/Ambrose	R	3.04.42	34	Woodward/Dwynne	M	3.22.49
15	Taylor/Salmond	N	3.05.43	35	Kabel/Kabel	M	3.23.29
16	Reid/Huebner	M	3.06.26	36	Passlow/Ovens	N	3.23.46
17	Bramble/Haynes	R	3.07.07	37	Miller/Smith	M	3.26.14
18	Nelson/Moule	C	3.09.48	38	Gardiner/Ainscough	M	3.32.02
19	Reddiex/Fullerton	M	3.11.02	39	Hayward/Hill	M	3.32.21
20	Kabel/Garbett	R	3.11.07	40	Porteous/Kirby	N	3.33.10
				41	Power/Mackinnon	N	3.37.06
				42	McGraa/Foord	N	4.00.26

Stage 13

1	Carr/Gocentas	C	20.29	15	Taylor/Bail	R	24.02	29	McCubben/Ne	R	26.52
2	Portman/Runna	C	21.46	16	Cottam/Davi	M	24.09	30	Griffiths/W	M	27.14
3	Mulligan/Jone	C	21.53	17	Nelson/Moul	C	24.18	31	Power/Macki	N	27.27
4	Bell/Parry	C	22.20	18	Graham/Beik	N	24.19	32	Heydon/Coe	N	27.31
5	Brown/Tegg	C	22.42	19	Bailey/Blak	M	24.33	33	Lockhart/Du	M	27.42
6	Cremen/Norris	R	23.00	20	Taylor/Salm	N	25.11	34	Passlow/Ove	N	28.47
7	Thompson/Maud	C	23.07	21	Reid/Stewar	R	25.18	35	Porteous/Ki	N	29.24
8	Bramble/Hayne	R	23.14	22	Cutts/Best	R	25.40	36	Whitakert/S	N	30.24
9	Glennie/Smith	C	23.19	23	Rollinson/B	M	25.44	37	Parker/Brya	M	31.37
10	Taylor/Ambros	R	23.43	24	Lilley/Byrn	N	26.13	38	Dixon-Hughe	M	32.09
11	Reddiex/Fulle	M	23.49	25	Cross/Golds	M	26.26	39	McGraa/Foor	N	32.32
12	Miller/Smith	M	23.50	26	Kabel/Kabel	M	26.28	40	Atkinson/Su	C	34.24
13	Marcovich/Wea	R	23.57	27	Gardiner/Ai	M	26.29	41	Murray/Stev	N	52.27
14	Perrett/Tinda	R	23.58	28	Kabel/Garbe	R	26.41				

Stage 14

1	Carr/Gocentas	C	13.09	14	Atkinson/Su	C	15.28	27	Porteous/Ki	N	16.43
2	Portman/Runna	C	13.29	15	Reid/Stewar	R	15.32	28	McCubben/Ne	R	16.44
3	Mulligan/Jone	C	13.59	16	Miller/Smit	M	15.37	29	Kabel/Garbe	R	16.45
4	Brown/Tegg	C	14.05	17	Taylor/Salm	N	15.37	30	Lockhart/Du	M	16.59
5	Murray/Steven	N	14.09	18	Bailey/Blak	M	15.45	31	Gardiner/Ai	M	17.19
6	Bramble/Hayne	R	14.00	19	Nelson/Moul	C	15.52	32	Kabel/Kabel	M	17.22
7	Dixon-Hughes/	M	14.20	20	Glennie/Smi	C	15.53	33	Heydon/Coe	N	17.30
8	Taylor/Bailey	R	14.54	21	Marcovich/W	R	15.56	34	Whitakert/S	N	17.46
9	Perrett/Tinda	R	14.57	22	Cutts/Best	R	15.59	35	Power/Macki	N	17.51
10	Taylor/Ambros	R	15.09	23	Rollinson/B	M	16.11	36	Lilley/Byrn	N	19.18
11	Graham/Beikof	N	15.11	24	Cross/Golds	M	16.19	37	Thompson/Ma	C	19.30
12	Cottam/Davies	M	15.18	25	Bell/Parry	C	16.28	38	McGraa/Foor	N	20.50
13	Reddiex/Fulle	M	15.18	26	Griffiths/W	M	16.34	39	Parker/Brya	M	21.05

Stage 16

1	Portman/Runna	C	8.06	4	Dixon-Hughes	M	8.28	7	Perrett/Tind	R	8.43
2	Atkinson/Suff	C	8.13	5	Mulligan/Jon	C	8.38	8	Murray/Steve	N	8.45
3	Carr/Gocentas	C	8.22	6	Thompson/Mau	C	8.40	9	Nelson/Moule	C	8.49

Stage 16 (Cont.)

10	Bell/Parry	C	8.52	=19	Heydon/Coe	N	9.14	30	Roelinson/Bur	M	9.54
11	Glennie/Smith	C	8.55		Kabel/Garbe	R	9.14	31	Bailey/Blake	M	9.57
12	Bramble/Haynes	R	8.58	22	Miller/Smith	M	9.27	32	Cross/Goldsw	M	9.58
13	Taylor/Ambrose	R	8.59	23	Cutts/Best	R	9.32	33	Power/Mackinn	N	10.14
14	Taylor/Bailey	R	9.00	=24	Taylor/Salm	N	9.34	34	Parker/Bryant	M	10.24
15	Cottam/Davies	M	9.04		Reid/Stewar	R	9.34	35	Whitakert/St	N	10.59
16	Reddiex/Fuller	M	9.07	=26	Gardiner/Ai	M	9.46	36	McGraa/Foord	N	11.39
17	Griffiths/Whit	M	9.09		Lilley/Byrn	N	9.46	37	McCubben/Nea	R	12.53
18	Marcovich/Weal	R	9.12	28	Porteous/Ki	N	9.50				
=19	Kabel/Kabel	M	9.14	29	Lockhart/Du	M	9.53				

And thats as far as we can go until the 'protests' are heard. For the same reason I cannot update the Rally Championship until final results are to hand.

However I can produce the "Sexterganiginal Surveys" - the only statistical way to show who was the quickest - even if they didn't finish.

Overall		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Portman/Runnalls	C	10	3		2		
Carr/Gocentas	C	3	6	2			1
Masling/Owers	C	1		1		1	
Marcovich/Weale	R	1					
Mulligan/Jones	C		2	5	2	2	1
Atkinson/Suffern	C		2	5	1		
Bell/Parry	C		2		1	3	1
Phillips/Young	C		1		2	1	
Brown/Tegg	C			2	2	1	4
Thompson/Maude	C				2	4	4
Dixon-Hughes/Julien	M				2	1	1
Cremen/Norris	R				1	1	1
Bell/Ellis	C				1		
Murray/Stevens	N					1	
Browning/Kortlang	C						2
Bramble/Haynes	R						2
Blanch/Ryan	M						1

Classified Sexterganiginal Survey	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Portman/Runnalls	12	2		2		
Carr/Gocentas	4	5	2			1
Masling/Owers	1		2		1	
Atkinson/Suffern		3	6		1	
Mulligan/Jones		2	5	4	1	
Bell/Parry		2		1	3	2
Phillips/Young		1		4	1	
Brown/Tegg			2	2	2	5
Thompson/Maude				3	6	3
Bell/Ellis				1		
Browning/Kortlang					1	2
Nelson/Moule						2
Hankinson/Comley						1
Glennie/Smith						1

<u>Recognized Sexterganaginal Survey</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Cremen/Norris	7	1	1	1	1	1
Bramble/Haynes	3	3	2	3		1
Perrett/Tindal	2	3	4	2	1	1
Taylor/Ambrose	1	2	4	1	4	1
Marcovich/Weale	1	1	1	2	3	3
Fritter/Taylor	1					3
Taylor/Bailey		4	2	3	1	1
Batts/Smith		3				1
Roggenkamp/Baldey		1				
Reid/Stewart				3	3	1
Kabel/Garbett						3
<u>Clubman Sexterganaginal Survey</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Dixon-Hughes/Julien	8	2		1		
Cottam/Davies	3	2	7	1	1	
Blanch/Ryan	3			1		1
Reddiex/Fullerton	2		4	1	5	1
Jory/Walker	1	1	1	1		
Miller/Smith		4		3	1	3
Reid/Huebner		1	3	2	1	1
Griffiths/Whitbread		1		2		2
Bailey/Blake		1		1	3	3
Kelly/Lane		1		1		
Cadell/Mewing			1		1	
Mason/Sisson			1			
Hayward/Hill				1		
Rollinson/Burr					2	1
Kabel/Kabel					1	
Cross/Goldsworthy						3
<u>Novice Sexterganaginal Survey</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Murray/Stevens	5	3	1	2	1	
Taylor/Salmond	4	3	4	1	1	1
Bertram/Brown	2	4			2	
Graham/Beikoff	2	2	1	1	1	1
Heydon/Coe	1	1	2	4	3	1
Annabel/Pratt	1	1	1	2		1
Hetherington/Brown	1		1	1	1	
Whitakert/Staib	1			2	1	4
Passlow/Ovens		1	3		2	1
Lilley/Byrne			1	1	3	2
Porteous/Kirby				1	1	
Power/Mackinnon				1		4

So there we are, Sexterganaginal Surveys, the only pure form of statistic, really shows who was quick on the night - whether they finished the event or not. It shows what a walk-over most of the classes were, Portman won 70% of the stages, Cremen 46%, Dixon-Hughes 47% and it was only those battling novices who had a raal struggle, Murray took out 29%, Taylor (The eventual class winner) 23% and Bertram and Graham 11% each. Neil Jory was only in the event long enough to prove just how strong rollcages can be, yet he still came 5th in the Clubman Survey. Other surprises were; Perrett - who I've always regarded as 'steady' rather than meteoric (3rd in the Recs) and the welcome return of Adrian Taylor - 4th in the recs in front of a lot of the fancied runners. Quickest of the 'Queens' - Peter Phillips.

Lutwyche Lumps

Quoted to the Editor, "This event would not have been run without Laurie Garths unfailing enthusiasm on the night" and it wasn't Laurie who said it folks. He did try to throw himself in my path with the words "Why don't you interview the bloke who kept Greg Carr at bay all night?" this sounded quite tempting until I heard that Laurie was car Zero !

El Protesto - as we go to press (that sounds so much more impressive than saying we've had enough and we're going round the pub) there are a number of protests outstanding. I think the main bone of contention is the long stage in the third division. This was just about to start when The Stewards (Motto :- De Mortuis Nil Nisi Bonum) noticed that the late runners would be doing the stage in DAYLIGHT ! So Peter Marshall had to call the stage off, however a valve had blown in the Control Officials Radio and Mike Mitchell was sent off on a very quick Sloth to stop people going off into the woods. But too late ! When he got there half the field had disappeared, my reaction at this point would have been to radio control, say I had four punctures and I was 5km from the stage and there's no-way of stopping it, however I notice that not everybody is as dishonest as me. So those people who did the stage want it counted, and I believe there are a few people who lost critical amounts of late time as well - we shall see what happens.

ROD CROSS & IAN GOLDSWORTHY - finished yet another event in the Cross built Mazda. Twice on the Mount Boulder stage they went down the 'short cut' and Ian spent the night jabbing Rod awake.

DAISY BATES had the traumas of a sick driver to cope with. At 90mph Graham Nielsen clutched his throat and rolled out of the drivers door, Daisy finished the stage steering with her right hand, operating the Mazda with the left one, and changing gear with her teeth - pretty dramatic eh !!

PETER GARBETT - Look these scrappy notes of mine probably made sense 8 days ago. Peter made a wrong turn within sight of a speci point, then Hank (Kabel) damaged his bum and he made a wrong turn as he groped with the problem. They finished the event just after 10am and found Jim (Reddix) on a mound of dirt. Well it sounds memnorable anyway.

ROB BROWNING had cherry red back brakes, the lines melted, the fluid (juice ?) boiled and they went home.

KELVIN TAYLOR won the Novice Class in fine style after a hard battle. Once again he broke both McPherson struts in the Beerburum forest. A good event.

PETER JOHNSON & LAURIE STREITBERG smashed their car to p ces. On the Mount Boulder stage they got sideways on a bank and then it fell over. Peter reckons on a new shell, Laurie reckons on a new neck.

DALE PAYNE & PETER MCMAHON - Peter lost ½ stone pushing the damn thing all night as it was reluctant to start. On the first competitive of the second division they broke an axle on an uphill bank, Rod Cross (whose car never needs any spares) lent him the but different brake set ups meant they spent the rest of the event on 3 brakes only.

What we older people of unlimited experience would call a monumental shunt happened to NEIL JORY & HUGH WALKER. On a righthand bend they were knocked straight by a log - however they were still on left lock



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



and the car mounted the bank and struck a tree 3ft 6 inches up it. The car then rolled down a bank and was smashed to pieces. One hears that the rollcage was touching the steering wheel and the A pillar on the drivers side was lying across the roof. Neil "thanks CAMS for rollcages" and asserts that he will "Return, faster than ever".

RUSSELL REID "borrowed" Neil Jorys exhaust (The only piece that survived) and Finished well up.

PAUL CADELL ran out of rear disk pads and suffered from a continual mysterious toe-in on the starboard front wheel - he offers \$50,000 for the phantom reason.

PETER PHILLIPS suffered from the Lutwyche Malaise - brake problems, and at the speed he was going I think I'd go home too.

DENNIS BROWN would like to thank Peter Marshall for a splendid event. Dennis is one of those people whose final placing depends a lot on whether the cancelled stage effects late time or not.

MARK TAYLOR brought the Lancer home to the finish in fine fashion. The boy always seems to do well when A) He's using a competent but 'jobbing' navigator and B) When CAMS have yet to ratify his upgrading and the stewards force him to run in a lower class than he fancies. Marks best chance for a win is to run at the back of the Novice class and to have Barry Wraith navigate for him. (Barry did 1 event as a navigator and he was so sick he turned himself inside out).

WARREN TEGG was with Dennis Brown and talking of being sick Warren had the odd Pan-Galatic Gargle Blast himself - the hallmark of a top navvi is being able to have a chunder and not lose any time - I asked Warren if it went out the window but he asserts "He had to wear his heart on his sleeve".

NORM FRITTER & CORAL TAYLOR were another pair to roll down a bank - I tell you all these youngsters who want to carve a niche for themselves were trying far too hard.

GLEN LAW swiped something in the daylight stages and when I saw him in Nambour he had but two lights left. Later, when Noelle and I were stuck in the forest, he came past going as quickly as a one-eyed man could. He subsequently retired with the dreaded "Panel Damage".

TIM BAILEY & JOHN BLAKE put up some very impressive early times, and Tim actually got the car to the finish.

Poor SIMON PASSLOW & BOYD OVENS actually make a photo in the Sunday Mail and the fools totally stuff up their names. I think they ended up in the caption as Sinom Passlow and Boyd Evans.

Our erstwhile companions ANDRE MCGRAA & LACHLAN FOORD actually carried onto the finish - lucky swine.

And that's all the room the Lutwyche Shopping Village Rally is getting. You wouldn't believe the amount of work Peter Marshall, Mike Mitchell Peter Whalley and dozens of others have put into the event, well done everybody, the most complimentary comment I heard was "Garry who?"

(I've just re-read this and I actually must appolo for the number of times the word 'actually' appears actually)

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

Points may be scored in all BSCC ORGANISED motorhomas, 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 and 1 point for all BSCC finishers thereafter. For Motorhomas and Speed Events points will only be awarded down to 2 points for tenth place. 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 (Motorhomas, 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 CHAMPIONSHIPS

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 Bkaer	13
= 8	Tom Poots	11
	Peter Meiers	11
=10	Jim Adness	10
	Ian MacFarlane	10
	Barry Macfarlane	10
	Sid Vahry	10
=14	Terry Conneely	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
=26	Ron Wilson	4
	Dennis Denning	4
	Wayne Cambie	4
	Douglas Scottord	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 Blackbourne	2
=38	K Boulton	1
	Geoff Dein	1
	Rod Sams	1
	J Sams	1
	Noel Jeffery	1
	Stephen Jeffery	1

Motorkhana Championship

1	Alan McConnell	18
2	Oriano Giammichele	16
= 3	Kel Taylor	15
	Pete Smith	15
5	Peter Garbett	12
= 6	Garry Read	11
	Lindsay Sutherland	11
= 8	Daisy Bates	9
	Tricia Smith	9
10	Glen Carpenter	8

Motorkhana Champ (Cont)

=11	Matt Read	7
	Lee Drummond	7
5	Jack Read	13
14	Don Tainton	5
=15	Colin Plant	4
	Alan Ball	4
17	Peter Johnson	3

Rally Championship

Until the final results for the Lutwyche are to hand their points will not be included.

1	Coral Taylor	20
2	Kelvin Taylor	19
= 3	Glen Somerville	15
	Chris Lane	15
= 5	Allan Briscoe	13
	Rod Cross	13
= 7	Norm Fritter	11
	Graham Smith	11
	Warren Tegg	11
	Greg Weale	11
=11	Laurence Gatton	10
	Keith Morrison	10
	Wayne Salmond	10
	Laurie Garth	10
=15	Jim Reddiex	9
	Alan Wright	9
	Ian Stewart	9
=18	Boyd Ovens	8
	Ian Goldsworthy	8
20	John Blake	7
=21	Alan Ball	6
	Rod White	6
	Tim Bailey	6
=24	Tony Best	5
	Greg Gilliland	5
	Hannu Arvelin	5
	Peter Koskinen	5
=28	Noelle Drummond	4
	Bob Trigger	4
30	Bob Rust	3
=31	Peter Garbett	2
	Daisy Bates	2
	Gary Kabel	2
	Greg Whitaker	2
	John Hall	2
	Paul Goopy	2
=37	Hank Kabel	1
	Col McCubben	1
	Chris Campbell	1
	Bill Porteous	1
	Wayne Kirby	1

Rally Champ (Cont)

=37	Colin Plant	1
	Trevor Plant	1
	Tony Krebs	1
	Stephan McCabe	1
	Andrew McGraa	1
	Lachlan Foord	1
	Ross Perry	1
	Peter McMahan	1
	Alan Clunes	1
	Earl Bailey	1
	Craig Garth	1
	Peter Smith	1
	Peter Marshall	1
	Don Moore	1
	Lin Melton	1
	Vic Elias	1
	Simon Kabel	1
	Peter Johnson	1
	Grant Lilley	1
	Mike Mitchell	1
	John Ward	1
	Laurie Strtbrg	1
	Paul Cadell	1
	Bill Dillon	1
	Michele Dillon	1
	Dale Payne	1
	Greg Bertram	1
	Alan Brown	1
	Kerry Browning	1
	Ptr Clydesdale	1
	Gary Luiten	1
	Richard Schlpz	1

Night Run Champiknship

= 1	Alan Ball	39
	Alan McConnel	39
	Peter Johnson	39
= 4	Charlie Blake	35
	Tony Hazeldin	35
= 6	Rod White	33
	Sue Griffin	33
	Roberta Barbe	33
= 9	Peter Garbett	26
	Daisy Bates	26
=11	Peter Stocktn	25
	Barbra Knight	25
=13	Dennis Dennin	22
	Ron Wilson	22
15	Greg Barbe	20
16	Chris Harbeck	13
17	Phil Unicomb	11
18	Peter Ball	10
=19	Ross Stnfeld	9
	Laurie Strbrg	9
	Alex Conroy	9

Night Run (Cont)

=22 Paul Goopy	6
Faye Ball	6
=24 Col McCudden	5
Dolores McLaughlin	5
26 Brendan Simson	4

Club Championship

1 Alan McConnell	22
2 Kel Taylor	19
= 3 Alan Ball	13
Peter Johnson	13
= 5 Peter Garbett	11
David Pearson	11
Ed van Amstel	11
Coral Taylor	11
= 9 Pete Smith	10
Oriano Giammichele	10
=11 Chris Lane	9
Glen Somerville	9
Paul Watkinson	9
=14 Daisy Bates	8
Charlie Blake	8
Tony Hazeldine	8
Cedric Loy	8
Geoff Loy	8
=19 Allan Brisbane	7
Rod Cross	7
=21 Roberta Barbe	6
Sue Griffin	6
Mick Norris	6
Garry Read	6
Lindsay Sutherland	6
Rod White	6
=27 Ian Baker	5
Norm Fritter	5
Graham Smith	5
Warren Tegg	5
Greg Weale	5
=32 Peter Meiers	4
Tom Poots	4
Tricia Smith	4
=35 Jim Adness	2
Glen Carpenter	2
Dennis Denning	2
Paul Goopy	2
Col McCubben	2
Ian Macfarlane	2
Barry Macfarlane	2
Colin Plant	2
Laurie Streitberg	2
Ron Wilson	2
Sid Vahry	2

Ladies Championship

1 Daisy Bates	29
= 2 Tricia Smith	11
Coral Taylor	11
Sue Griffin	11
Roberta Barbe	11
6 Noelle Drummond	10
= 7 Michele Dillon	8
Barbara Knight	8
= 9 Kerry Browning	7
Faye Ball	7
11 Dolores McLaughlin	6

CLUB OFFICERS

		<u>Phone Number</u>	
		<u>Home</u>	<u>Work</u>
PATRON.....	Hon D.J. Killen M.P.		
PRESIDENT.....	Mike Mitchell	59 8785	52 5391
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	372 3777
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.....	Esme Gibson		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

COMING EVENTS

- May 19 Off-Road Night at the Clubrooms, 8 pm
- 22/23 Renault Car Club - Round 2 Queensland Southern Rally
- 23 Long Course Off-Road Event - Cherribah, Warwick
an Open Event by Paul Watkinson/Ian Baker
- 26 Night Run from the Clubrooms - 8 pm, Jeff Tremain
- JUNE 1 Board Meeting at the Clubrooms, 7 pm
- 2 Social Night at the Clubrooms, 8 pm
- 9 Rally Night at the Clubrooms, 8 pm
- 13/14 Off-Road BP Mallee Rally - Sea Lake
- 15 Sporting Sub-Committee Meeting, Clubrooms 8 pm
- 16 Off Road Night at the Clubrooms, 8 pm
- 23 Night Run from the Clubrooms 8 pm
- 27 Club Motorkhana, Laurie Streitberg
- 30 Presentation of Club Trophies for 1981.
- JULY 4 Short Course Off Road Event - Purga Creek
a Closed Event by Desley Collins/Ron Wilson
- 6 Board Meeting at the Clubrooms, 7 pm
- 7 Social Night at the Clubrooms 8 pm
- 14 Rally Night at the Clubrooms, 8 pm
- 18 Q.M.C. Motorkhana Jim Reddiex/Hank Kabel
- 20 Sporting Sub-Committee Meeting, Clubrooms 8 pm
- 21 Off Road Night at the Clubrooms 8 pm
- 28 Night Run from the Clubrooms 8 pm Coral & Mark Taylor

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

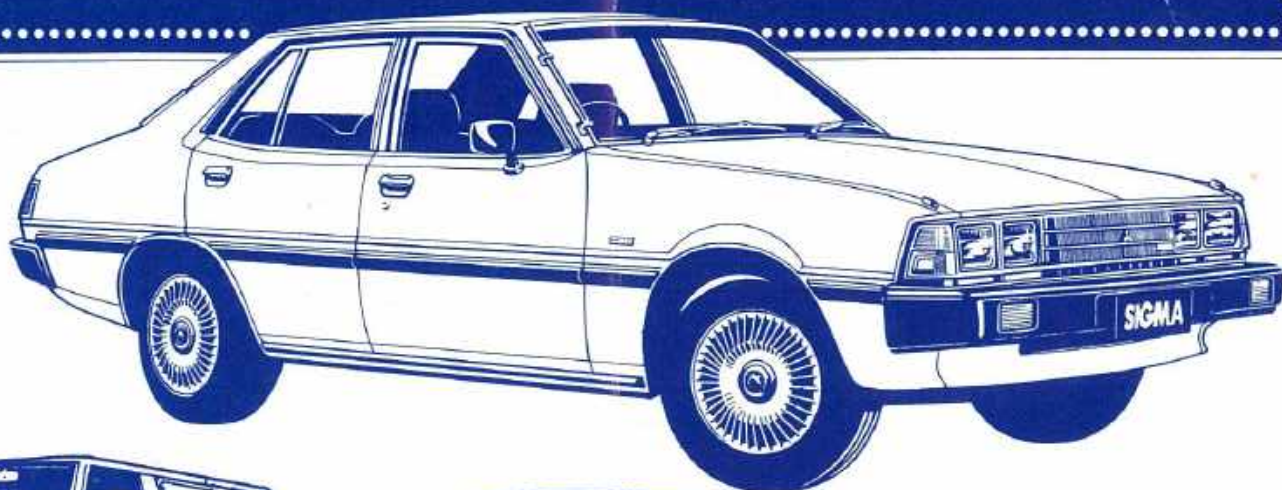
SUZUKI VEHICLE CENTRE
SPRINGWOOD

STONES CORNER MOTORS PTY. LTD.



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

SIGMA WAY AHEAD



Van



Scorpion



Colt



Utility

*That's
Right.*



**FRANK
TOMLIN**



MITSUBISHI

557 Coronation Drive, Toowong. 4066 Phone 371 5277