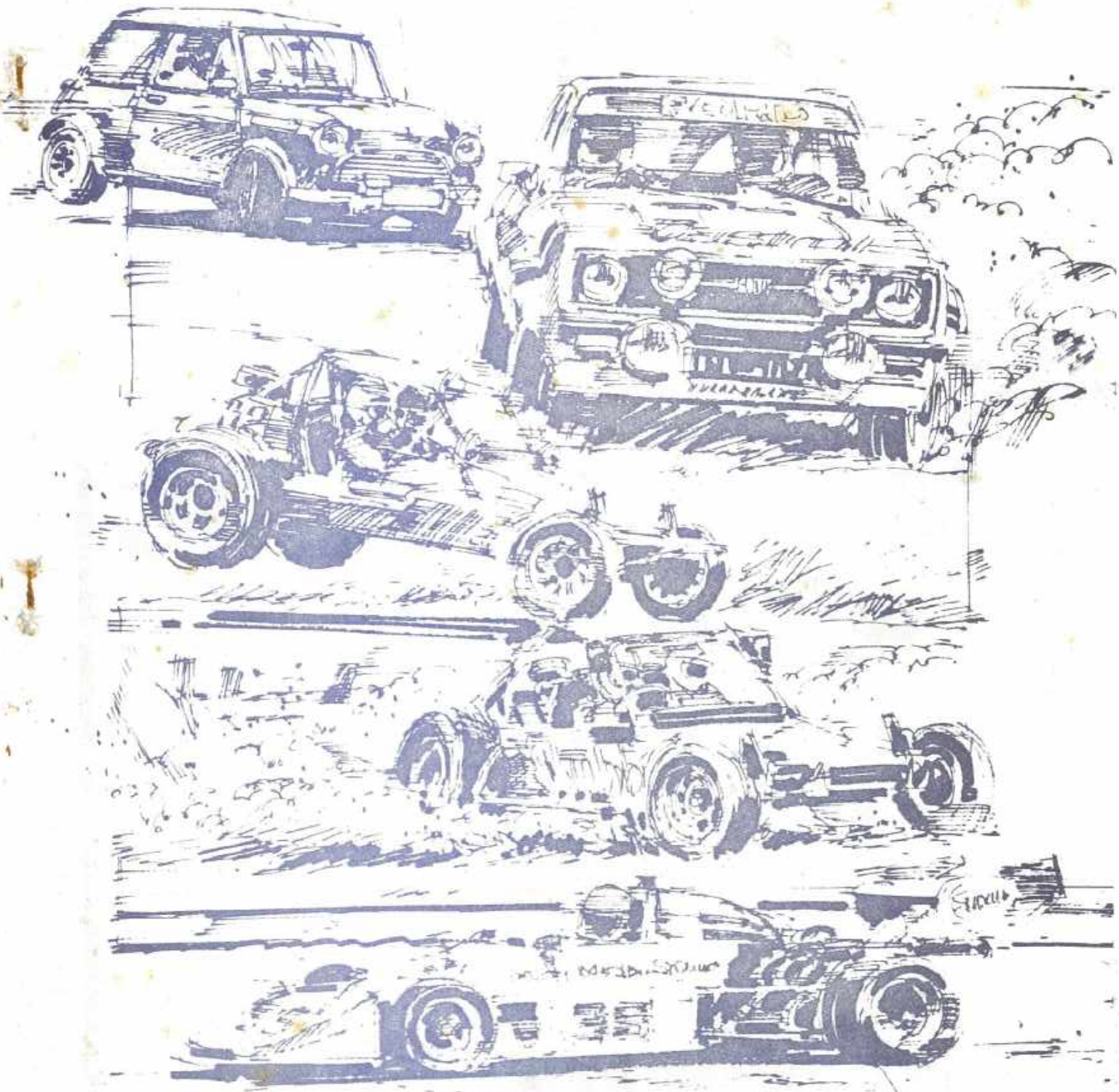




BRISBANE SPORTING CAR CLUB MAGAZINE

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AUG 1982





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BRISBANE SPORTING CAR CLUB Ltd
Magazeen - August 1982

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Editorial

When you've been involved with Motor Sport for over 20 years it's very easy to forget those people who have just joined the club, and who may be rather 'at sea' with regards to how they go about getting into the swim of things.

Well first of all before you can enter almost any event, even the humble Night Run or Club Motorkhana, you must have a Basic Licence. This cost \$4.50 and can be obtained from the Club Secretary (Jeff Tremain) either at the club on a Wednesday Night, or by post. The money you pay goes to C.A.M.S. and helps provide their largely unsung management of the sport. In the past you will probably have heard the Alans Moffet and Jones being very vocal about C.A.M.S. inadequacies, but this is because C.A.M.S. affect something very close to everybodys heart - Money ! If Bernie Ecclestone was left a Merlin engine by his Uncle Fred, and an elephant by his Aunt Sadie, then he'd be up at the F.I.A. demanding a Formula 1 for 36.7 litre elephants within hours. C.A.M.S. catch it in the neck because winning on the track is only half the battle.

Apart from a Basic Licence (or a proper Competition Licence for bigger events) all you need is a car that conforms with whatever you fancy doing, and the knowledge that it's impossible to win first time out. Your real friend is the C.A.M.S. Manual which lays down everything you need to know even if it is a pretty hard read.

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As has become obvious over the last 6 months the splendid photo's supplied to the club by Alan McConnell (and for free I may add) haven't come out too well on reproduction. Quite why they copy so poorly whilst bits of old books come out so well escapes Esme and I, and until we discover the reason we shall not be wasting anymore of Alans time.

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

The Committee received a letter from a justifiably annoyed member who'd followed our advice and gone to watch the Off Road event at Purga. Well as we all know now the event was cancelled somewhat abruptly leaving this gentleman, and presumably others, in the lurch. All we can really say for sending them off on a wild-goose chase is that were sorry and that to the best of our knowledge all details are correct at time of printing - Caveat Emptor.

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Major Forthcoming Event

Monroe-Wylie 400

Goondiwindi October 8/9/10th 1982

Scrutineering will be held in the major capital cities before the event. Final Scrutineering will be in Goondiwindi on 8/9th October. Prologue to decide the running order will be at Midday. 1st Lap at 7pm on the 9th, 2nd lap at 6.30am the next morning and the event should finish around 2pm. This year over 130 entries are expected, including a dozen from Kempsey and 10 from Griffith, which just shows that competitive Off Roding is the quickest and cheapest form of Motor Sport to get into.

Helpers and Officials are still needed for this event, the organisers are mainly looking for people who can be on hand from 11am on Sat the 9th, and they promise you'll be home on Sunday in time to see it on the television. If your self-sufficient and can help, ring Esme at the club.

WHO LOST THEIR LICENCE, AND WHY?

Recently a number of members of the Brisbane Sporting Car Club had their CAMS licences suspended by CAMS for entering or taking part in an unauthorised competition. (The suspension was effective only until the suspended licence was presented to CAMS for endorsement.) The action of CAMS resulted in the cancellation by the organisers of the Custom Off-Road Components Short Course Enduro scheduled for Sunday 4th July, and naturally enough also resulted in some resentment by some Club members towards CAMS, who felt that our members had been unfairly treated.

But let's look at the facts.

For a start, we are all members of the Brisbane Sporting Car Club, a Club affiliated with CAMS. On receiving our Club membership card each year, we each sign a statement which says "I am acquainted with and agree to be bound by the National Competition Rules of CAMS."

Next, many of us apply for a Competition Licence from CAMS. When we apply for our licences, each of us signs a statement which says "I will observe all the requirements of the National Competition Rules of CAMS"

Now, let's look at National Competition Rule No. 184, which is reproduced in full from the CAMS Manual below:

184. PENALTIES FOR PARTICIPATION IN AN UNAUTHORISED COMPETITION

Any person or body who shall promote, enter for, drive in, officiate at, or in any manner whatsoever take part in, or advertise, or obtain publicity for the results of, a competition not organised in accordance with the general requirements of these Rules, but which by its nature should, in the opinion of CAMS, have been held in accordance with these Rules; or who shall become disqualified or suspended by the governing body of any other sport recognised by the F.I.A. shall be disqualified or suspended and shall thereby forfeit his right to:

- (a) hold any CAMS licence, affiliation, association or membership and/or
- (b) hold any official appointment in connection with the F.I.A. or CAMS, or in connection with any meeting or competition, and/or
- (c) be a registered member of a Club for competition purposes

for such time as CAMS may think fit. Provided that where the prescribed competition has been or is to be held outside the jurisdiction of CAMS, the CAMS, and the other A.C.N. concerned shall be referred to the F.I.A., whose decision thereon will be final.

There are a number of very good reasons for NCR 184, which precludes Club members and other CAMS members from taking part in an event which has not been sanctioned by CAMS.

For a start, compliance with CAMS requirements means that adequate precautions are taken by the organisers to ensure the safety of competitors, officials, pit crews and spectators. If an event is run by a promoter who has not undertaken to observe these requirements, there is no guarantee that such safety precautions have been taken.

Even more importantly, compliance with CAMS requirements means that adequate arrangements have been made for the insurance of competitors, crews, officials and other "third parties". If we take part in an unauthorised competition, albeit one which is in aid of charity, we have no guarantee that any insurance has been arranged. How would you feel if you were sued for, say, \$1,000,000 by a volunteer official you crippled when you ran off the track?

The Board of the Club supports the actions of CAMS and believes that those members who took part in the unauthorised competition were very leniently dealt with by CAMS.

Major Forthcoming Events

Stretchworth 300

This Long Course Off Road event will be held on the weekend of August 21st/22nd. 4 loops of 78km - Easy access for spectators to final 20km of course - Catering by Tara Lions Club - Recci Saturday afternoon - Plenty of Camping Area but bring the warm gear as no fires allowed - the event starts at 9am on the 22nd.

Location - From Dalby take the Moonie Highway. 65.6km Turn Left after grid. CAREFULLY follow arrows for 15km to event venue.

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971 Ipswich Road
Moorooka
392 2766

This should be a top event for everybody - Organiser IAN BOND.

Stretchworth 300 Presentation Night

SEPTEMBER 1st is the night that the awards for the above event will be presented at the Clubrooms commencing at 8pm. The Editor thinks to himself that there may be SNACKS in the offering so he'd be delighted if everybody else would stay away.

"Le Specs" Night Run 25th August

Following the success of the "Smith and Lane" Night Run, a sponsored event which double the usual number of Night Run Entries, this month our monthly navigational quiz round Brisbane has the backing of famous sunglass manufacturers "Le Specs". So with a bit of luck it'll be sunnies all round for the winners and that could so easily include YOU. The event starts from the clubrooms at 8pm, entries are either \$3 or \$4 and you need a Basic Licence. If you haven't a BL already then it cost \$4.50 for the year and is obtainable on the night. Organised by the very experienced team of Barbara Knight and Peter Stockton this will be a top evening.

"Warana Wally" now the "James Hardie 24 Hours" and this prestige rally will now be run on the weekend of October 30/31st. Hosts of stars including me will be having a go - Full Details Next Month.

Club Motorkhana September 12th

Well our usual spot at Donaldson Road, Rocklea has gone, the QEGB are developing the site as a training centre. So quite where this leaves our Motorkhana I don't really know at present - I shall get the Motorkhana Sub-Committees head together soon. For details of the venue watch the Notice Board at the Club or phone Pete Smith (379 6182/208 1721).

A good cheap days entertainment - Basic Licence Only Needed - \$4 entry Fee - Enter in any sort of vehicle - 10.30am start - arrive by 10am - Seez You There.

Here Smithy did you have ... A Way with the Dollies ?

No Mate, it was A Day with the Whalleys !

This outing was set up years ago when we heard that the twin-cam screamers were coming to Lakeside. Peter Whalley was standing on the Poop Deck, not a place to linger, when Chris Columbus said "Look there's bleedin (He was a keen fan of 'Minder') India". At this time I was being beaten with a Cat O'Nine Tails - an animal that committed genocide when the rocking chair was invented - so it was all WALLOP - MEEEEOUWW, WALLOP - MEEEEOUWW, when Peter Whalley said "See you at Lakeside in exactly 500 years".

Now the previous time we'd gone to Lakeside I wouldn't say we were a long way away but we were placed just outside the S.G.I.O. Building, given a periscope and relieved of \$7. So this time we thought we'd Beat the System by arriving early in the morning. 2am at Lakeside is a very lonely time - especially on a Thursday.

Suddenly Disaster ! We were in the Whalleys Big 4WD parked just upstream of the Bridge. The seats were on the roof, Car and Cars Conversions was ready to be read, Ross Moir was peering suspiciously at us from the Paddock, God was in his Heaven, but I discovered I'd forgotten the VACAUM FLASK-ERGO....NO TEA !! No Tea, I'd just never wake up ! Suppose Mother suddenly appeared and found me drinking Another Beverage, she'd cut me off without the penny (well we were never a wealthy family). Suddenly again, as welcome as a M374 Triple Air-Burst Grenade Launcher in Beirut, Peter Whalley said I could boil a frying pan of water on his Fanny By Gaz Stove. Actually Noelene Whalley said it as well, "You can boil some water in your frying pan on our Gaz Stone" they said in unison. Arn't people kind to ethnic minoritys so disorganised that they couldn't organise a concrete, M374 Triple Air-Burst Grenade Proof, hamburger stand in Beirut.

Now we'd come to watch the Mo Mo racing, and soon pretty motor cars were zooming round. Big ones, little ones and some inbetween. (Honestly I must have had a good time as apart from the Big Races I remember almost nothing of the racing). On my way back from the Field Latrines, Officers and Other Ranks for the Use Of, I noticed that nobody other than me had a tin of baked beans on them. So I sat on the Whalleys roof flashing my baked beans at the girls, hoping thereby to break down the effects of 15 years of good upbringing. So embarassing a companion was I that Peter imported his brother Hortense and his lovely friend Heliotrope to shield me from the public gaze.

Loved the Formula 1 race, now that's what a racing car looks like and sounds like. But my views were shared by only a few, we could have arrived at 1pm on Sunday and not found ourselves too put out. I dined on 6 sausages, 3 rashers, a tin of baked beans and a six pack of Ben Ean. All slid between 6 slices of bread and shovelled in, god I'm disg'sting when TIMS isn't with me.

After the race we saw assorted people in the paddock. Our Ear O Peter Phillips, Another Ear O Murray Coote, and Kerry Browning I said in a loud voice "Hullo, Kerry" and I sort of made an ass of myself waving and grimacing. Kerry looked straight through me as only a St Trinians girl could. I got a grip on Kerrys left leg and as she dragged me along I said "It's me Kerry, Kerry it's me, down here, Yoo-Hoo" but she just strolled on impervious. When I fell off I felt so small that Peter Whalley put me in a matchbox and took me back to Brisbane.

I arrived home like an electronic Fred Astaire, Wired but Tappy.



Voted by the Confederation of Russian Urban Motorsport Board Secretariat (C.R.U.M.B.S. for short) as "The Vehicle Presenting the Most Danger to Passage Control Officials" this is the new Group 1/2/3 Buggy of Vladimere Pootski and Janos Adneslavya. The vehicle is standing outside the "Comrade Van Amstelia Rice Works" which is suffering from a blatant excess in production. The machine here, is set up for Goondiwindi, note the powerful lights, and the boys are hoping desperately to get No.1 as although the buggy isn't all that quick it blows up such a huge dust cloud that no-one can get within 500 metres of it. Sitting in the back you will notice a cardboard cut-out of Oliver Hardy wearing a fez along with several workman from the "Peoples Determination to Make the Next Seven Year Plan a Bloody Ripper" factory just outside Beaudesertingrad. The factory has recently borrowed a leaf from the aircraft industry and instituted a "You Build It, You Test It" plan which has reduced the number of fatalitites to testers remarkably. In the centre of the steering wheel (which looks bigger than the one on the Q.E.11) there is a notice which states "In the Event of DANGER, DO NOT BALE OUT", the last tester to do so just went to pieces. The engine is a 3 cylinder radial of 36.7 litres developing 2800bhp (At 36.7 litres the engine is just a little smaller than the engine Renault dropped in to win the French Grand Prix) and provides a top speed of 96mph and 0 - 90 in .3 second including three gearchanges. Janos Adneslavya says his main worry is that the acceleration will blow his hair off - Vladimere Pootski remained silent. We wish all the best to this bold entry for Goondiwindi, and to their sponsors the "Woolloongabbaski Butchers; "Meat Cut To Your Choice".

Club Motorkhana - 18th July

"Something Nice about his Motorkhana"

(Charlie Blake promised me that if I didn't say something nice about his Motorkhana, he'd duff me up)

We'll start at the end and work our way forward :-

Test 1 Serpentine

1	Alan McConnell	27.8	8	Ian Reddiex	29.7	15	Meg Davis	31.1
2	Ian Fink	27.9	9	Alan Ball	29.8	16	Ann Evan	31.8
3	Lee Drummond	28.6	10	Richard Davis	30.1	17	Robyn Arlidge	32.5
4	Barry Chaselin	28.7	11	Tony Hazeldine	30.2	18	Peter Johnson	32.6
5	Steve Arlidge	28.8	12	Noelle Drummon	30.5	19	Glen Law	33.7
6	Pete Smith	29.2	13	Del Bates	30.4			
7	Peter Garbett	29.5	14	Lin Melton	30.6			

Test 2 Square Slalom

1	Ian Fink	50.8	8	Richard Davis	55.7	15	Noelle Drummond	59.4
2	Alan McConnell	52.0	9	Del Bates	56.1	16	Peter Johnson	59.7
3	Barry Chaseling	53.4	10	Tony Hazeldine	57.3	17	Robyn Arlidge	59.9
4	Steve Arlidge	54.0	11	Ian Reddiex	57.4	18	Ann Evan	61.4
= 5	Pete Smith	55.4	12	Meg Davis	57.7	19	Glen Law	63.6
	Lee Drummond	55.4	13	Alan Ball	59.0			
7	Peter Garbett	55.5	14	Lin Melton	59.2			

After 2 Tetss

1	Ian Fink	78.7	8	Richard Davis	85.8	15	Noelle Drummond	89.9
2	Alan McConnell	79.8	9	Del Bates	86.5	16	Peter Johnson	92.3
3	Barry Chaseling	82.1	10	Ian Reddiex	87.1	17	Robyn Arlidge	92.4
4	Steve Arlidge	82.8	11	Tony Hazeldine	87.5	18	Ann Evan	93.2
5	Lee Drummond	84.0	= 12	Meg Davis	88.8	19	Glen Law	97.3
6	Pete Smith	84.6		Alan Ball	88.8			
7	Peter Garbett	85.0	14	Lin Melton	89.8			

Test 3 Forward and Reverse Slalom

1	Barry Chaseling	21.9	8	Peter Garbett	27.1	15	Lin Melton	29.3
2	Ian Fink	22.4	= 9	Robyn Arlidge	27.2	16	Glen Law	30.0
3	Alan McConnell	23.8		Noelle Drummond	27.2	17	Richard Davis	31.5
4	Lee Drummond	25.0	11	Alan Ball	28.1	18	Ann Evan	31.9
5	Tony Hazeldine	25.2	12	Peter Johnson	28.6	19	Meg Davis	32.6
6	Pete Smith	25.9	13	Del Bates	28.7			
7	Steve Arlidge	26.8	14	Ian Reddiex	29.0			

After 3 Tests

1	Ian Fink	101.1	8	Tony Hazeldine	112.7	15	Robyn Arlidge	119.6
2	Barry Chaseling	104.0	9	Del Bates	115.2	16	Peter Johnson	120.9
3	Alan McConnell	103.6	10	Ian Reddiex	116.1	17	Meg Davis	121.4
4	Lee Drummond	109.0	11	Alan Ball	116.9	18	Ann Evan	125.1
5	Steve Arlidge	109.6	12	Noelle Drummo	117.1	19	Glen Law	127.3
6	Pete Smith	110.5	13	Richard Davis	117.3			
7	Peter Garbett	112.1	14	Lin Melton	119.1			

Test 4 Hopkirk

1	Ian Fink	36.8	8	Pete Smith	40.4	15	Meg Davis	48.8
2	Alan McConnell	36.9	9	Lin Melton	43.3	16	Noelle Drummond	49.9
3	Lee Drummond	37.1	10	Tony Hazeldine	43.4	17	Robyn Arlidge	50.6
4	Steve Arlidge	38.7	11	Ian Reddiex	43.3	18	Richard Davis	51.0
= 5	Barry Chaseling	39.2	12	Peter Johnson	44.3	19	Ann Evan	53.1
	Alan Ball	39.2	13	Glen Law	46.6			
7	Peter Garbett	39.9	14	Del Bates	48.2			

Results

1	Ian Fink	137.7	11	Lin Melton	162.4
2	Alan McConnell	140.5	12	Del Bates	163.4
3	Barry Chaseling	143.2	13	Peter Johnson	165.2
4	Lee Drummond	146.1	14	Noelle Drummond	167.0
5	Steve Arlidge	148.3	15	Richard Davis	168.3
6	Pete Smith	150.9	=16	Meg Davis	170.2
7	Peter Garbett	152.0		Robyn Arlidge	170.2
= 8	Alan Ball	156.1	18	Glen Law	173.9
	Tony Hazeldine	156.1	19	Ann Evan	178.2
10	Ian Reddiex	160.0			

Two new Motorkhana stars chase across the B.S.C.C. Environment, Barry Chaseling who chased into 3rd spot and Steve Arlidge who came 5th, speaking as the current Motorkhana Champion who was beaten by both, I think all new members should start off with 1000kilos of ballast and loose a 100 kilos for every year of membership. Hank Kabel, Jim Reddiex, Charlie Blake and I think this would be a good system to balance Youthful Impetuosity with Sanile Decay.

Charlie Blake and Jim Reddiex provided our days sport. We had 3 runs of 4 tests the ground at Donaldson Road, Rocklea now being large enough to accomodate 2 tests at once. Charlie and Jim actually measured the course out with a large tape measure - leading Lee Drummond to complain that one test was a micron out (is that shorter than a nanosecond?). With a total of 12 runs Charlie and Jim really gave us value for our \$4 entry fee and it was all pver by 3.30pm, a most pleasant way to spend a sporting day - the only bugbear was the dust but that seemed to blow mostly over the Renault Car Club people so that was alright.

Normally if theirs one thing one longs for, it is a pretty face, but we had the pleasure of being in the company of 'Daisy' Bates, Meg Davis, Robyn Arlidge and Ann Evan. However charming as they are none of the ladies looks like winning a Motorkhana yet, what we need is the 'Michele Mouton' of Motorkhanering, a girl with fire in her blood and the ~~desire~~ to grind the mere males into the dust (God I love tall, thin, intelligent, witty and authoritative woman).

Ian Fink - regretably recently returned from a stay on Devils Island - wiped us all up again, even Alan McConnell (the most improved driver since Andrea de Cesaris) fell before him. Barry Chaseling joined, came and conquered along with Steve Arlidge. Old Champions like Lee Drummond and myself were passed to the rear, from Champ to Chump in only a few months. We were followed by Peter Garbett in the Tappet-Knockers Special Toyota then Alan Ball and Tony Hazeldine making a rare competitive visit, Ian Reddiex in the Citroen Visa which is like a posh 2CV (The stalk on the left is the size of a dustbin and controls Lights, Wipers, Washers, the Whirlpool at home, Big Ben, Malcolm Frasers jaw, the clock on top of the S.G.I.O. building and being French it also prepares a gourmat dinner for 5) then Lin Melton and the first of the ladies, 'Daisy' Bates.

Thank you Charles and Jim, may your chewing gum never loose its flavour on the bedpost overnight.

KNOW YOUR RALLY CARS.

with Telvin Kaylor (author of "Arts and Farces")

Welcome to the first of what is hoped to be a series of articles on club members rally cars. While the series is aimed at newcomers to the sport, so that they can emulate their heroes (which includes me in the hero column, as I'll test my own car) and maybe glean useful (or useless) information on how to prepare their own car. I hope that the experienced competitor will also find something of interest.



"WE'RE REALLY GOING QUICK SINCE THE BRAKES STOPPED WORKING."

The first car to be tested is Russell Reid's Mazda RX2 Coupe, fresh from his 5th place in the Currie Motors Rally. Russell has been involved in rallying since 1972 when he started has a navigator. He has spent the last 3 years in Mazdas.

Sitting in the passengers seat one of the reasons for Russells success is obvious, power, coupled of course with the necessary driving skills. The engine is reputed to develop well in excess of 200 B.H.P., This engine is in fact the same specification as the one that holds the touring car up to 3 litre lap record at Lakeside. Built by the same person, Steve Ballard of Northside Mazda, it pulls strongly from 4,000 to well over 8,000 R.P.M.

A factory class ratio gearbox was tried, but it was found that even with a low diff, first gear was too high. More suited to circuit racing. Russell now uses a basically standard Mazda gearbox.

A factory limited slip diff is fitted and Russell says this aids greatly in setting the car up for corners and traction on the loose.

Bilsteins are fitted all round, but Russell used Tokico's on the front in the Currie Motors Rally (due to a broken stub axle on his Bilstein fitted strut). He says for the economy minded rallyist there is not a great difference between the two. The problem of unavailability of Bilsteins for Mazdas is overcome by modifying the original strut tube and fitting a cartridge from a different car (he's not saying which car).

Brakes are ventilated discs at the front with 4 pot calipers and solid rear discs with 2 pot calipers. No balance bar is fitted but Russell uses a variable pressure restrictor on the rear. The restrictor works well as a poor man's balance bar, but only as 5 adjustment steps.

Russell tries to keep his driving style neat, not wasting time with too much sideways travel. He says the circuit racing line of slow in fast out is also applicable to dirt. Maybe some sideways through the corner but have it pointing the right way coming out.

So! You have read this and now you say you wany to rally a Mazda. Well,

the following is the order of priority in preparing it according to Russell.

The standard engine has enough power for a novice driver, so the suspension comes first.

Tokico Prodra G's with progressive springs at the front and KYB gas shocks with standard springs at the rear.

A point that requires attention on an RX2 is the chasis bracket for the sway bar. This tends to bend back on rough rallies and needs strengthening.

For a little more power with a lot more torque try fitting a 13B motor from a later modle RX4.

The standard wiring is a little thin so fit relays for the headlights and spots.

The rear brakes need attention, disc kits are easily obtainable.

Add a slippery diff and the result should be a fairly quick rally car, in the right hands, of course.

Next month we test Hurd Grubertash;s Jowett Javelin.

DEAR ED,

LITARY GENIUS

PLEASE FILL THE REST OF THIS SPACE WITH YOUR USUAL ~~ALUBBISH~~

K.T.

LETTERS TO THE EDITOR

Sir,

The recent correspondence with regards to the Off Road classes highlights what a savage lack of Off Road material there is in this shoddy rag of yours.

The Off Road members constitute about half of the total membership but do they get half the space in the magazine? NO SIR they do not !!! Really whilst one can understand that you cannot attend every event, surely it is your DUTY on these occasions to delegate somebody on the spot as the Official Recorder, that way in the future we shall be able to look back on every event without bias. And in a period when perhaps events are scarce on the ground could not a page of Off Road News and Views be inserted?

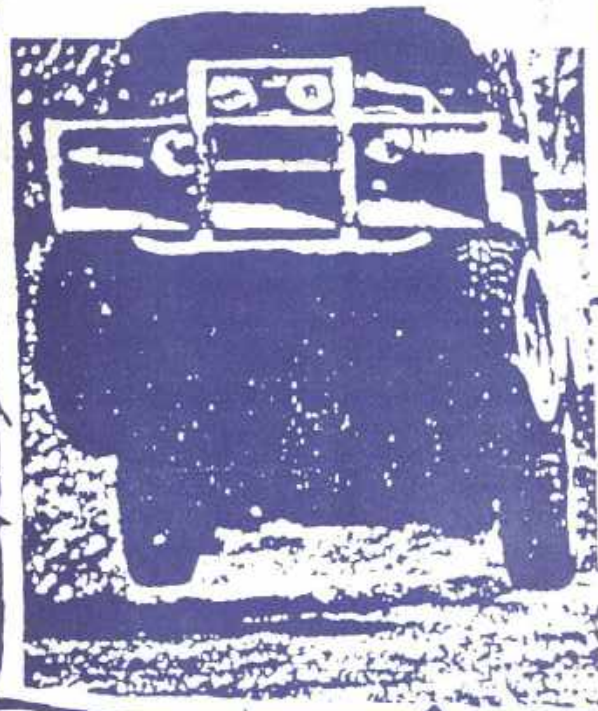
Yours

Peter L. Smith

Big Ed replys :- Well for a start Peter this isn't MY shoddy rag, it's OUR shoddy rag. I know most of the contents are either by and/or about me but this could be reversed by anybody with a pen. As for appointing an Official Recorded, I'd love to, but writing is either something you can or cannot do, and no power on earth will make a non-writer compose so thing. I would love to receive a regular Off Road contribution but how do I go about finding a Writer?

LOST? FOUND..... AT AUTOCROSS ON SUNDAY 8th AUGUST 1982
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Our Cup Runneth Over

Following our recent welcome to HANNU ARVELIN, the man who brought respectability to the B.S.C.C., we now greet ARI KOSKINEN, also from the South Coast Finnish group. We only need a TIMO, PENTTI and a RUANO and we'll just about have a set of Finns. If only the Ivory Coast would contribute an Alain, Samir and Michel and we could really hold our head up.

Trivia Note :- About 5 years ago TIMS and I had a magic New Years Eve dinner at a place in Cavell Avenue, and we fell into conversation with a Finnish couple (she was gorgeous !) and we naturally fell into conversation about Finland's National Sport - do any of our new Finnish friends remember the occasion ?

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MEMBERSHIP REPORT

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

Mark Bollen.....Kelvin Grove
David Henry.....Bonshaw NSW
David Brown.....Murwillumbah NSW
Stuart Rose.....Kenmore
Kelvin O'Shea.....Ashgrove
Glwyn Thompson.....Rochedale
Leon Thompson.....Rochedale
Rick Casagrande.....Chandler
Karen Krebs.....Nundah (Associate)

Membership for the year now stands at 469.

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Forthcoming Event

Caneland Rally - Mackay Car Club - Now September 4/5th
Round 3 Cibie - G.P. Cars Novice/Clubman Series, Round 2 North of the Tropic Series. Entries cost \$40 and close on August 25th, Supp Regs available from the Clubrooms, Phone Esme' if you want some posted. Starts 2pm Sat afternoon, 350km with 200km competitive, Official Maps Mackay/Proserpine/Mt.Coolon. Event Secretary Mrs Lyn Holland 079 421656

BP Riverland 300 - September 11/12th
Round 3 Australian Off-Road Championship. Waikerie South Australia. 300km Course. Supp Regs available from the Clubrooms, event Secretary Denise Strawbridge 08 298 3998

SOCIAL OUTING

BOAT CRUISE TO TANGALOOMA organised by Chris Brand and Lynn Goldsworthy
STAURDAY OCTOBER 23rd Leaves Breakfast Creek Wharf at 6.30pm returns 2am. Tickets 22.50 head or \$45 a double..(Deposit of \$10 head before mid August, Balance by 1st Oct) 3 Course Meal, Disco and Pool.

Chris Brand 209 1355 or Lynn Goldsworthy 390 6245

NORTHERN DISTRICTS SPORTING CAR CLUB
KIPPA RING SHOPPING VILLAGE RALLY
JULY 10th/11th 1982

First of all some notes from NOELLE DRUMMOND and then a Results Summary and Interpretation.

Brought to You by BIG ED, NOELLE DRUMMOND and PETER MARCOVICH.

This round of the Queensland Rally Championship was run on 10/11 July by the NDSCC. The fantastic roads round Jimna was the venue - some smooth and fast, others tight and twisty, few creeks and lots of rough stuff too.

It started at midday from the Kippa Ring Shopping Village to the cheers of shoppers and cheer squad in shorts shorts and banners. After a transport to Kilcoy the rally proper started in mid afternoon and most cars were finished by 10.30pm. A most civilized time to finish a rally, even if there is a 2 hour transport after the end to get home - it's still a great timetable.

This rally saw an incredible number of rolls :-

Peter Phillips did a professional roll with minimal damage and finished 3rd outright.

Harry Sourris took a corner too fast and wrote his car off completely. Peter Sudiro landed on his roof not far past where Harry came to grief.

Brad Morrison went over the side of a bridge and we're just not sure how he could get out of that one without further damage.

Kelvin Taylor rolled his RX3 as did Robert Lemon his RX2.

As usual heaps of people started well but mechanical troubles took their toll :-

Laurie Garth with clutch troubles.

Murray Coote with suspension problems.

Adrian Taylor with clutch failure.

Dennis Brown with blown welsh plug.

Russell Reid, Neil Jory, Ron Hendrickson and Franz Van den Brink broke stub axles.

Paul Dillon broke a tie rod end.

However 37 out of 64 cars finished and congratulations go to Rod Browning and navigator David Kortlang on their win, with Peter Glennie and Brian Smith not far behind. A certain rally car was seen stopped by the radar trap on the first transport - you were warned !

A terrific innovation on this rally was an arrow and a 50 metre board on every corner sharper than 90 degrees. It helped both drivers and navigators immeasurably. (Hint, hint to other organisers)

Some of the cheery faces manning controls included Coral and Mark Taylor, Glenda and Wayne Black, and Jim Reddiex - a lot of talent on the sidelines.

Quite a few people were penalised a minute for a small slip of the foot (a second or so) on jumping stage starts.

Errol Bailey and I were seen to drive very gingerly down the steep hill at Jimna Fire Tower, unlike another trip I had down this hill, end over end when I navigated for Paul Cadell. After doing so well this time (5th at the Division break) he finally finished 18th after some problems.

Noelle Drummond

Blow me down I never hear nothing I have just heard that Gary Batts didn't have Syd Smith with him - so - S = H, SM = HA, SMI = HAL and SMIT = HALL.

Kippa-Ring Shopping Village Rally 1982

Results Summary and Interpretation (Overall Pos. Driver/Nav. Class. Time)

Stage 1		Stage 2		After 2 Stages	
1	Brown/Tegg U 16.07	2	Brown/Tegg U 7.06	1	Brown/Tegg U 23.13
2	Phillips/Youn U 16.11	3	Phillips/You U 7.10	3	Phillips/Yo U 23.21
4	Taylor/Ambros R 16.26	4	Taylor/Ambro R 7.11	4	Taylor/Ambr R 23.37
5	Browning/Kort U 16.34	= 7	Cadell/Mewin C 7.21	6	Browning/Ko U 23.56
7	Marcovich/Wea R 17.02		Sudiro/McBri C 7.21	= 7	Marcovich/W R 24.31
8	Reid/Stewart R 17.03	9	Browning/Kor U 7.22	10	Batts/Smith R 24.41
11	Batts/Smith R 17.10	=10	Perrett/Best R 7.26	11	Reid/Stewar R 24.44
12	Kabel/Kabel R 17.18		Harvey/Seden C 7.26	14	Perrett/Bes R 24.52
13	Whitaker/Stai N 17.25	=13	Marcovich/We R 7.29	16	Dillon/Dill N 24.56
=14	Perrett/Best R 17.26		Kelly/Lane C 7.29	17	Whitaker/St N 24.57
16	Dillon/Dillon N 17.27		Dillon/Dillo N 7.29	18	Cadell/Mewi C 24.58
20	Plant/Plant N 17.35	18	Batts/Smith R 7.31	19	Kabel/Kabel R 24.59
21	Cadell/Mewing C 17.37	=21	Whitaker/Sta N 7.32	20	Plant/Plant N 25.07
24	Cross/Goldsw C 17.40		Plant/Plant N 7.32	21	Harvey/Sede C 25.09
25	Harvey/Seden C 17.43	23	Jory/Walker C 7.35	=23	Jory/Walker C 25.24
28	Jory/Walker C 17.49	25	Kabel/Kabel C 7.37		Cross/Golds C 25.24
=29	Bailey/Blake C 17.59	=28	Reid/Stewart R 7.41	26	Sudiro/McBr C 25.35
	Morrison/Camp N 17.59		Kabel/Kabel R 7.41	29	Kelly/Lane C 25.44
32	Lilley/Sianti N 18.03	30	Cross/Goldsw C 7.44	30	Lilley/Sian N 25.50
33	McGinn/Chasel N 18.08	31	McColm/Kruge N 7.45	31	Kabel/Kabel C 25.51
=34	Sudiro/McBrid C 18.14	32	Lilley/Siant N 7.47	=32	Bailey/Blak C 25.58
	Kabel/Kabel C 18.14	33	Carpenter/Ow N 7.54		Morrison/Camp N 25.58
=37	Kelly/Lane C 18.15	35	Herlihen/Lan N 7.58	34	McColm/Krug N 26.00
	McColm/Kruger N 18.15	=36	Bailey/Blake C 7.59	35	McGinn/Chas N 26.09
39	Coote/Marsden U 18.16		Morrison/Cam N 7.59	38	Carpenter/O N 26.34
42	Garth/Bates N 18.28	39	McGinn/Chase N 8.01	41	Garth/Bates N 26.53
43	Carpenter/Owe N 18.40	42	O'Kane/Briso N 8.09	42	Herlihen/La N 26.54
44	Van den Brink N 18.50	=43	Law/Perry C 8.11	44	Van den Bri N 27.04
=45	Drummond/Full N 18.56		Drummond/Ful N 8.11	45	Drummond/Fu N 27.07
	Herlihen/Lang N 18.56		Van den Brin N 8.14	46	O'Kane/Bris N 27.12
47	O'Kane/Brisco N 19.03	=48	Garth/Bates N 8.25	48	Law/Perry N 27.30
49	Law/Perry C 19.19		O'Brien/Howa N 8.25	50	O'Brien/How N 28.09
55	O'Brien/Howar N 19.44	51	Krebs/Stroud N 8.31	51	Krebs/Strou N 28.21
56	Krebs/Stroud N 19.50	55	Scott/Farmer N 9.07	54	Scott/Farme N 30.26
58	Scott/Farmer N 21.19				
60	Taylor/Salmon C 21.52				

The daylight first division of this annual feast from the Northern Districts S.C.C. could be regarded as the annual 'State of the Art', I think everybody trys far too hard on the Lutwyche for a true picture to emerge, so let's see who is doing well.

After the first stage which was quite a long one, Dennis Brown was 4 secs ahead of Peter Phillips and then the dynamic Hendrickson (the first clubman by 45 secs !) 13 secs, Adrian Taylor 19 secs and first Reco, Rod Browning 27 secs, Peter Glennie 31 secs, Peter Marcovich 55 secs, Russell Reid 56 secs and Greg Whitaker was leading the Novice Class by 2 secs from Colin Plant who was just 1 sec ahead of P.Graham. Murray Coote had had a bad start and so had Lutwyche Class Winner Kel Taylor who struck trouble on the first stage and rolled on the second.

Hendrickson, a very quick Clubman indeed, set fastest time on the second stage and moved ahead of Peter Phillips so that Dennis Brown led by a whisker (5 secs after 23 mins of rallying) with Peter Phillips 8 secs, Adrian Taylor almost a minute ahead of 2nd Reco at 24 secs, Peter Glennie

36 secs, Rod Browning 43 secs, Peter Marcovich and P Rosland 77 secs. P Graham had scraped a narrow lead in the Novice class, 4 secs in front of Paul Dillon who was, however, to break a tie-rod on the next stage. Greg Whitaker was a further second behind. Paul Cadell was third in the Clubman class in 18th place and Brad Morrison/Chris Campbell fell off a bridge, neatly hanging the car on the edge by two wheels.

Stage 3			Stage 4			After 4 Stages		
2	Browning/Kort	U 12.45	2	Phillips/You	U 2.43	2	Phillips/Yo	U 39.05
3	Phillips/Youn	U 13.01	= 3	Browning/Kort	U 2.46	3	Browning/Ko	U 39.27
= 4	Kelly/Lane	C 13.07		Kelly/Lane	C 2.46	5	Taylor/Ambr	R 40.08
	Sudiro/McBrid	C 13.07	5	Cadell/Mewing	C 2.49	9	Cadell/Mewi	C 40.56
6	Cadell/Mewing	C 13.09	6	Plant/Plant	N 2.50	10	Batts/Smith	R 40.57
= 7	Taylor/Ambros	R 13.12	9	Batts/Smith	R 2.52	11	Reid/Stewar	R 41.02
	Plant/Plant	N 13.12	=12	Coote/Marsde	U 2.55	12	Marcovich/W	R 41.04
9	Kabel/Kabel	R 13.15		Marcovich/Wear	R 2.55	13	Kabel/Kabel	R 41.09
12	Reid/Stewart	R 13.19		Kabel/Kabel	R 2.55	15	Whitaker/St	N 41.19
=13	Batts/Smith	R 13.24	15	Bailey/Blake	C 2.56	16	Perrett/Bes	R 41.24
	Whitaker/Stai	N 13.24	16	Perrett/Best	R 2.57	18	Plant/Plant	N 41.34
16	Brown/Tegg	U 13.29	=19	Sudiro/McBri	C 2.58	20	Kelly/Lane	C 41.37
17	Kabel/Kabel	C 13.32		Whitaker/Sta	N 2.58	21	Sudiro/McBr	C 41.40
18	Harvey/Seden	C 13.34	=23	Reid/Stewart	R 2.59	22	Harvey/Sede	C 41.42
19	Perrett/Best	R 13.35		Harvey/Seden	C 2.59	26	Brown/Tegg	U 42.16
22	Marcovich/Wear	R 13.38		O'Kane/Brisco	N 2.59	28	Kabel/Kabel	C 42.30
27	McColm/Kruger	N 13.55	27	Garth/Bates	N 3.00	29	Cross/Golds	C 42.31
=30	Garth/Bates	N 13.58	31	Cross/Goldsw	C 3.04	30	Lilley/Sian	N 42.43
	Lilley/Sianti	N 13.58	=32	Lilley/Siant	N 3.05	31	McColm/Krug	N 43.16
33	Cross/Goldsw	C 14.03		Van den Brin	N 3.05	33	Bailey/Blak	C 43.49
34	Jory/Walker	C 14.08	35	Kabel/Kabel	C 3.07	34	Garth/Bates	N 43.51
36	O'Kane/Brisco	N 14.18	=37	Carpenter/Ow	N 3.08	36	Carpenter/O	N 44.08
=38	Herlihen/Lang	N 14.26		McGinn/Chase	N 3.08	37	O'Kane/Bris	N 44.29
	Carpenter/Owe	N 14.26	=44	Taylor/Ambro	R 3.19	38	McGinn/Chas	N 44.30
40	Drummond/Full	N 14.37		Law/Perry	N 3.19	39	Herlihen/La	N 44.40
42	Van den Brink	N 14.45	=46	Herlihen/Lan	N 3.20	41	Van den Bri	N 44.54
45	Law/Perry	C 14.53		Krebs/Stroud	N 3.20	43	Law/Perry	N 45.42
=46	Bailey/Blake	C 14.55	48	McColm/Kruge	N 3.21	44	Drummond/Fu	N 45.43
	O'Brien/Howar	N 14.55	50	O'Brien/Howa	N 3.23	46	O'Brien/How	N 46.27
51	Krebs/Stroud	N 15.06	52	Scott/Farmer	N 3.37	48	Krebs/Strou	N 46.47
53	McGinn/Chasel	N 15.13	53	Drummond/Ful	N 3.59	54	Scott/Farme	M 49.57
55	Scott/Farmer	N 15.54	55	Brown/Tegg	U 5.34			

Stage 3 and once again Hendrickson smashed the opposition. The only one on the same minute was Rod Browning. Two further Clubman, Peter Kelly and Peter Sudiro came =4th. Sudiro is one of those people who can really screw themselves up for a quick stage but if he doesn't then he comes nowhere, his first division places were 34,7,4,19,6,22,6,15. I may add that back in the dark ages when I drove I was like that too, and like Peter I use to roll early in the second division too - lightning quick reflexes and "We'll sort it out on the apex" always comes unstuck eventually.

Stage 4, Hendrickson again. Dennis Brown blew a welsh plug (a common fault at this time of the year, I know for a fact that 0.4% of the club membership suffered from this in a 4 week period.), Neil Jory made a gentle return after losing a side off the car in Lutwyche, but still broke an axle here. Colin Plant became a Novice going places with a time 6th overall on this stage. After having a bit drop off early in the event Murray Coote re-appeared in a gentle 12th place as he tested the repairs. Naughty Noelle Drummond was docked a minute here for an 'anticipated' start.

So with 4 stages gone Hendrickson led by 28 seconds from Peter Phillips, then Rod Browning 50 secs, Glennie 76 secs, Adrian Taylor (Being pressured by Gary Batts for the reco. lead) 91 secs, Paul Cadell, after 2 brilliant stages, had dragged himself to 3rd Clubman just 3 secs. behind Phil Roslan. The 20 seconds from 40.55 - 41.15 harboured Cadell/Batts/Russell Reid/Marcovich/Hank Kabel. Then Greg Whitaker 15th overall but second Novice behind P Graham who was 42 seconds, however Greg was 15 secs in front of the charging Colin Plant.

Stage 5			Stage 6			After 6 Stages		
1	Phillips/Young	U 7.02	1	Phillips/You	U 5.51	1	Phillips/Y	U 51.58
4	Browning/Kortla	U 7.13	2	Coote/Marsde	U 5.56	2	Browning/K	U 52.38
5	Coote/Marsden	U 7.15	3	Browning/KortU	5.58	4	Batts/Smit	R 54.40
6	Sudiro/McBride	C 7.29	5	Kelly/Lane	C 6.03	5	Cadell/Mew	C 54.43
7	Cadell/Mewing	C 7.30	6	Batts/Smith	R 6.12	7	Marcovich/	R 54.56
8	Batts/Smith	R 7.31	= 7	Reid/Stewart	R 6.13	9	Kabel/Kabe	R 55.08
9	Plant/Plant	N 7.34		Perrett/Best	R 6.13	10	Perrett/Be	R 55.16
11	Marcovich/Weale	R 7.36	10	Marcovich/Wear	R 6.16	11	Kelly/Lane	C 55.21
12	Harvey/Seden	C 7.38	11	Cadell/MewingC	6.17	12	Whitaker/S	N 55.23
13	Perrett/Best	R 7.39	12	Kabel/Kabel	R 6.19	14	Plant/Plan	N 55.35
14	Kabel/Kabel	R 7.40	=13	Whitaker/Sta	N 6.20	15	Sudiro/McB	C 55.39
15	Kelly/Lane	C 7.43		Harvey/Seden	C 6.20	16	Harvey/Sed	C 55.40
16	Whitaker/Staib	N 7.44	19	Plant/Plant	N 6.27	21	Kabel/Kabe	C 56.56
21	Kabel/Kabel	C 7.52	20	Bailey/Blake	C 6.28	=22	Cross/Gold	C 56.57
23	Cross/Goldswort	C 7.53	n22	Sudiro/McBri	C 6.30	26	Lilley/Sia	N 57.35
25	McColm/Kruger	N 7.55	23	Cross/Goldsw	C 6.33	27	McColm/Kru	N 58.04
27	Lilley/Siantis	N 8.05	24	Kabel/Kabel	C 6.34	29	Bailey/Bla	C 59.09
31	Drummond/Fuller	N 8.22	28	Lilley/Siant	N 6.47	32	Carpenter/	N 59.52
32	Van den Brink/V	N 8.23	31	McGinn/Chase	N 6.50	33	O'Kane/Bri	N 60.26
33	Law/Perry	N 8.27	32	McColm/Kruge	N 6.53	34	Van den Br	N 60.29
=37	Reid/Stewart	R 8.38	33	Law/Perry	C 6.57	36	Herlihen/L	N 60.49
	Carpenter/Owen	N 8.38	34	Drummond/Ful	N 7.00	38	McGinn/Cha	N 61.00
39	O'Kane/Briscoe	N 8.39	37	Carpenter/Ow	N 7.06	39	Drummond/F	N 61.05
40	Herlihen/Langan	N 8.44	39	O'Brien/Howa	N 7.10	40	Law/Perry	C 61.06
43	Bailey/Blake	C 8.52	40	Van den BrinkN	7.12	43	O'Brien/Ho	N 62.57
47	Krebs/Stroud	N 9.08	43	O'Kane/Brisc	N 7.18	44	Krebs/StrouN	63.14
48	O'Brien/Howard	N 9.20	44	Krebs/Stroud	N 7.19	49	Scott/Farm	N 67.12
50	Scott/Farmer	N 9.30	47	Herlihen/Lan	N 7.25			
51	McGinn/Chaselin	N 9.40	50	Scott/Farmer	N 7.45			

Stage 5 and Peter Phillips banged home 1 second ahead of Hendrickson, with Glennie third 5 seconds, Rod Browning 11 secs, Murray Coote ripping into it again 13 secs, then Peter Sudiro 2nd Clubman just 1 second ahead of Paul Cadell. Gary Batts, as always saving the big effort for the second half of a division, 29 secs, and a foaming at the mouth Colin Plant first novice on 9th and 32 secs, a triumphant 10 secs ahead of Greg Whitaker. This was not a stage to clutch, Adrian Taylor/Dave Ambrose and Laurie Garth/Daisy Bates breaking that component.

To everybodys great relief Hendrickson broke an axle on Stage 6. So Peter Phillips romped home 5 secs ahead of Murray Coote, Browning 7 secs, Glennie 9 secs, Peter Kelly now first Clubman 5th overall and 12 secs, Gary Batts charging on 21 secs, Russell Reid 22 secs. Greg Weale was having the odd Pan-Galactic Gargle Blast and Peter Marcovich was having to understand his instructions through a mouth of diced carrot (as Barry Humphreys says, you may not touch diced carrots for years, but once you have a chunder there they are) which slowed things down a bit. Greg Whitaker continued his duel with Colin Plant pulling out 7 secs.

By now after some 52 minutes of speed a pattern was settling in. Peter

Phillips led by 40 secs from Rod Browning, then Peter Glennie 62 secs, Garry Batts led the Reco's 162 secs, Paul Cadell was a splendid 5th overall and first clubman at 165secs. Peter Marcovich was 2nd Reco 16 secs behind Garry Batts and Hank was a further 12 secs adrift. 38 seconds behind Paul Cadell in the Clubman Class Peter Kelly was 18 seconds in front of Peter Sudiro. The Novice Class was frantic, Greg Whitaker had now pushed his way to a class lead just 4 secs ahead of P.Graham and Colin Plant howled along in the Plant's Auto Centre Datsun 1600 some 12 seconds further back.

Stage 7

1	Phillips/Young	U	14.26
2	Browning/Kortl	U	14.33
4	Coote/Marsden	U	14.53
5	Kelly/Lane	C	14.59
6	Sudiro/McBride	C	15.02
7	Batts/Smith	R	15.12
8	Kabel/Kabel	R	15.13
9	Perrett/Best	R	15.17
10	Cadell/Mewing	C	15.18
11	Marcovich/Weal	R	15.21
13	Whitaker/Staib	N	15.40
17	Plant/Plant	N	15.56
18	Bailey/Blake	C	15.57
19	Cross/Goldswor	C	16.00
20	Harvey/Seden	C	16.01
21	Kabel/Kabel	C	16.03
25	Lilley/Siantis	N	16.24
27	McColm/Kruger	N	16.35
30	Van den Brink/	N	16.53
31	Drummond/Fulle	N	17.00
33	Carpenter/Owen	N	17.09
=36	Law/Perry	C	17.35
	O'Kane/Briscoe	N	17.35
41	Krebs/Stroud	N	17.57
42	McGinn/Chaseli	N	18.00
44	O'Brien/Howard	N	18.05
45	Herlihen/Langa	N	18.12
46	Scott/Farmer	N	18.23

Stage 8

1	Browning/Ko	U	5.13
3	Batts/Smith	R	5.23
4	Coote/Marsd	U	5.29
5	Marcovich/W	R	5.33
7	Perrett/Bes	R	5.36
8	Kabel/Kabel	R	5.37
10	Kelly/Lane	C	5.38
11	Cadell/Mewi	C	5.41
15	Sudiro/McBr	C	5.49
17	Harvey/Sede	C	5.53
18	Kabel/Kabel	C	5.54
19	McColm/Krug	N	5.58
20	Cross/Golds	C	5.59
22	Bailey/Blak	C	6.02
24	Lilley/Sian	N	6.17
25	McGinn/Chas	N	6.18
=27	Van den Bri	N	6.21
	O'Brien/How	N	6.21
=33	Drummond/Fu	N	6.31
	Carpenter/O	N	6.31
37	O'Kane/Bris	N	6.39
=39	Herlihen/La	N	6.41
	Scott/Farme	N	6.41
42	Law/Perry	C	6.43
45	Krebs/Strou	N	6.46
47	Plant/Plant	N	6.54
49	Phillips/Yo	U	8.51
52	Whitaker/St	N	20.43

Stage 7 and Peter Phillips once again pulled another 7 secs from Rod Browning. Peter Kelly came top clubman in 5th place and Peter Sudiro shut his eyes and came 6th 3 secs behind him. Colin Plant dropped a massive 16 secs on Greg Whitaker and Greg seemed home and hosed on the Novice Class for the division. Russell Reid broke a stub axle here. Noelle Drummond defeated 2/3rds of the heavily subscribed Novice Class and clocked a time 80 secs behind Greg Whitaker. How are the Mighty Fallen! Stage 8, Peter Phillips has a quick but costly roll, Greg Whitaker loses 14 mins and Colin Plant comes a miserable 47th. Three of the hottest shoes grouped at the bottom of the list. So Rod Brown-

ing beat Peter Glennie by 1 sec, Gary Batts 10 secs, Coote 16 secs and Peter Marcovich 20 secs. Peter Kelly was top clubman 3 secs ahead of Paul Cadell with Peter Sudiro turning in his only 'average' time another 8 secs behind. In the Novice Class Richard McColm was our top scorer albeit 9 secs behind C Moffitt.

Division 1

1	Browning/Kortlang	Stanza	U	72.24	25	McColm/Kruger	Mazda	N	80.37
= 3	Phillips/Young	Stanza	U	75.15	26	Bailey/Blake	Dal600	C	91.08
	Batts/Hall	Gemini	R	75.15	30	Carpenter/Owen	MazRX2	N	83.32
5	Cadell/Mewing	Dal600	C	75.42	31	Van den Brink/	MazRX2	N	83.43
7	Marcovich/Weale	Escort	R	75.50	32	Drummond/Fulle	MazRX2	N	84.36
8	Kabel/Kabel	Maz323	R	75.58	33	O'Kane/Briscoe	Mal300	N	84.40
9	Kelly/Lane	Escort	C	76.00	36	McGinn/Chaseli	Fial25	N	85.18
10	Perrett/Best	Dal600	R	76.09	38	Law/Perry	Gemini	C	85.24
11	Sudiro/McBride	Dal600	C	76.30	39	Herlihen/Langa	Escort	N	85.42
13	Harvey/Seden	Dal600	C	77.34	40	O'Brien/Howard	Dal600	N	87.05
14	Plant/Plant	Dal600	N	78.00	42	Krebs/Stroud	Dal80B	N	87.56
18	Kabel/Kabel	MazRX4	C	78.53	44	Whitaker/Staib	Celica	N	91.46
19	Cross/Goldsworthy	MazRX2	C	78.56	45	Scott/Farmer	Dal600	N	92.16
24	Lilley/Siantis	MazRX3	N	80.26	49	Coote/Marsden	200BT/C	U	294.44

So after the first division, some 1¼ hours of flat out stage driving in Qld's top forests, what did we have ? Rod Browning tempered speed with caution, added a dose of luck and was 26 secs ahead of Peter Glennie. They were comfortably ahead of Peter Phillips and Gary Batts who were a massive 2m51secs behind. Paul Cadell led the Clubman by 18 secs with Peter Kelly snapping at his heels, 3rd in the class was the intermittent Peter Sudiro a further 30 secs back. Gary Batts led the Recos with Peter Marcovich 35 secs and Hank Kabel 43 secs adrift. Colin Plant narrowly led the Novices by 32 secs from P.Graham and 86 secs from N. Salter. I know I've a weakness for a pretty face but Noelle Drummond was still ahead of 71% of the Novice class starters. Poor old Greg Whitaker was 44th after all his efforts, but the red light to the field was the illustrious Murray Coote, a mere 3hrs 42 mins behind Rod Browning, Chicken Feed to Murray !

Stage 9			Stage 10			After 10 Stages		
1	Phillips/Young	U 6.33	1	Coote/Marsd	U 13.31	= 1	Browning/Ko	U 93.32
2	Sudiro/McBride	C 6.45	3	Sudiro/McBr	C 14.07	3	Phillips/Yo	U 96.48
3	Browning/Kortl	U 6.49	4	Perrett/Best	R 14.09	4	Sudiro/McBr	C 97.22
5	Coote/Marsden	U 6.52	5	Browning/Kor	U 14.19	5	Perrett/Bes	R 97.26
6	Kelly/Lane	C 6.56	6	Marcovich/We	R 14.32	6	Marcovich/W	R 97.31
8	Cadell/Mewing	C 7.04	7	Harvey/Sede	C 14.33	7	Kelly/Lane	C 97.40
9	Perrett/Best	R 7.08	9	McColm/Krug	N 14.39	8	Batts/Hall	R 97.54
10	Marcovich/Weal	R 7.09	12	Kelly/Lane	C 14.44	11	Harvey/Sede	C 99.20
=13	Harvey/Seden	C 7.13	14	Batts/Hall	R 14.48	14	Kabel/Kabel	C 102.14
	McColm/Kruger	N 7.13	15	Lilley/Sian	N 14.53	16	McColm/Kru	N 102.29
16	Batts/Hall	R 7.16	17	Phillips/Yo	U 15.03	17	Lilley/Sia	N 102.49
=19	Kabel/Kabel	R 7.23	20	Van den Bri	N 15.23	20	Bailey/Blak	C 104.03
	Van den Bribk/	N 7.23	21	Bailey/Blak	C 15.24	23	Kabel/Kabe	R 105.40
21	Whitaker/Staib	N 7.26	22	Herlihan/La	N 15.30	25	Van den Br	N 106.29
24	Lilley/Siantis	N 7.30	23	Whitaker/St	N 15.37	27	Carpenter/	N 107.50
25	Bailey/Blake	C 7.31	27	Kabel/Kabel	C 15.49	29	Cadell/Mew	C 108.50
26	Kabel/Kabel	C 7.32	30	Carpenter/O	N 16.10	30	Herlihan/L	N 109.01
31	Herlihan/Langa	N 7.49	32	O'Kane/Bris	N 16.18	31	O'Kane/Bri	N 109.02
33	McGinn/Cgaseli	N 7.56	33	Law/Perry	C 16.22	33	Drummond/F	N 109.45
36	Law/Perry	N 8.00	37	Drummond/Fu	N 17.01	34	Law/Perry	N 109.46
37	O'Kane/Briscoe	N 8.04	38	Scott/Farme	N 17.02	35	McGinn/Cha	N 110.26
=38	Drummond/Fulle	N 8.08	39	McGinn/Chas	N 17.12	38	Whitaker/S	N 114.49
	Carpenter/Owen	N 8.08	42	Kabel/Kabel	R 22.19	40	Scott/Farm	N 117.34
41	Scott/Farmer	N 8.16	43	Cadell/Mewi	C 26.04	44	Coote/Mars	U 315.07
43	Krebs/Stroud	N 8.19						
45	Plant/Plant	N 8.30						

After the Division break Rod Cross didn't complete another stage because Ian Goldsworthy had fallen off a ladder !

Stage 9 and what a triumph for Peter Sudiro just 12 secs behind Peter Phillips and 4 secs ahead of Rod Browning. The boy really had the bit between his teeth, witness his further 3rd place overall on Stage 10, what a great pity he dropped the whole lot on Stage 11. Colin Plant, doing so well in the Novice Class, dropped out with a defunct alternator here as did Anthony Krebs for reasons unknown. Paul Cadell lost 12 minutes dropping him from contention.

After 10 stages things couldn't have been more tense up the sharp end of the field as Rod Browning and Peter Glennie were neck to neck for the lead. Peter Phillips was 3:16 behind and the amazing Peter Sudiro had risen to 4th overall and first Clubman 34 secs behind Phillips. Peter Marcovich had risen to 2nd Reco just 5 secs behind Tony Perrett and Gary Batts was struggling a bit 23 secs in arrears. Overshadowed in the Clubman Class nevertheless Peter Kelly had risen to 7th overall and was still only 18 secs behind Sudiro, Kevin Harvey was third in

class but now 1:40 behind Kelly. The battle in the Novice Class was for second place and it was between Richard McColm and Grant Lilley, Richard being a scant 20 secs ahead. Leading the class still was P Griffith now 2:12 ahead.

Stage 11		Stage 12		After 12 Stages	
1	Browning/Kort U 16.35	1	Browning/Ko U 7.12	1	Browning/Ko U 117.19
2	Phillips/Youn U 16.54	3	Phillips/Yo U 7.22	3	Phillips/Yo U 121.04
4	Batts/Hall R 17.24	4	Perrett/Bes R 7.31	4	Perrett/Bes R 122.26
5	Cadell/Mewing C 17.26	= 5	Kelly/Lane C 7.32	5	Kelly/Lane C 122.48
6	Perrett/Best R 17.29		Cadell/Mewi C 7.32	6	Batts/Hall R 122.51
7	Kelly/Lane C 17.36	7	Batts/Hall R 7.33	7	Marcovich/W R 123.27
9	Kabel/Kabel R 18.02	8	Kabel/Kabel R 7.43	9	Harvey/Sede C 125.16
=11	Marcovich/Wea R 18.11	=11	Marcovich/W R 7.45	11	Kabel/Kabel C 129.00
	Harvey/Seden C 18.11		Harvey/Sede C 7.45	13	McColm/Krug N 129.37
16	Whitaker/Stai N 18.42	16	Kabel/Kabel C 7.58	14	Lilley/Sian N 130.23
17	Bailey/Blake C 18.45	=19	Bailey/Blak C 8.08	15	Bailey/Blak C 130.56
19	Kabel/Kabel C 18.48		Whitaker/St N 8.08	17	Kabel/Kabel R 131.25
=20	McColm/Kruger N 18.56	22	Van den Bri N 8.10	20	Van den Bri N 133.35
	Van den Brink N 18.56	23	McColm/Krug N 8.12	21	Cadell/Lane C 133.48
23	Lilley/Sianti N 19.17	24	Drummond/Fu N 8.16	26	Herlihen/La N 137.39
29	Herlihan/Lang N 20.08	25	Lilley/Sian N 8.17	27	O'Kane/Bris N 137.55
30	O'Kane/Brisco N 20.10	27	Herlihen/Si N 8.30	29	Law/Perry M 139.11
32	Scott/Farmer N 20.27	32	O'Kane/Bris N 8.43	30	Drummond/Fu N 139.34
33	Drummond/Full N 20.33	33	Law/Perry N 8.47	31	McGinn/Chas N 139.59
34	Lqw/Perry C 20.38	34	McGinn/Chas N 8.48	32	Carpenter/O N 141.12
35	McGinn/Chasel N 20.45	35	Scott/Farme N 8.49	33	Whitaker/St N 141.39
39	Cappenter/Owe N 24.06	39	Carpenter/O N 9.16	36	Scott/Farme N 146.50

Paul Cadell really got stuck into things with two fifth places here but Peter Kelly was almost as quick. Murray Coote finally retired with the rear suspension going very independant. Hank Kabel, lying a desultory 23rd after some problems, also began trying hard but would he catch son Simon ?

Moving up 11 places in 4 stages Franz and Fred Van den Brink were getting used to the different feel that a Mazda has from a Capri, and were starting to look competitive, what a shame that a broken stub axle was shortly to put them out. Rod Browning had moved 27 secs ahead of Peter Glennie, still only a slender lead. Jumping into the lead of the Reco's Tony Perrett and Tony Best were 25 secs in front of Gary Batts, would John Hall get our hero to the finish first ? Peter Kelly just about had the Clubman class sewn up, 5th overall and 2:28 in front of Kevin Harvey. Richard McColm was now a comfortable 2nd in the Novice Class 46 secs ahead of Grant Lilley but 3:26 behind P Griffith.

Stage 13		Stage 14	
1	Browning/Kort U 12.37	25	O'Kane/Bri N 15.09
3	Phillips/Youn U 13.01	26	Drummond/F N 15.20
5	Batts/Hall R 13.24	31	Law/Perry C 15.42
6	Perrett/Best R 13.31	32	Herlihan/L N 15.50
7	Marcovich/Wea R 13.34	30	Scott/Farm N 15.39
8	Cadell/Mewing C 13.35	35	Carpenter/ N 16.10
10	Kabel/Kabel R 13.38	36	McGinn/ChasN 16.51
12	Whitaker/Stai N 14.10		
=13	Kabel/Kabel C 14.15		
	Harvey/Seden C 14.15		
17	McColm/Kruger N 14.25		
19	Bailey/Blake C 14.31		
23	Lilley/Sianti N 14.54		
		10	Harvey/Seden C 7.45
		12	Perrett/Best R 7.53
		=13	Bailey/Blake C 7.55
			McColm/Kruger N 7.55
		=15	Kabel/Kabel C 7.57
			Whitaker/Stai N 7.57
		21	Lilley/Sianti N 8.15
		27	Drummond/Full N 8.39
		29	Law/Perry C 8.42
		30	O'Kane/Brisco N 8.43
		31	Herlihan/Lang N 8.48
		32	Kabel/Kabel R 8.53
		33	Scott/Farmer N 8.58
		37	Carpenter/OweN 10.18

After 14 Stages			Stage 15			Stage 16		
1	Browning/Kort	U 137.11	1	Browning/Kort	U 5.59	1	Phillips/You	U 5.16
3	Phillips/Youn	U 141.20	2	Phillips/Youn	U 6.01	2	Browning/Kor	U 5.26
4	Batts/Hall	R 143.12	3	Kelly/Lane	C 6.11 =	4	Batts/Hall	R 5.35
5	Kelly/Lane	C 143.43 =	5	Perrett/Best	R 6.17		Marcovich/Wea	R 5.35
6	Perrett/Best	R 143.50		Batts/Hall	R 6.17	6	Kelly/Lane	C 5.37
7	Marcovich/Wea	R 144.42	10	Kabel/Kabel	R 6.24	7	Perrett/Best	R 5.42
8	Harvey/Seden	C 147.16	12	Harvey/Seden	C 6.27	9	Kabel/Kabel	R 5.43
12	Kabel/Kabel	C 151.12	14	Marcovich/Wea	R 6.33	12	Cadell/Mewin	C 5.46
13	McColm/Kruger	N 151.57	15	McColm/Kruger	N 6.35	13	Harvey/Seden	C 5.48
15	Bailey/Blake	C 153.22	16	Bailey/Blake	C 6.36	14	McColm/Kruge	N 5.53
16	Lilley/Sianti	N 153.32	17	Whitaker/Stai	N 6.39	15	Kabel/Kabel	C 5.57
17	Kabel/Kabel	R 153.56	21	Kabel/Kabel	C 6.44	16	Bailey/Blake	N 5.58
20	Cadell/Lane	C 155.04	23	Herlihan/Lang	N 6.56 =	20	Lilley/Siant	N 6.08
24	O'Kane/Bristo	N 161.47	27	Lilley/Sianti	N 7.01		Herlihan/Lan	N 6.08
26	Herlihan/Lang	N 162.17	30	Drummond/Full	N 7.08	23	Whitaker/Sta	N 6.11
27	Drummond/Full	N 162.47	31	Law/Perry	C 7.12	26	Drummond/Ful	N 6.18
29	Law/Perry	N 163.35	33	Scott/Farmer	N 7.23	29	O'Kane/Bris	N 6.22
30	Whitaker/Stai	N 163.46	34	O'Kane/Brisco	N 7.27	30	Law/Perry	C 6.29
32	Carpenter/Owe	N 167.40	36	Carpenter/Owe	N 7.44	34	Carpenter/Ow	N 6.42
34	Scott/Farmer	N 171.27 =	5	Cadell/Mewing	C 6.17	35	Scott/Farmer	N 6.43

Late happenings included Hank Kable anticipating a start and losing a minute penalty, And the final retirement was Daryll McGinn and Barry Chaseling in the Fiat 125. Gary Batts and John Hall regained the Reco lead and Simon Kabel fulfilled a life-long ambition to beat his dad on a rally.

Division 2

1	Browning/Kortl	U 76.12	11	McColm/Kruger	N 83.48	26	O'Kane/Bris	N 90.56
3	Phillips/Young	U 77.26	13	Bailey/Blake	C 84.48	27	Drummond/Fu	N 91.23
4	Kelly/Lane	C 79.31	14	Whitaker/Sta	N 84.50	28	Cadell/Mewi	C 91.25
5	Perrett/Best	R 79.40	15	Kabel/Kabel	C 85.00	29	Law/Perry	C 91.52
6	Batts/Hall	R 79.49	17	Lilley/Siant	N 86.15	33	Scott/Farme	N 95.17
7	Marcovich/Weal	R 81.00	23	Herlihan/Lan	N 89.39	36	Carpenter/O	N 97.33
9	Harvey/Seden	C 81.57	24	Kabel/Kabel	R 90.05			

Results

1st	Rod Browning / David Kortlang	Stanza	U 148.36	1st Clas
3rd	Peter Phillips / Peter Young	Stanza	U 152.41	3rd Clas
4th	Gary Batts / John Hall	Gemini	R 155.04	1st Reco
5th	Peter Kelly / Chris Lane	Escort	C 155.31	1st Club
6th	Tony Perrett / Tony Best	Datsun 1600	R 155.49	2nd Reco
7th	Peter Marcovich / Greg Weale	Escort	R 156.50	3rd Reco
9th	Kevin Harvey / Kasiman Seden	Datsun 1600	C 159.31	2nd Club
12th	Simon Kabel / Gary Kabel	Mazda RX4	C 163.53	
13th	Richard McColm / David Kruger	Mazda	N 164.25	2nd Novi
14th	Tim Bailey / John Blake	Datsun 1600	C 165.56	
15th	Hank Kabel / Tony Kabel	Mazda 323	R 166.03	
17th	Grant Lilley / Con Siantis	Mazda RX3	N 166.41	3rd Novi
18th	Paul Cadell / Geoff Mewing	Datsun 1600	C 167.07	
23rd	Peter Herlihan / Bruce Langan	Escort	N 175.21	
24th	Pat O'Kane / Allan Briscoe	Mazda 1300	N 175.36	
26th	Noelle Drummond / Bruce Fullerton	Mazda RX2	N 175.59	
27th	Greg Whitaker / Alan Staib	Celica	N 176.36	
28th	Glen Law / Ross Perry	Gemini	C 177.16	
30th	Bob Carpenter / A Owen	Mazda RX2	N 181.05	
33rd	Michael Scott / Noel Farmer	Datsun 1600	N 187.33	
40th	Knerd Groobertash/Kerry Payne	Lotus-Jowett Stratos	666.66	

1982 CLUB CHAMPIONSHIPS

Night Run Championship

= 1	Alan McConnell	71
	Peter Johnson	71
3	Alan Ball	65
= 4	Sue Griffin	55
	Roberta Barbe	55
6	Rod White	52
7	Greg Barbe	51
= 8	Peter Garbett	48
	Daisy Bates	48
=10	Charlie Blake	42
	Tony Hazeldine	42
	Phil Unicomb	42
=13	Peter Stockton	25
	Barbara Knight	25
=15	Dennis Denning	22
	Ron Wilson	22
	Allan Mitchell	22
	Ron Wilkins	22
19	Laurie Streitber	20
=20	Chris Harbeck	13
	Faye Ball	13
22	Paul Williams	11
23	Peter Ball	10
=24	Ross Stanfield	9
	Alex Conroy	9
	Coral Taylor	9
	Kerry Payne	9
28	Paul Goopy	6
=29	Col McCubben	5
	Dolores McLoughln	5
=31	Brendan Simson	4
	John Reilly	4
	Tony Roberts	4
	June Wilkins	4
	Loprelle Mansfeld	4

Motorkhana Championship

1	Alan McConnell	41
2	Jack Read	29
3	Oriano Giammiche	28
= 4	Kel Taylor	22
	Lindsay Sutherln	22
6	Peter Smith	21
= 7	Ian Fink	20
	Alan Ball	20
= 9	Matt Read	18
11	Peter Garbett	17
12	Lee Drummond	15
13	Colin Plant	13
14	Peter Johnson	12
= 9	Jim Reddiex	18
15	Garry Read	11
=16	Daisy Bates	9
	Tricia Smith	9
	Laurie Streitberg	9
	Steve Arlidge	9

Motorkhana (Cont)

=16	Hank Kabel	9
	Charlie Blake	9
	Barry Chaseling	9
23	Glen Carpenter	8
24	Laurie Garth	7
25	Paul D Dillon	6
=26	Don Tainton	5
	Phil Stephan	5
	Trevor Plant	5
29	Tony Hazeldine	4
30	Gary Kabel	3
=31	Ian Reddiex	2
	Mike Mitchell	2
	Gary Luiten	2

Rally Championship

Still no Lutwyche Final Results.

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 Tragger	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

Rally Champ (Cont)

=37	Chris Campbell	1
	Bill Porteous	1
	Wayne Kirby	1
	Colin Plant	1
	Trevor Plant	1
	Tony Krebs	1
	Stephan McCabe	1
	Andrew McGraa	1
	Lachlan Foord	1
	Ross Perry	1
	Peter McMahon	1
	Alan Clunes	1
	Earl Bailey	1
	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 Streitberg	1
	Paul Cadell	1
	Bill Dillon	1
	Michele Dillon	1
	Dale Payne	1
	Greg Bertram	1
	Alan Brown	1
	Kerry Browning	1
	Peter Clydesdale	1
	Gary Luiten	1
	Richard Schilpzand	1

Off Road Championship

= 1	Ed van Amstel	30
	David Pearson	30
3	Paul Watkinson	27
4	Ian Baker	22
= 5	Cedric Loy	20
	Geoff Loy	20
= 7	Barry Macfarlane	17
	Sid Vahry	17
9	Mick Norris	14
=10	Ron Wilson	13
	Dennis Denning	13
=12	Tom Poots	11
	Peter Meiers	11
	Steve Blackburn	11
	Peter Gartshore	11
=16	Jim Adness	10
	Ian Macfarlane	10
	Wayne Cambie	10
	Douglas Scottorn	10



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Off Road Champ (Cont)		Ladies Championship		Club Championship		
=16	Voel Buckley	10	1 Daisy Bates	29	1 Alan McConnell	22
	Don Buckley	10	2 Coral Taylor	17	2 Kel Taylor	18
=22	Terry Conneely	9	=3 Sue Griffin	11	3 Alan Ball	15
	Ashton Bradley	9	Roberta Barbe	11	= 4 Peter Johnson	13
	Glenn Bradley	9	Tricia Smith	11	Ron Wilson	13
=25	Nev Taylor	8	6 Noelle Drummond	10	= 6 Rod Brand	11
	Nick Reeves	8	=7 Barbara Knight	8	David Pearson	11
27	Ed Hopkins	7	Michele Dillon	8	Coral Taylor	11
=28	Ian Bond	6	Kerry Browning	8	Ed van Amstel	11
	David Westwood	6	10 Faye Ball	7	=10 Ian Goldsworthy	10
	Peter Westwood	6	11 Dolores McLoughl	5	Cedric Loy	10
=31	Col Wilton	5	=12 June Wilkins	4	Jack Read	10
	George Croucher	5	Lorrelle Mnsfied	4	=13 Oriano Giammichele	9
	Buenter Schmied	5			John Hinz	9
	Kevin Hufschmid	5			Chris Lane	9
	Ian Prescott	5			Stewart Reid	9
=36	Barry Massey	4			Glen Somerville	9
	Jeff Best	4			Paul Watkinson	9
=38	Andy Davis	3			=19 Roberta Barbe	8
	Tim Hegarty	3			Ian Baker	8
	Gary Moedt	3			Sue Griffin	8
	Bill Hammond	3			Geoff Loy	8
=42	Kev White	2			Lindsay Sutherland	8
	Warren Blackbour	2			=24 Rod Cross	7
	Rod Sams	2			Peter Garbett	7
	Michael O'Brien	2			Peter Smith	7
	Clive Scott	2			Rod White	7
=47	Ken Boulton	1			=28 Daisy Bates	6
	Geoff Dein	1			Allan Briscoe	6
	Noel Jeffrey	1			Dave Blackmore	6
	Stephen Jeffrey	1			Paul Dillon	6
	Richard Steele	1			=32 Greg Barbe	5
	Kim Steele	1			Steve Arlidge	5
					Ian Fink	5
					Norm Fritter	5
					Barry Macfarlane	5
					Graham Smith	5
					Warren Tegg	5
					Greg Weale	5
					Sid Vahry	5
					=41 Charlie Blake	3
					Dennis Denning	3
					Tony Hazeldine	3
					Matt Read	3
					Mick Norris	3
					Laurie Streitberg	3
			=47 Jim Reddiex	2	=47 Paul Goopy	2
			Trevor Plant	2	Laurie Garth	2
			Phil Unicomb	2	Hank Kabel	2
					Gary Kabel	2
					Col McCudden	2
					Mike Mitchell	2
					Gary Luiten	2
					Peter Marcovich	2
					Colin Plant	2

Speed Event Championsp

1	Rod Brand	11
2	Ron Wilson	10
= 3	Stewart Reid	9
	John Hinz	9
	Ian Goldsworthy	9
6	Dave Blackmore	8
7	Paul Dillon	7
8	Steve Arlidge	6
9	Cedric Loy	5
10	Peter Marcovich	4
11	John Shirley	3
12	Geoff Loy	2

=47	Jim Reddiex	2
	Trevor Plant	2
	Phil Unicomb	2

Everybody else with points is =59 on 1 point.

=47	Paul Goopy	2
	Laurie Garth	2
	Hank Kabel	2
	Gary Kabel	2
	Col McCudden	2
	Mike Mitchell	2
	Gary Luiten	2
	Peter Marcovich	2
	Colin Plant	2

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 and 1 point for all BSCC finishers thereafter. For Motorkhanas 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 (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.

Club Autocross - 8th August

Organised by JOHN HINZ, IAN GOLDSWORTHY, Brad Skinner, Rod Cross, Warren McKewen, Me, TIMS and a Mr T Cobley who appears to be somebodys mothers brother, Ian Baker, Lynn Goldsworthy Paul Goopy,

Our Special Thanks Go To RON WANLESS for the use of the land.

What a top club event this was, what should have been a Grim Competition became a Lottery depending on when you ran in relation to the frequent cloud-bursts.

EXTRA EDITORIAL AWARDS - Closest to the Timing Kombi - Paul Dillon
 - Closest to squashing a timing Official - Chris Brand
 - Driving Like What we have NEVER seen - Kerry Browning
 - The "Come In Spinner" Trophy - Peter Marcovich
 - The "Will he, Won't he?" Trophy - Brad Skinner
 - The Trophy for the run that most had the Timekeepers saying "Impossible" - Kerry Browning after rolling.
 - The Trophy for the man who got closest to the man he was lapping - Hank Kabel
 - The Trophy for the person who had his dad almost beaten. - Tony Kabel
 - The man who provided the most good natured humour by his performance - Laurie Garth
 - The Most Impossible Demand on the Timers - Noelle Drummond

The "Watch Out here he/she comes again" trophy will be divided equally between - Cedric Loy, Geoff Loy, Michele Dillon, Paul Dillon, Tony Kabel, Laurie Garth, Kerry Browning, Chris Brand, Rod Cross, Noelle Drummond, Alan Ball, (It was a VERY hairy day) Graeme Adair, Stewart Reid, Bob Sherrin, Mike Mitchell

- Furthest up on two wheels without falling over - Alan Ball

Run 1	(Pos Overall, Driver, Class, Time (# denotes Lady Driver))
1	Rod Brand G 2 34.2 18 #Kerry Brown A 2 54.9 35 Bob Sherrin D 3 05.5
2	Peter Marcovi C 2 37.6 19 Cedric Loy H 2 55.2 36 Alan Ball D 3 05.6
3	Ron Wilson F 2 43.1 20 Chris Goonan D 2 55.5 37 Dennis Denn F 3 07.5
4	Stewart Reid B 2 43.9 21 Sean Tanner D 2 56.0 38 Daryll Ham A 3 06.0
5	Dave Westwood E 2 44.3 22 Steve Arlidg A 2 56.7 39 #Meg Davis B 3 07.6
6	Hank Kabel C 2 45.6 23 Bill Dillon A 2 57.8 40 Bruce Tait D 3 12.6
7	Gary Moedt H 2 46.4 24 Paul Mason D 2 58.7 41 #Faye Ball D 3 14.1
8	Dave Blackmor F 2 47.5 25 John Ward A 2 58.9 42 #Robyn Arlida A 3 17.9
9	Col McCudden A 2 48.0 26 Gary Kabel A 2 59.8 43 #Nerida Blac F 3 18.7
10	Alan McConnell A 2 48.4 27 Ashley Kerse A 3 00.1 44 #Chris Bran C 3 22.0
11	Paul Dillon A 2 49.3 28 Own McClinto A 3 01.0 45 #Dlrs McCudd A 3 29.5
12	Graeme Adair D 2 51.3 =29 Geoff Loy H 3 01.5 46 Rod Cross B 3 32.1
13	Mike Mitchell D 2 51.5 #Nol Drummon A 3 01.5 47 Laurie Gart A 3 53.8
14	Brad Skinner D 2 51.6 31 Wayne Hickey D 3 02.1 48 Ian Gldswry A 4 03.4
15	John Shirley A 2 52.3 32 Richard Dvis A 3 02.7 49 Don Milner A DNF
16	Tony Kabel B 2 52.4 33 #Mchl Dillon A 3 03.1 XX Phil Stphn DNF
17	Lee Drummond A 2 53.0 34 David Moore A 3 03.3

Class A = Rally Car with Novice Driver, B = R/C with Clubman Driver,
 C = R/C with Reco + Driver, D = Standard Sedans, E = 2WD OFF ROAD to 1200cc,
 F = 0WD O/R 1200-1600cc, G = 2WD O/R 1600cc +, H = 4WD

We very nearly reached the end of the first timed run when the rain just fell down for 3 minutes 53.8 seconds, truly it began raining as Laurie Garth came up for his run and finished just as he did. What made it somewhat tricky for Laurie was that the windscreen wiper got out of position and began wiping energetically at the air. Other late entries to be caught out included Christine Brand who did a very brave 3.22, just missing the Editor-cum-Timekeeper whilst spinning to a halt. However I think that despite Peter Marcovich's scintillating drive to second place and Rod Brands to first, Despite Stewart Reids spectacular run to 4th, Hank Kabels polished smoothness to 6th, Gary Moedt blasting the big beast round to 7th, and Mike Mitchell and Brad Skinner poling some very unlikely standard vehicles round to high places, to me the best performance was by MICHELE DILLON, now 33rd and 3rd Lady may not seem on the face of it too remarkable, but Michele had a very wet track to cope with and she beat her male contemporaries, Ian Goldsworthy and Rod Cross, by 1 minute and 29 seconds respectively, magic Michele. Like a ship in full sail Michele finished her first lap with about 30 metres of the club's expensive plastic bunting streaming in the wind. Earlier Cedric Loy had crossed the finish line with a degree of Elan and collected all the bunting opposite. It was on this run that Alan Ball reared up so far on two wheels that it actually teetered, this slowed the boy down a bit. Two starters didn't record a time on this run, I'm told that Phil Stephan had his linkage fall to pieces (very painful that) and Don Milners 1902 Mk1 Cortina had a brief touch of the old senile decay.

Run 2

1 Rod Brand	G 2 26.5	16 Geoff Loy	H 3 03.7	31 #Kry Brg A 3 30.9
2 #Chris Brand	G 2 44.1	17 #Michele Dll	A 3 04.6	32 Gary Kbl A 3 37.5
3 Dave Westwood	E 2 46.0	18 John Ward	A 3 06.6	33 Ptr Mrch C 3 38.3
4 Ron Wilson	F 2 46.1	19 Richard Davs	A 3 07.0	=34 Rbyn Arl A 3 40.1
5 Tony Kabel	B 2 49.0	20 Paul Dillon	A 3 09.1	Sean Tan D 3 40.1
6 Hnk Kabel	C 2 49.6	21 #Nol Drummnd	A 3 13.8	36 Graem Ad D 3 42.1
7 Rod Cross	B 2 50.7	22 David Moore	A 3 14.2	37 Dn Mlnr A 3 45.4
8 Gary Moedt	H 2 52.7	23 John Shirley	A 3 16.5	38 Aln McCn A 3 46.6
9 Laurie Garth	A 2 56.8	24 #Nerida Blkm	F 3 18.7	39 Wyn Hcky D 3 55.9
10 Steve Aridge	A 2 56.9	=25 Mike Mitchell	D 3 18.9	40 Bro Tait D 4 00.4
11 Dave Blackmore	F 2 57.3	Ashley Kerse	A 3 18.9	41 #Ey Ball D 4 02.6
12 Cedric Loy	H 2 59.2	27 Bill Dillon	A 3 22.4	42 Paul Msn D 4 33.6
13 Stewart Reid	B 3 00.2	28 Dennis Denni	F 3 23.1	43 Dwn McCk A 4 38.1
14 Brad Skinner	D 3 00.9	29 Bob Sherrin	D 3 28.5	44 Alan Bal D 4 47.1
15 Lee Drummond	A 3 01.0	30 #Meg Davis	B 3 29.6	45 Chris Gn D 5 29.0

So many nominations for the best run this time, although the vagaries of the weather really made a lottery of the whole thing. Should be the magic Christine Brand, first lady by over 20 seconds and 2nd overall behind Rod, or Rod Cross who improved to 7th, Gary Moedt spinning the big wheels on the black soil slippery surface, Laurie Garth a notable 9th, Brad Skinner whose Ute was on pretty slick radials but still came 14th, Michele Dillon again for being the first lady in a road car by 20 secs, ? No this time it'll go to TONY KABEL for coming 5th overall and beating his dad by .6 sec, well done Tony.

It was a disastrous run for Col and Dolores McCudden who rolled on the far side of the circuit. Unlike Kerry Brownings mishap the McCuddens Mazda tripped over one corner so the roof was well crushed in one place and the bonnet and front wing had a very droopy look. Daryll Ham didn't come out for this run. The Bakers Kombi which we were using as a timing vehicle was situated on the inside of the final 90 left and there was a risk of somebody spinning off into the infield. Well Paul Dillon, on his way to a Class A win, did just that - coming to a halt about 3 feet from the

Kombi. The Stewards looked faintly horrified at all this but as long as you kept an eye open there was no bother, however the amusing sight of everybody crouching to run when something dodgy finished, like Gary Moedts elephant for instance, was something to relish.

After 2 Runs

1 Rod Brand	G 5 00.7	16 #Chris Brd	G 6 06.1	31 Aln McConnl	A 6 35.0
2 Ron Wilson	F 5 29.2	17 #Mchl Dill	A 6 07.7	32 Sean Tannr	D 6 36.1
3 Dave Westwood	E 5 30.3	18 John Shirl	A 6 08.8	33 #Meg Davis	B 6 37.2
4 Hank Kabel	C 5 35.2	19 Richard Ds	A 6 09.7	34 Gary Kabel	A 6 37.3
5 Gary Moedt	H 5 39.1	20 Mike Mitch	D 6 10.4	35 #Nrd Blkmre	F 6 37.4
6 Tony Kabel	B 5 41.4	21 #Nol Drmmn	A 6 15.3	36 Laurie Grth	A 6 50.8
7 Stewart Reid	B 5 44.1	22 Peter Mrch	C 6 16.5	=37 #Rbyn Arldg	A 6 58.0
8 Dave Blackmore	F 5 44.8	23 David Moor	A 6 17.5	Wayne Hckey	D 6 58.0
9 Brad Skinner	D 5 52.5	24 Ashley Krs	A 6 19.0	39 Brce Tait	D 7 13.0
10 Steve Arlidge	A 5 52.6	25 Bill Dillon	A 6 20.2	40 #Faye Ball	D 7 16.7
11 Lee Drummond	A 5 54.0	26 Rod Cross	B 6 22.8	41 Paul Mason	D 7 32.3
12 Cedric Loy	H 5 54.4	27 #Kerry Brn	A 6 25.8	42 Dwayn McCnh	A 7 39.1
13 Paul Dillon	A 5 58.4	28 Dennis DnngF	6 30.6	43 Don Milner	A 7 53.8
14 Geoff Loy	H 6 04.5	29 Graeme Adr	D 6 33.4	44 Alan Ball	D 7 52.7
15 John Ward	A 6 05.5	30 Bob Sherrn	D 6 34.0	45 Chrs Gnan	D 8 14.5

After 2 runs it seems that Rod Brand is uncatchable, almost 30 secs ahead of Ron Wilson and Dave Westwood - despite the fact that Buggy handling makes me wince, for traction and go in the wet they cannot be beat. First of the road cars was Hank Kabel, then Gary Moedt shaking the earth, the amazing Tony Kabel almost 3 secs ahead of Stewart Reid, Dave Blackmore in another Buggy, Brad Skinners Ute was the first of the standard cars and Steve Arlidge led the Novice Rally drivers. Top Lady but only by 1.6secs Chris Brand just led Michele Dillon with Noelle Drummond 7.7 secs adrift.

Run 3

1 Peter Marcovic	C 2 26.3	16 Cedric Loy	H 2 44.6	31 Dave Wstwd	E 3 30.8
2 Ron Wilson	F 2 31.4	17 Paul Mason	D 2 44.8	32 Tny Kabel	B 3 34.5
3 Stewart Reid	B 2 35.6	18 Dicky Davis	A 2 47.2	33 Hank Kabel	C 3 39.9
4 Paul Dillon	A 2 37.5	19 Dwyn McCln	A 2 48.5	34 John Ward	A 4 02.5
5 Bob Sherrin	D 2 39.2	20 Geoff Loy	H 2 49.2	=35 Krry Brning	A 4 05.5
6 Don Milner	A 2 39.6	21 David Moor	A 2 53.0	Lee Drmmnd	A 4 05.5
7 Chris Goonan	D 2 40.0	22 #Nerida BlkF	3 01.3	37 Sean Tanner	D 4 06.2
8 Dennis Denning	F 2 40.5	23 Bruce Tiat	D 3 01.9	38 Ashly Krsey	A 4 24.3
9 Rod Brand	G 2 41.2	24 #Robyn Arl	A 3 02.2	39 #Nol Drmmnd	A 4 27.9
=10 John Shirley	A 2 41.6	25 #Meg Davis	B 3 05.0	40 Mike Mtchel	D 4 33.2
Graeme Adair	D 2 41.6	26 Gary Kabel	A 3 05.6	41 Bill Dillon	A 4 54.8
12 Alan McConnell	A 2 42.5	27 #Faye Ball	D 3 15.4	42 Laurie Grth	A 5 00.9
13 Steve Arlidge	A 2 43.1	28 #Chrs Bran	G 3 19.1	43 Brad Skinnr	D 5 02.3
14 Dave Blackmore	F 2 43.2	29 Gary Moedt	H 3 24.8	44 Wayne Hcky	D 5 36.6
15 Alan Ball	D 2 43.5	30 Rod Cross	B 3 30.2	45 #Mchl Dilln	A 6 19.5

It was on this run that Kerry Browning gently sank onto her side, once back on her wheels she scooted round like a girl possessed, feeling that she couldn't do any more damage than she'd already done. The award for the run. Now everybody from Noelle Drummond onwards was sorely effected by the rain, and Rod Brand was really polished to pull out a 2 41.2. But perhaps it should be Peter Marcovich but he stumbles into the "excellance is expected barrier", how about Paul Dillon or Bob Sherrin or Don Milner all far higher than you'd expect. Or even Nerida Blackmore, top lady at last. No we'll give it to CHRIS GOONAN, there arn't many people who are lying last after two runs and then come in 7th ! As Noelle started her run the rain fell down again, after one lap she spun to a halt and asked for another run - only to be despatched with curses, the only fun I get.

Results

1st Rod Brand	7	41.9	1st Cls G	24th Gary Kabel	9	42.9	A
2nd Ron Wilson	8	00.6	1st Cls F	25th Rod Cross	9	53.0	3rd Cls B
3rd Stewart Reid	8	19.7	1st Cls B	26th Lee Drummond	9	59.5	A
4th Dave Blackmore	8	28.9	2nd Cls F	27th #Robyn Arlidge	10	00.2	A
5th Paul Dillon	8	35.2	1st Cls A	28th John Ward	10	08.0	A
6th Steve Arlidge	9	36.7	2nd Cls A	29th Bruce Tait	10	14.9	3rd Cls D
7th Cedric Loy	8	39.0	1st Cls H	30th Paul Mason	10	17.1	D
8th Peter Marcovich	8	42.8	1st Cls C	31st Dwayne McClintoch	10	27.6	A
9th John Shirley	8	50.4	3rd Cls A	32nd #Kerry Browning	10	31.3	A
10th Geoff Loy	8	53.7	2nd Cls H	33rd #Faye Ball	10	32.1	D
11th Richard Davis	8	56.9	A	34th Don Milner	10	33.4	A
12th Dave Westwood	9	01.1	1st Cls E	35th Alan Ball	10	36.2	D
13th Gary Moedt	9	03.9	3rd Cls H	36th Sean Tanner	10	42.3	D
14th David Moore	9	10.5	A	37th #Noelle Drummond	10	43.2	A
15th Dennis Denning	9	11.1	3rd Cls F	38th Ashley Kersey	10	43.3	A
16th Bob Sherrin	9	13.2	1st Cls D	39th Mike Mitchell	10	43.6	D
17th Graeme Adair	9	15.0	2nd Cls D	40th Chris Goonan	10	54.5	D
18th Hank Kabel	9	15.1	2nd Cls C	41st Brad Skinner	10	54.9	D
19th Tony Kabel	9	15.9	2nd Cls B	42nd Bill Dillon	11	15.0	A
20th Alan McConnell	9	17.5	A	43rd Laurie Garth	11	51.5	A
21st #Chris Brand	9	25.2	1st Lady	44th #Michele Dillon	12	27.2	A
22nd #Merida Blkmre	9	38.7	2nd Lady	45th Wayne Hickey	12	34.6	D
23rd #Meg Davis	9	42.2	3rd Lady				

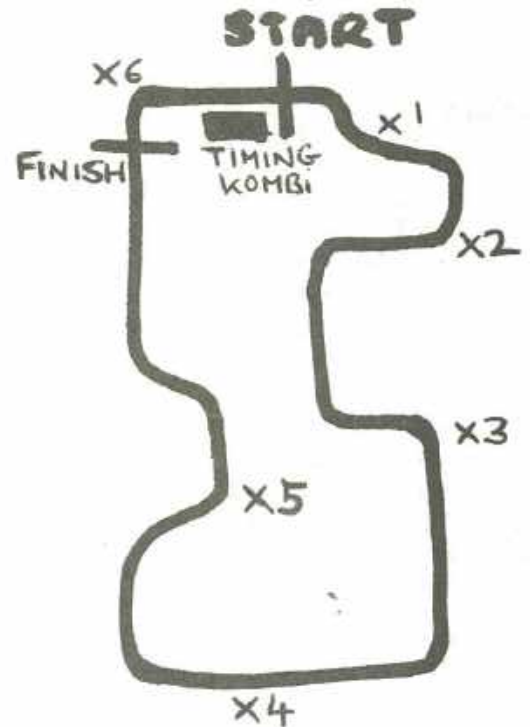
So its congratulations to Rod Brand for winning so convincingly and also to all the class winners, Ron Wilson, Stewart Reid, Paul Dillon, Cedric Loy, Peter Marcovich, David Westwood, Bob Sherrin and the top lady Christine Brand.

Sexterganaginal Survey	1	2	3	4	5	6
Rod Brand	G	2				
Peter Marcovich	C	1	1			
Ron Wilson	F	1	1	1		
#Chris Brand	G	1				
Stewart Reid	B		1	1		
David Westwood	E		1		1	
Paul Dillon	A			1		
Tony Kabel	B				1	
Bob Sherrin	D				1	
Hank Kabel	C					2
Don Milner	A					1

1. Milners Halt
2. Brownings Tumble
3. McCuddens Roll
4. Moedts Straight
5. Balls Fright
6. Loys Bunting

On all runs the cars did one standing and then one flying lap.

This really was a most successful club event, let's have another soon. (Hint. hint to organisers :- the second ones always four times easier than the first).





After escaping from Herd Groobertash for a blessed month, Laurie Garth has supplied me with these photo's of Herds fathers premises in Tasmania. Yes Kerry Paynes mans father is in, is in, TRADE ! She'll never get invited to Government House again. Gone carefree afternoons in the owners box at the Eagle Farm races, gone dining at The Brisbane Club on Ladies Night. Henceforth

it'll be a dustbin at the Dogs on a Thursday night and a pie at The Fishmongers Hall. As you can see Hurd Snr sells the odd carpet, indeed he even has a "Broadloom" but you can get ointment for it now. Now Kerry has never told us about this, doubtless hoping that the famed Sylvia de Costa Rica of the Sunday Whale would never discover. Well now it's public and I demand Kerry be exposed -- All of Her (Tickets, like programs, One Dollar)



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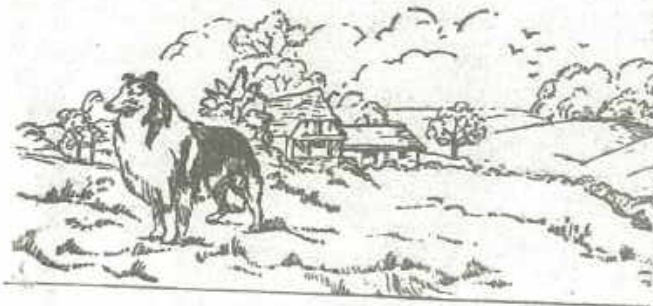
Telecast British Grand Prix

Don't let's get too upset over Channel 9 choosing Golf on a Sunday to telecast, better late is far better than never. Look just because I'm the only visible Pommie B... at the club there's no need to blame me for the dreadful camerawork, you must understand that the Brits get almost no motor-racing on the teev so that anything faster than the 3 o'clock from Redcar and the camera man is all at sea. Brands Hatch, of very fond memory was looking really great - following their wettest June this century ! Smashing race, good old Derek Warwick and I don't care how big the Hart engine is. The Robot won, Turbo Ferrari's 2nd and 3rd, Frogs nowhere - very nearly a perfect result. Allan Jones will win the next B.G.P. (at Donnington ?) in a Honda - roll on '83.

IF YOU HAVE A PET OFF ROADER

DON'T—

- Throw him into water to make him swim.
- Make him race you when you are riding a bicycle. The strain of keeping up with a fast-moving cycle may injure his heart.
- Let him wander about outside on damp, foggy nights.
- Throw stones or jagged sticks for him to retrieve. These would break his teeth or damage his mouth. Always use a medium-size rubber ball. (SAY NO MORE)
- Make him run about too much in very hot sun.
- Give him a meal just before setting out on a train journey.



JEEZ THERE'S JUST
NOTHING QUICKER
THAN A BRISBANE
HOUSEWIFE ON THE
OLD MALVERN STAR

IF YOU HAVE A RALLY DRIVER

DO—

- Rub him down well when he gets wet in cold weather, with an old, dry towel.
- Give him plenty of exercise.
- See that he always has a bowl of *fresh* water.
- Give him a little cooked green vegetable in his food in summer.
- Give him a little more meat and potato in winter.
- Rinse his coat in fresh water after he has been in the sea so that the salt does not harden and set up an irritation.
- Brush his coat well to free it from sand or grass or burrs.
- Take him to the vet at once if he seems out of sorts.

HEAVEN FORBID THAT
A RALLY DRIVER SHOULD
EVER "HARDEN UP
AND CAUSE IRRITATION"



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ADMINISTRATION OFFICER.....	Esme Gibson		391 8881

CLUBROOMS

B.S.C.C. Clubrooms are located on the corner of Reid and Hawthorne Streets, Woolloongabba, and are open every Wednesday from 8.00 pm 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

- August 18 Off Road Night at the Clubrooms 8pm
- 22 Stretchworth 300, Long Course Off Road - Dalby
- 25 'Le Specs' Night Run from the Clubrooms at 8pm
Organised by Barbara Knight and Peter Stockton
- 29 Australian Motorkhana Championships
Ipswich West Moreton A.C. Mt Ommaney Shopping Centre 9am
- September 1 Presentation Night for the Stretchworth 300
In the Clubrooms commencing at 8pm.
- 4 - 5 Caneland Rally - Mackay Car Club
- 7 Board Meeting at the Clubrooms 7pm
- 8 Rally Night at the Clubrooms
- 11 - 12 B.P. Riverland 300 Round 3 Aust Off Road Champ. Waikerie
- 12 Club Motorkhana organised by Kathstrine Tegg
Venue uncertain - see details within
- 14 Sporting Sub-Committee Meeting 8pm
- 15 Off Road Night at the Clubrooms 8pm
- 22 Night Run from the Clubrooms at 8pm
by Barbe and Stanfield
- 29 Social Night at the Clubrooms at 8pm
- October 5 Board Meeting at the Clubrooms 7pm
- 6 Social Night at the Clubrooms 8pm
- 9-10 Monroe Wylie 400. Round 4 Aust Off Road Champ Goondiwindi
Organised by Garry Connelly. Details Inside
- 13 Rally Night at the Clubrooms 8pm
- 19 Sporting Sub-Committee Meeting 8pm
- 20 Off Road Night at the Clubrooms 8pm
- 27 Night Run by Laurie Streitberg 8pm
- 30-31 James Hardie 24 Hours Rally - Full Details Next Month

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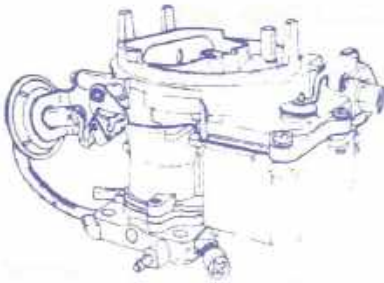
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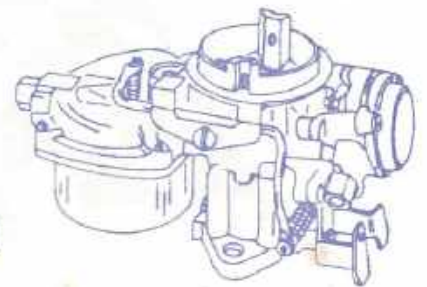
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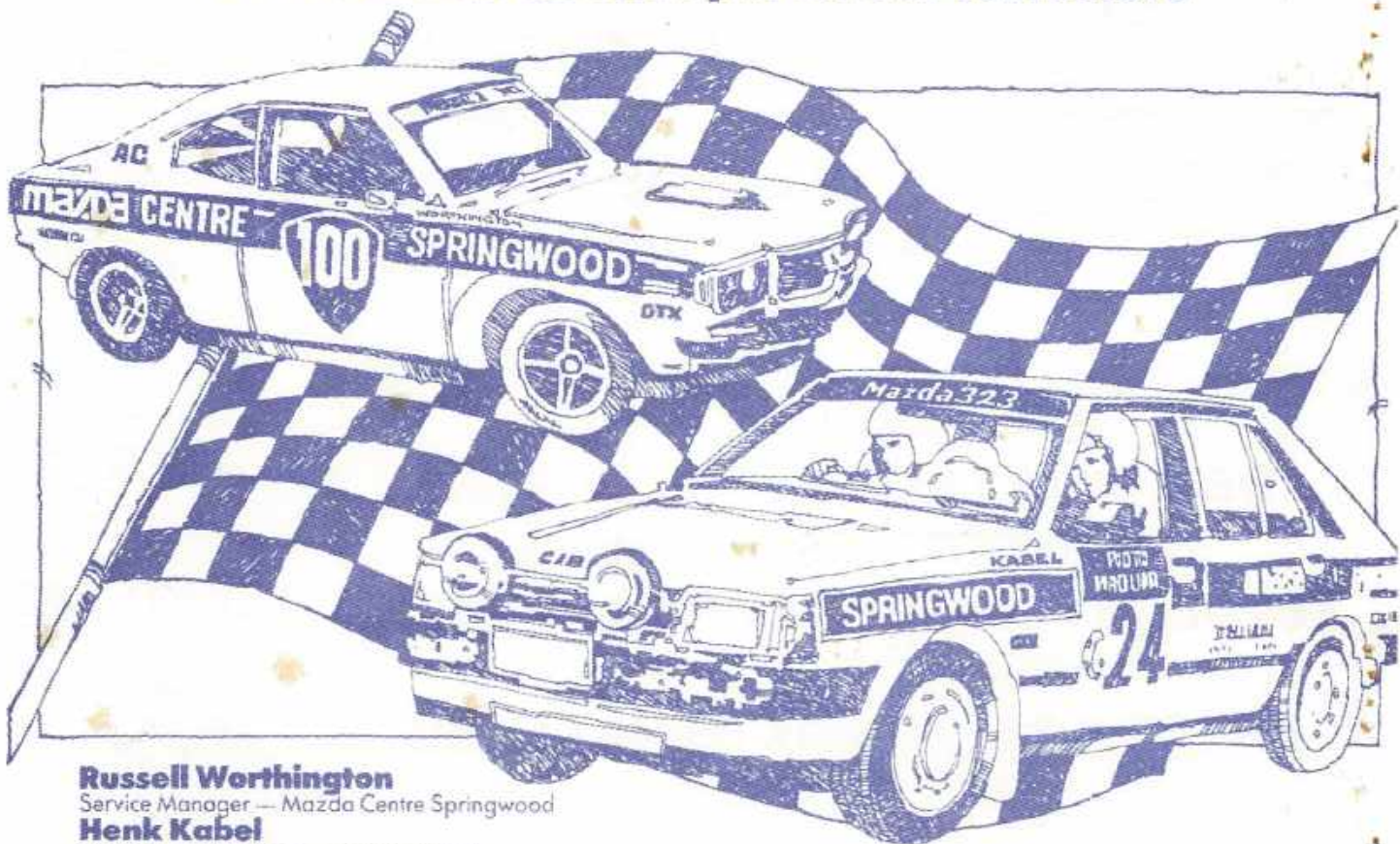
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Russell Worthington
Service Manager — Mazda Centre Springwood
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