



BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication — Category B

-- MAY 1983





HOLLAND PARK AUTO ELECTRICS

803 LOGAN RD. 3970446

PROPRIETOR: PAUL MASON
(Qualified Auto Electrician)

AGENTS FOR:



No.1 in Competition Electrics

Experience in:-

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



R.A.C.O. APPROVED REPAIRER

MAZDA MAGIC



From the Mazda Specialists



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

CONTENTS OF THE RAG

- Page 1 - Contents
- " 2 - Editorial
Major Forthcoming Event - James Hardie National Rally 25/26/6/83
- " 3/7 - Shell Logan Road Driveway Rally
Interviews Results and Commentary
- " 8/9 - James Hardie National Rally
A Phoenix rises from the Mud.
- " 10/12 - Club Motorkhana 8th May
Shock ! News ! Horror !
Laurie Garth wants a Navvie
Grim Night Run Warning
- " 13 - Welcome to New Members
For Sales - Kelvin Talyors Rotary Engine
Col Powells Rotary Bits
Forthcoming Event - I.W.M.A.C. Bitumen Motorkhana 29th May
- " 14 - Gleanins from CAMS minutes
Forthcoming Event - Christian Autosports Rallysprint 28th May
For Sale - Ken Boultons Buggy
Talyors News form Msrk and Coral
- " 15 - Major Forthcoming Event - Cherribah Long Course Enduro
- " 16/17 - Steve Blackburn airs his differences
- " 17/20 - Amberley Short Course Challenge
Results and Observations
- " 21 - Pat McCreery Communicates
- " 22/23 - Club Championships 1983
- " 24 - Club Officials 1983
- " 25 - Coming Events

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

STOP PRESS - The lovely and Talanted Del Garbett has offered to become the Chairman of the Motorkhana Sub-Committee. Del was last years Ladies Champion and is an accomplished Motorkhana Competitor - WELCOME DEL (393 1400 Home)

BRISBANE SPORTING CAR CLUB Ltd
Magazine - May 1983

Editorial

First of all I see that in their ad. for the Charade, Diahatsu have the cheek to say that the car built up immense prestige amongst the rallying fraternity ! Well you and I are the rallying fraternity in Brisbane and I've never even heard of a Charade starting in an event - my Rothmans rallying annuals don't mention them, and my new Rallycourse (a book that for pictures and stories leaves the Rothmans books for dead) doesn't have a bleep about them. I thought the days when Advertisers could lie like this were over - or perhaps the Diahatsu factory persuaded the Japanese equivilent of CAMS to make their Annual Fun Run an international event ?

Now if there's one maxim to hand down to the young people in life it's this

YOU CANNOT BULLY THOSE IN LIFE OVER WHICH YOU HAVE NO CONTROL

e.g. :- You cannot bully the man behind the post office counter because he's in a government job and there's NO WAY he'll be sacked.
You cannot bully the pretty receptionist because she's 'close friends' with the Managing Director.
You cannot bully secondhand book-sellers because he has no trouble selling books and he'd sooner not sell them to an argumentative swine anyway.
You can bully any employed retail staff not related to the owner. .
Airline employers are asking to be bullied.
You cannot bully scrutineers or control officials because all they'll do is make your life harder - far better to be remembered as that "Slimy bastard with the bag of sweets who always seems to get his own way."

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

Major Forthcoming Event Deja Vue

With the raining off of the JAMES HARDIE NATIONAL RALLY one would expect all to be gloom, especially amongst those poor souls from beyond the Queensland borders - and words cannot convey just how far that is in this vast country - but the Rally Briefing that became the Rally Wake was a very jolly affair indeed. Gracing us with his presence was His Rallying Highness Geoff Portman and entourage, and we were honoured to have the use of a tenth floor function room at The Gazebo Hotel in the heart of Brisbane for our use. Snacks were provided and the drinks were expensive, and the lucky souls who don't have to work on Saturday kept the fun going until about 5am. Let's make the event that is to be, as good as the event that wasn't.

James Hardie National Rally
June 25th/26th '83

If you couldn't do the event when it was on at the end of April well you can enter for the re-vi-sed date now. Regulations available from Esme at the office (Mon-Tue, Thu-Fri 9.30-2,30). The event will now finish at the FREEP in the park on Sunday - Full Details Next Month, but if you want to enter then DO IT NOW !

WE NEED HELPERS - IF YOUR NOT DEAD THEN RING BRIAN SWINTON 48 4558 (Home)
48 8061 (Work)

SHELL LOGAN ROAD DRIVEWAY RALLY - 16th/17th APRIL 1983

Round 1 G.P. Cars/Cibie Novice/Clubman Championship

Organised by PETER MARCOVICH for the BRISBANE SPORTING CAR CLUB Ltd.

Once again our friends in the Forestry Department give their leave for us to blast the forests with the sound of more-or-less highly tuned engines. Every time we stare aghast at what some official body has done to us, remember the Forestry Department and say to yourself "That's a government body I could really buy a beer".

Peter Marcovich was directing his first event (with the valuable assistance of former organiser Coral Taylor - no hold on, by the time this comes out Coral will be in Europe for 6 months and this leaves me free to say exactly what I like about her - I expect she stayed in the rally H.Q. all night swigging gin and lashing out at any competitor who ventured near) and did a splendid job too, especially after the event was postponed for a month following 6 inches of rain in Nanango. The only complaints (apart from the dust) were that rallying appears to be edging even further away from Brisbane - and a novice from Mexico, positive that anything the southern states could do would be better, who didn't like the way the Current Queensland Rally Champion scrutineered.

Of the 55 starters 38 were from the B.S.C.C. (or carried a club member as part of the crew) which is a remarkably large percentage considering the rallies catchment area. For such a large club the B.S.C.C. has retained a very personal atmosphere - indeed those poor souls lampooned within these pages say it's far TOO personal.

I digress again but I find Preen gets it out of the carpet (It's one of those rainy, grey afternoons when nobody comes to the shop and I have 3 hours to kill before going home - TIMS has promised to let me have something hot on the kitchen table when I reach home). The rally began on a hot March afternoon, and the first stages were very dusty, but at the division break a short, sharp, shower was experienced and the late stages were very slippery indeed. So much so that the last competitive was scrubbed after 7 cars got stuck on a hill - somewhere or other Alan Balls Datsun 1600 splodged to a halt in the mud and it was still there on Sunday, Alan should have stuffed Rod White under the rear wheels for a bit of traction.

The first stage was round the Mayor of Redcliffes rallycross ground at Esk - only it was covered in horses. Shock ! Horror ! dilemma ! luckily we had on hand the clubs answer to the Man from Snowy River, Peter Phillips, "Our Man from Charleville". Peter leapt on an Irish Wolfhound and soon Esk rang with his cries :- "Come behind you hound", "Head them up, move them out", "California or Bust" (having seen California I'll take Bust thank you) and that exhausts my knowledge of livestock handling cries - Peter wanted to break a horse, but he was told that if he broke it - he could bloody well pay for it.

Stage 1

= 1 Taylor/Stewart	C 3/4 = 3	Reid/Goldsworthy	C 1 = 3	Browning/Hall	N 1
Whitaker/Staib	C	Graham/Best	C	Milner/Hickey	N
= 3 Keys/Kelly	C 1	Harvey/Seden	C	O'Brien/Robert	N
Skinner/Nissen	C	Moir/Gilliland	N	McGinn/Chaseli	N
Reddiex/Reddiex	C	Sisson/O'Shea	N	Weale/Tegg	N
Kabel/Garbett	C	McColm/Kruger	N	Plant/Plant	N
Passlow/Ovens	C	Bailey/Bailey	N	McCabe/McCabe	N
Gatton/Morrison	C	Hinckley/Beecham	N	Adams/McIver	N

Stage 1 Cont

= 37	Law/Perry	C	1½	= 37	Rasmussen/Dunk	N	1½	= 37	Ball/White	N	1½
	Cross/Dillon	C			Muir/Apel	N			Fritz/Garth	N	
	Melton/Elias	N			Bergmann/O'Shea	N			Blair/Kleindin	N	
	Goopy/Harbeck	N			Krebs/Krebs	N		55	Herlihen/Langa	N	5¾
	Neilson/Wright	N			Dillon/Kabel	N					

Stage 2

= 1	Taylor/Stewart	C	3¾	= 16	Melton/Elias	N	6	= 34	McColm/Kruger	N	7½
	Gatton/Morrison	C			Bailey/Bailey	N			Muir/Apel	N	
4	Dillon/Kabel	N	4¾		McCabe/McCabe	N			Hinckley/Beech	N	
5	Law/Perry	C	5		Adams/McIver	N		= 40	Rasmussen/Dunk	N	7¾
= 6	Reddiex/Reddiex	C	5½	= 22	Kabel/Garbett	C	6½	43	Krebs/Krebs	N	10
	McGinn/Chaseling	N		= 24	Reid/Goldsworthy	C	6½	44	Moir/Gillilan	N	14¾
= 9	Graham/Best	C	5½		Blair/Kleindeins	N		45	Sisson/O'Shea	N	17¾
	Harvey/Seden	C		= 26	Fritz/Garth	N	6¾	46	Bergmann/O'Sh	N	18½
	Milner/Hickey	N		= 28	Passlow/Ovens	C	7	47	Neilsen/Wrigh	N	18¾
	Weale/Tegg	N			Whitaker/Staib	N		48	Keys/Kelly	C	20½
15	O'Brien/Robertso	N	5¾	= 32	Plant/Plant	N	7½	50	Goopy/Harbeck	N	117½
= 16	Skinner/Nissen	C	6		Ball/White	N					

Stage 3

1	Taylor/Stewart	C	6½	= 16	Plant/Plant	N	9¾	= 31	Blair/Kleidnein	N	12¾
= 3	Keys/Kelly	C	6¾	18	McColm/Kruger	N	10	36	Muir/Apel	C	12
	Milner/Hickey	N	6¾	= 20	Neilson/Wright	N	10½	37	Gatton/Morris	C	13
5	Whitaker/Staib	C	7		McCabe/McCabe	N	10½	38	Adams/McIver	N	13½
6	Dillon/Kabel	N	7½	25	Reid/Goldsworth	C	10¾	40	Reddiex/Reddi	C	16½
7	Graham/Best	C	7¾	26	Kabel/Garbett	C	11	41	Bergmann/O'Sh	N	17
9	Harvey/Seden	C	8½	27	McGinn/Chaselin	N	11½	44	Fritz/Garth	N	21
10	Ball/White	N	8¾	= 28	Rasmussen/Dunk	N	11½	45	Skinner/Nisse	C	23
11	Hinckley/Beecham	N	9		Krebs/Krebs	N	11½	46	Moir/Gillilan	N	30½
= 14	Passlow/Ovens	C	9½	= 31	Melton/Elias	N	12½	47	Weale/Tegg	N	30¾
	Law/Perry	C	9½		O'Brien/Roberts	N	12½	48	Bailey/Bailey	N	34½

Full of excitement the first stages :- Lin Melton and Vic Elias (Datsun 1600) were blasting up the second stage when they were confronted by Paul Dillon in the road, (Paul was navigating for Rod Cross and their Mazda had died a death of strangling), Paul dived to one side, Lin dived the Datsun to the same side, and the resulting phenomenal avoidance is one they still talk about. Later on Lin was slowed by Vic having a couple of Pan-Galatic Gargle Blasters. When you young people have had as many chunders as me you'll realise they MUST be done on a transport section.

Losses on the first 3 stages included Kerry Browning/John Hall, Kerry was reported as having "tyres everywhere" at the service break and not looking "too happy", Brad Skinner/Mark Nissen had rolled with "Not too much damage", Stewart Reid and Ian Goldsworthy had retired, also Kevin Harvey/Kasiman Seden, Harry Sisson/R O'Shea, Paul Goopy/Chris Harbeck had lost too much time bogged (I see a non B.S.C.C. member "Retired Hit Tree Down Ditch" which sounds a bit like gilding the lily) Paul Bergmann/Kelvin O'Shea, Peter Herlihen/Bruce Langan had also had cause to give up and we're sorry to see that Darryl McGinn/Barry Chaseling, Retired - Crashed, shortly after - we hope not too seriously.



After 3 Stages

1 Taylor/Stewart	C	10 $\frac{1}{4}$	=16	Reid/Goldswortg	C	18 $\frac{1}{4}$	32 Muir/Apel	N	23 $\frac{1}{2}$
3 Milner/Hickey	N	13 $\frac{1}{4}$		Ball/White	N	18 $\frac{1}{4}$	36 McColm/Kruger	N	27 $\frac{1}{2}$
4 Dillon/Kabel	N	13 $\frac{1}{2}$	19	Passlow/Ovens	C	18 $\frac{1}{2}$	38 Gatton/Morrison	C	27 $\frac{1}{4}$
5 Graham/Best	C	14 $\frac{1}{4}$	20	O'Brien/Roberts	N	19	39 Keys/Kelly	C	28
6 Harvey/Seden	C	15	21	Melton/Elias	N	19 $\frac{1}{2}$	40 Skinner/Nissen	C	30
7 Law/Perry	C	15 $\frac{3}{4}$	23	Blair/Kleinlein	N	20	41 Neilson/Wright	N	30 $\frac{1}{2}$
10 McCabe/McCabe	N	17 $\frac{1}{4}$	25	Rasmussen/Dunk	N	20 $\frac{1}{2}$	43 Bergmann/O'Shea	N	36 $\frac{1}{4}$
= 11 Ninckley/Beecha	N	17 $\frac{1}{2}$	27	Adams/McIver	N	21 $\frac{1}{4}$	44 Weale/Tegg	N	44 $\frac{1}{4}$
McGinn/Chaseling	N	17 $\frac{1}{2}$	28	Plant/Plant	N	22	45 Bailey/Bailey	N	44 $\frac{1}{2}$
14 Whitaker/Staib	C	17 $\frac{3}{4}$	=30	Reddiex/Reddiex	C	22 $\frac{3}{4}$	47 Moir/Gilliland	N	52 $\frac{3}{4}$
= 16 Kabel/Garbett	C	18 $\frac{1}{4}$		Krebs/Krebs	N	22 $\frac{1}{4}$	48 Fritz/Garth	N	60

Apart from Kelvin Taylors meteoric progress into the lead just 45 seconds ahead of Barry Mann/Ian Young, the highlight of the event so far must be Don Milners 3rd place in a Mk1 Cortina (surely it's a re-bodied Quattro!) - a car that went out of production before the majority of our members started high school. Several people had visited a "Turn Right Hard to See" that was followed 50 metres later by a Turn Right Easy To See, only the road wasn't much of one. Iain Stewart had sent Kelvin down it, Tony Kabel and Del Garbett had visited a few wrong slots - usually to find that Jim and Ian Reddiex were coming back down the same road. During the night Tony visited a bank and passed Rex Faldt - at the same time?. Greg Weale had dropped to the rear after his Datsun fell on its side. (Have you noticed how when a drivers doing well it's always "I", but when the cars lying in a river it's always "the car".) Well Greg was lying on his side when he was horrified to see Warren Tegg struggling with his seatbelt - fearing that 130kgs of jovial solicitor was about to crush the life from him he shut his eyes and waited for oblivion. When he took a cautious peek Warren had gone through the window and Greg followed suit. The car was pushed back the right way up and the intrepid pair finished 23rd. After Months in the doldrums Glen Law gets his act together and Steve and Janet McCabe were just in the top ten too.

Stage 4

= 1 Keys/Kelly	C	6 $\frac{1}{4}$	= 9	Weale/Tegg	N	8	=28 Krebs/Krebs	N	10 $\frac{1}{2}$
3 Dillon/Kabel	N	7	16	O'Brien/Roberts	N	8 $\frac{1}{2}$	=31 Muir/Apel	N	10 $\frac{3}{4}$
4 Adams/McIver	N	7 $\frac{1}{4}$	17	Taylor/Stewart	C	8 $\frac{3}{4}$	33 Rasmussen/Dunk	N	11
5 Gatton/Morrison	C	7 $\frac{1}{2}$	18	Blair/Kleinlein	N	9 $\frac{1}{4}$	35 Bailey/Bailey	N	23 $\frac{1}{2}$
= 6 Graham/Best	C	7 $\frac{3}{4}$	=19	Reddiex/Reddiex	C	9 $\frac{1}{2}$	=36 Neilson/Wright	N	28 $\frac{1}{2}$
Moir/Gilliland	N	7 $\frac{3}{4}$		Melton/Elias	N	9 $\frac{1}{2}$	Fritz/Garth	N	28 $\frac{1}{4}$
Ball/White	N	7 $\frac{3}{4}$	=22	Plant/Plant	N	9 $\frac{3}{4}$	40 McCabe/McCabe	N	54 $\frac{1}{4}$
= 9 Passlow/Ovens	C	8	=24	Hinckley/Beecha	N	10	41 Law/Perry	C	56 $\frac{1}{4}$
Whitaker/Staib	C	8	27	Kabel/Garbett	C	10 $\frac{1}{4}$			
Milner/Hickey	N	8	=28	McColm/Kruger	N	10 $\frac{1}{2}$			

Stage 5

= 1 Taylor/Stewart	C	1 $\frac{1}{4}$	=16	Reddiex/Reddiex	C	2 $\frac{1}{2}$	=27 Rasmussen/Dunk	N	3 $\frac{1}{2}$
Bailey/Bailey	N	1 $\frac{1}{4}$		Passlow/Ovens	C	2 $\frac{1}{2}$	Muir/Apel	N	3 $\frac{1}{2}$
= 5 Keys/Kelly	C	1 $\frac{3}{4}$		McColm/Kruger	N	2 $\frac{1}{2}$	Weale/Tegg	N	3 $\frac{1}{2}$
Kabel/Garbett	C	1 $\frac{3}{4}$		Hinckley/Beecha	N	2 $\frac{1}{2}$	Ball/White	N	3 $\frac{1}{2}$
9 Graham/Best	C	2	=21	Dillon/Kabel	N	3	=33 Melton/Elias	N	4
= 10 Moir/Gilliland	N	2 $\frac{1}{4}$		McCabe/McCabe	N	3	Fritz/Garth	N	4
Milner/Hickey	N	2 $\frac{1}{4}$	=24	Adams/McIver	N	3 $\frac{1}{4}$	36 Krebs/Krebs	N	4 $\frac{1}{4}$
O'Brien/Roberts	N	2 $\frac{1}{4}$		Blair/Kleinlein	N	3 $\frac{1}{4}$	38 Whitaker/Staib	C	5 $\frac{1}{4}$
Plant/Plant	N	2 $\frac{1}{4}$	=27	Law/Perry	C	3 $\frac{1}{2}$			

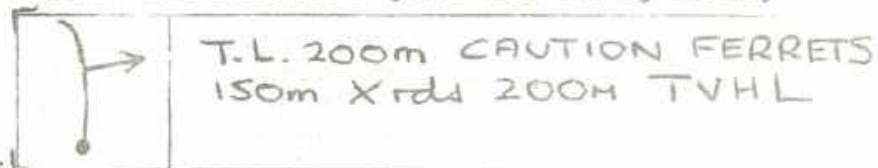
Stage 6

= 1 Taylor/Stewart	C 4 =10	Weale/Tegg	N 5 =28	McColm/Kruger	N 6
3 Bailey/Bailey	N 4½	Ball/White	N 5	Krebs/Krebs	N 6½
= 4 Keys/Kelly	C 4½ =14	Kabel/Garbett	C 5½	Fritz/Garth	N 6½
= 6 Reddiex/Reddiex	C 4¾	Adams/McIver	N 5½	32 Melton/Elias	N 6½
Moir/Gilliland	N 4¾	O'Brien/Roberts	N 5½	33 Law/Perry	C 6¾
Milner/Hickey	N 4¾	Dillon/Kabel	N 5½	36 McCabe/McCabe	N 8
Plant/Plant	N 4¾ =20	Hinckley/Beecha	N 5½	38 Muir/Apel	N 13½
=10 Whitaker/Staib	C 5 =24	Rasmussen/Dunk	N 5¾		
Graham/Best	C 5 27	Passlow/Ovens	C 6		

Occasional bursts of more or less brilliance from Rod Bailey, Don Adams and Geoff Keys. But the real stayers are Kelvin Taylor and Barry Mann, although Kelvin disappeared down a wrong 'un for a few minutes on stage 4.

We lost Laurie Gatton/Keith Morrison with a lack of illumination, Graham Neilson/Alan

Wright disappeared, Paul Fritz/Craig Garth were really O.T.L. but carried on for the hell of it, and David Blair/P Kleindeinst retired with a hole in the radiator.



Division 1

2 Taylor / Stewart	C	24¾	22 Rasmussen / Dunk	N	40¾
3 Milner / Hickey	N	28¾	23 O'Brien / Robertson	N	42½
4 Dillon / Kabel	N	28¾	24 Melton / Elias	N	42½
5 Graham / Best	C	29	25 Krebs / Krebs	N	43¾
6 Keys / Kelly	C	31	27 McColm / Kruger	N	46¾
11 Ball / White	N	34½	29 Muir / Apel	N	51
12 Passlow / Ovens	C	35	31 Weale / Tegg	N	60¾
=14 Kabel / Garbett	C	35½	32 Moir / Gilliland	N	70¾
Hinckley / Beecham	N	35½	34 Law / Perry	C	82½
16 Whitaker / Staib	C	36	=35 Bailey / Bailey	N	85½
17 Adams / McIver	N	38	37 McCabe / McCabe	N	87
19 Plant / Plant	N	38¾	38 Fritz / Garth	N	98¾
20 Reddiex / Reddiex	C	39½			

Kelvin Taylor drops to 2nd just 15 seconds behind Barry Mann, Don Milner scratches around just keeping Bill Dillon ½ minute behind, the McCabes strike trouble and retire at this point. Others who didn't emerge on the 2nd division included Geoff Keys/Richard Kelly (who'd been doing so well), Glen Law/Ross Perry - Actually some of these people probably started the 2nd division but their stage times didn't reach headquarters.

And talking of rally headquarters, let us not imagine that Peter Marcovich was taking it easy amidst a pile of yellow cans - 2 zero cars broke down, Dale Payne broke a speedo cable, so Peter Phillips took Marcovich's car and broke a stub axle (perhaps PP was unaccustomed to all that power), Dale Payne had to rescue Peter Phillips and Peter was promptly sick out the back window - why is it that rally drivers (proper ones) always make such lousy passengers?

Stage 7

= 1 Taylor/Stewart	C 3 =12	O'Brien/Roberts	N 4	24 Passlow/Ovens	C 10
Reddiex/Reddiex	C 3	16 Rasmussen/Dunk	N 5	25 Milner/Hickey	N 11
= 4 Weale/Tegg	N 3½	17 Fritz/Garth	N 5½	26 Moir/Gilliland	N 12
= 7 Whitaker/Staib	C 3½	18 Graham/Best	C 6	27 Krebs/Krebs	N 13½
Bailey/Bailey	N 3½ =19	Plant/Plant	N 7½	28 Adams/McIver	N 13½
Dillon/Kabel	N 3½	22 Muir/Apel	N 9¾	32 McColm/Kruger	N 22½
=12 Hinckley/Beecham	N 4	23 Kabel/Garbett	C 10½	33 Melton/Elias	N 22½

STANFIELD AUTOMATICS

specialists in

AUTOMATIC TRANSMISSION

REPAIRS AND SERVICE

Free Transmission Check

EXCHANGE TRANSMISSIONS

AND

CONVERTORS FOR MOST POPULAR MAKES

PHONE: 341 5263

Fulcrum Suspensions
are now stockists of

LOVELLS
COIL SPRINGS

AS USED BY
JACK BRABHAM

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

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



**Fulcrum
Suspensions**

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

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

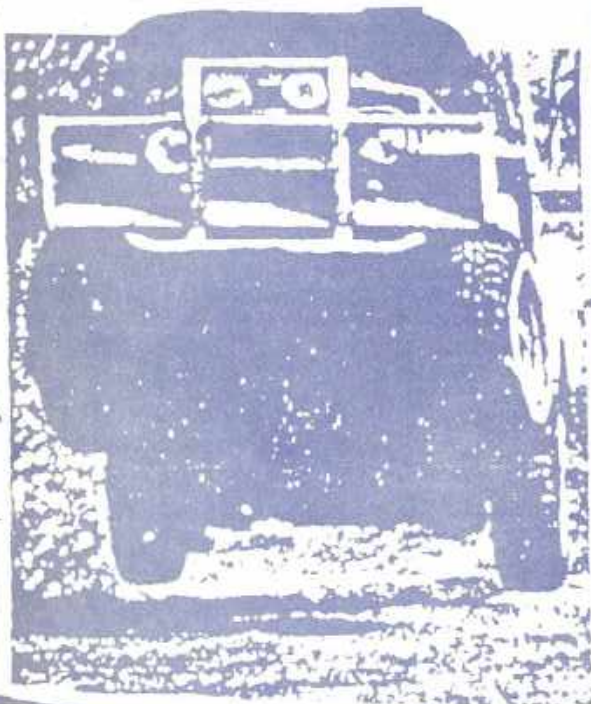
Comprehensive range of parts for Australian
and Imported Cars.

- * 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.

**If you want
peak
performance**



WRECKING

**ALL MODEL
4 x 4's**

Let us help you choose the off road gear that works. We specialise in all aspects of 4WD equipment and race proven performance installations. Our comprehensive range of accessories includes:

Off road tyres
Alloy and steel bars and fuel tanks
Holley carbs and headers, extractors, etc.

We offer a complete mechanical service by "A" Grade staff. Also wrecking all model 4 x 4's. Good range of second-hand parts sent anywhere in Australia and New Guinea.

QUEENSLAND 4WD Centre

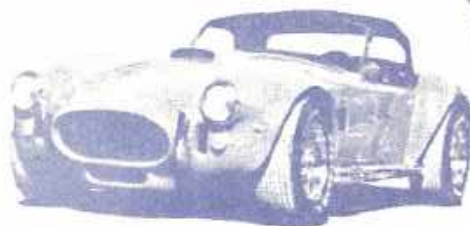
17 Goodwin House, South Pine Road,
Strathpine, Qld. Phone: (07) 205 4377



Jim Adness

QUALITY CARS PTY. LTD.

Carefully selected family sedans, high performance cars, four wheel drives and European tourers. Special wholesale prices for all B.S.C.C. members. We also buy outright for cash.



225 ABBOTSFORD ROAD, MAYNE. Phone 524566

Stage 8

1	Taylor/Stewart	C 5½	11	Milner/Hickey	N 8½ =21	O'Brien/Robert	N 11½
= 4	Reddiex/Reddiex	C 7¾	=12	Passlow/Ovens	C 9	Rasmussen/Dunk	N 12¾
	Adams/McIver	N 7¾		Bailey/Bailey	N 9	Moir/Gilliland	N 14¼
= 6	Kabel/Garbett	C 8	15	Dillon/Kabel	N 9½ =26	Muir/Apel	N 16½
	Graham/Best	C 8	=18	Hinckley/Beecham	N 10¾	Plant/Plant	N 16½
= 8	Whitaker/Staib	C 8¼		Weale/Tegg	N 10¾	Fritz/Garth	N 17

Two top stages by our President and former International Rally Winner (You did know our Pres. won the 1974 'World Cup Rally' didn't you ? it ran from London to Munich (Germany) via the Sahara and Turkey, Jim used some foreign car - a Citroen or soemthing) Jim Reddiex. Don Adams appears to be one of those Novices who comes everywhere or nowhere on stages witness a 4th on one stage and a 28th on the one before. Greg Weale, a 'young' man who was already navigating on A.R.C. events when I joined the club in 1976, really began to get his driving together in his allbeit bent Datsun and nice to see Tony Kabel/Del Garbett making an appearance in the top six.

Division 2

1	Taylor / Stewart	C	8½	19	Rasmussen / Dunk	N	18¾
4	Reddiex / Reddiex	C	10¾	20	Dillon / Kabel	N	19
6	Whitaker / Staib	C	11¾	21	Milner / Hickey	N	19½
8	Bailey / Bailey	N	12½	22	Passlow / Ovens	C	19¾
10	Weale / Tegg	N	14	23	Adams / McIver	N	21¼
12	Hinckley / Beecham	N	14¾	24	Fritz / Garth	N	22¼
13	O'Brien / Robertson	N	15½	26	Plant / Plant	N	23¾
15	Graham / Best	C	16	28	Muir / Apel	N	26¼
18	Kabel / Garbett	C	18¼	30	Moir / Gilliland	N	63¼

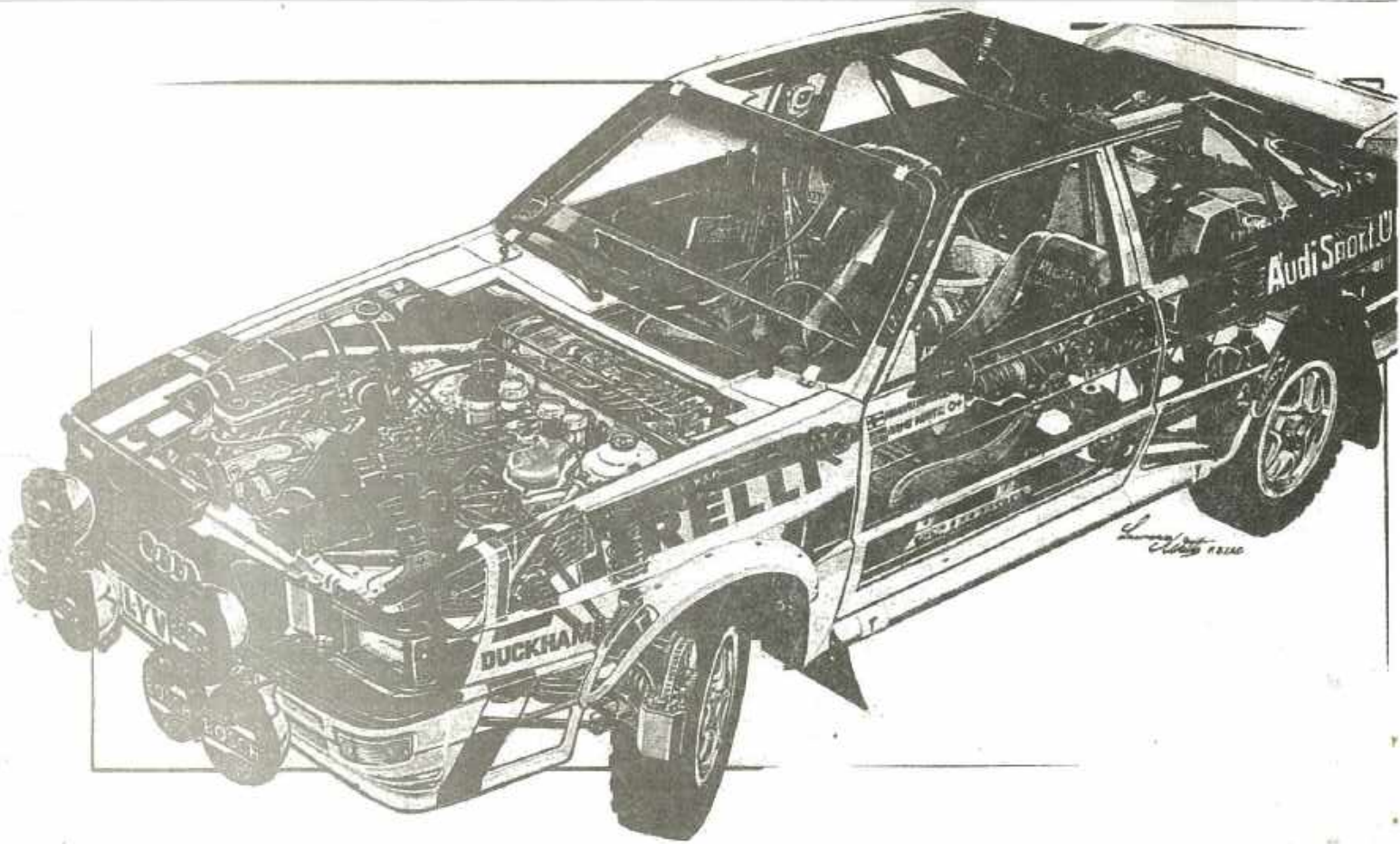
Losses on the second division included Barry Mann who blew the diff at the start of the 7th Comp, Richard McColm/David Kruger trailed a broken arm, and Tony Krebs/Karen Krebs reitred their alternator.

Results

1st	Kelvin Taylor / Iain Stewart	Mazda	33¼	1st Clubman
5th	Peter Graham / Tony Best	Datsun	45	3rd Clubman
= 6 th	Greg Whitaker / Alan Staib	Celica	47¾	Clubman
	Don Milner / Wayne Hickey	Cortina	47¾	=3rd Novice
	Bill Dillon / Gary Kabel	Madza	47¾	=3rd Novice
=10th	Jim Reddiex / Ian Reddiex	Citroen	50¼	Clubman
	H Hinckley / Chris Beecham	Escort	50¼	Novice
=13th	Tony Kabel / Del Garbett	Mazda	53¾	Novice
15th	Simon Passlow / Boyd Ovens	Datsun	54¾	Clubman
16th	Pat O'Brien / Mike Robertson	Datsun	57¾	Novice
17th	Don Adams / Paul McIver	Datsun	57	Novice
18th	Kerry Rasmussen / Bill Dunk	Torana	59½	Novice
20th	Colin Plant / Trevor Plant	Datsun	62½	Novice
23rd	Greg Weale / Warren Tegg	Datsun	7¾	Novice
25th	James Muir / P Apel	Hillman	7¾	Novice
27th	Rod Bailey / Errol Bailey	Lancer	98	Novice
29th	Ion Moir / Andrew Gilliland	Mazda	134	Novice

Big changes in just 2 stages :- Kelvin Taylor moves into the lead and wins by 7¾ minutes, the rest of the Clubman should ask CAMS to Recognise him. Don Milner and Bill Dillon slip to 6th, Jim Reddiex goes from 20th to 10th !, and most meritous of all Greg Whitaker rises from 16th to 6th.

"An event that had a few hiccups" was how the Director rated it, but the competitors had very little to moan about when I spoke to them - Well Done Everybody - especially Dale Payne who had to hold his nose while he washed the motor.



APRIL 30TH / MAY 1ST

JAMES HARDIE

NATIONAL RALLY
IS DEAD !!!

R. I. P.

LONG LIVE
THE
JAMES HARDIE
NATIONAL RALLY!

JUNE 25TH / 26TH

FULL DETAILS IN THE JUNE MAG.



CLUB MOTORKHANA - 8th MAY 1983



CAMERON NEILSON was doing his first ever Motorkhana. It was also his first ever motor sporting event. He'd been in the B.S.C.C. less than 96 hours. And from 26 starters he came 7th overall in a Suzuki van not unlike what this Honda is here.

←
HANG YOUR HEAD IN SHAME :-

SMOKING Tim Charalambous

FIRETIRE Dale Payne

HOWLING Peter Marcovich

SCREAMING Phil Stephan

POWERSLIDE Bill Dillon

(And the swine was only 3½ seconds behind Big Ed)

In our constant search for a bitumen Motorkhana ground I rang Garden City Management far more in hope than expectation - but agreeable Ed Burton gave his consent, Del Garbett went to see the Garden City Police (no policeman born could say no to Del Garbett) and everything was lined up for the big day.

We received a first class entry that really brought some of the old worms out of the woodwork. (Just for once I didn't mean that to look as insulting as it actually does). We had current and former club Motorkhana champions :- Alan McConnell, Ian Fink, a welcome return by Col Powell, and I couldn't run as I was organising but I've put some times in where I think I would have come anyway. Hank and Gary Kabel graced us with their presence - Gary was in a GT Suzuki Hatch (the 800cc one) but as he'd cut the rear bumper in half (why?) I put him in with the specials. Ross Perry and Tony Krebs brought along the Citroen powered frame with the slick racing tyres. Former Motorkhana competitors it was more-or-less of a pleasure to welcome back (well I don't want to be beaten do I) included, Lin Melton, Phil Stephan, Alan Ball, Lachlan Foord, Peter Garbett, Peter Johnson, Bill Dillon and Gary Luiten. And we were delighted to welcome Cameron Neilson, Richard Schilpzand, Brett Anson, Graeme McMahon, Ross Walsh, Dave Martin, Alan Clunes, Tim Charalambous and Peter Marcovich.

I think this was the first Motorkhana I've ever done that was a pleasure to spectate at as well as compete. Tim and Dale in Dale's RX2 and the rest of the hairy mob as itemised above, were a pleasure to watch as they powered from lock to lock - hopelessly slow but they were having a ball. This compared with the sheer art of the boys in the Special, Alan (Two Wheels) McConnell in his slick shod RX2 and Ian Fink in his VW efen if he did have an off day. Col Powells VW Golf did comical dog impersonations as it ran round cocking a leg. Of course the sensation of the day was Cameron Neilson in his Suzuki van. I told him 50 times to be careful, and after giving himself a fright on the second test when it reared up on 1 leg, he settled down to a steady care ful (but not slow) pace. Now a young blood like Gary Kabel in the GT Hatch should have beaten me easily, but after actually watching someone go round in a Hatch I think that using the handbrake actually slows the times down. Hank had a go in the Hatch on the last test and as my run came up he used every bit of nerve-warfare he could to slow me down. First he said how dangerous it was, then he said that servicing my Mazda could become Very Expensive once the guarantee ran out - but I went out and beat him folks (I'll be taking a collection at the next club meeting).

A fine event our thanks go to ME and to Del Garbett and her chum who did the timing all day.

P.S. We won't mention the verbal punch-up I had with Terry O'Gorman the C.I.B. hatchet man - a pure case of ignorance being folly.

Test 1

1	Perry	45.17
2	Krebs	45.29
3	McConnell	45.71
4	Melton	50.11
	(Smith	51.63)
5	Neilson	52.74
6	Powell	52.90
7	H Kabel	53.18
8	Dillon	53.63
9	Foord	53.89
10	Garbett	54.28
11	Fink	54.48
12	Anson	54.97
13	G Kabel	55.34
14	McMahon	55.45
15	Johnson	55.63
16	Schilpzand	55.71
17	Martin	55.73
18	Ball	55.87
19	Spencer	58.18
20	Stephan	58.47
21	Luiten	58.69
22	Payne	58.87
23	Walsh	59.07
24	Marcovich	64.06
25	Charalambous	68.75
26	Clunes	69.15

Test 2

1	Perry	17.57
2	Krebs	17.60
3	McConnell	17.62
4	Fink	18.86
5	Melton	20.29
6	H Kabel	20.66
7	Schilpzand	20.79
8	Powell	20.88
9	Ball	21.18
10	Dillon	21.23
11	G. Kabel	21.28
12	Spencer	21.29
13	Garbett	21.43
=14	Johnson	21.74
	Stephan	21.74
16	Anson	22.15
17	Foord	22.51
	(Smith	23.05)
18	Walsh	23.12
19	Charalambous	23.19
20	McMahon	23.34
21	Neilson	23.75
22	Marcovich	23.91
23	Luiten	24.21
24	Payne	24.91
25	Clunes	26.30
26	Martin	31.30

After 2 Tetss

1	Perry	62.74
2	Krebs	62.89
3	McConnell	63.33
4	Melton	70.40
5	Fink	73.34
6	Powell	73.78
7	H Kabel	73.84
	(Smith	74.68)
8	Dillon	74.86
9	Garbett	75.73
10	Foord	76.40
11	Neilson	76.49
12	Schilpzand	76.50
13	G. Kabel	76.62
14	Ball	77.05
15	Anson	77.12
16	Johnson	77.37
17	McMahon	79.19
18	Spencer	79.47
19	Stephan	80.21
20	Walsh	82.19
21	Luiten	82.90
22	Payne	83.78
23	Martin	87.03
24	Marcovich	87.97
25	Charalambous	91.94
26	Clunes	95.45

Test 3

1	Krebs	20.57
2	Perry	21.33
3	McConnell	22.17
4	Melton	24.16
5	Fink	24.45
6	Stephan	24.82
	(Smith	25.38)
7	Dillon	26.04
8	G Kabel	26.36
9	Neilson	26.68
10	Schilpzand	27.00
11	Ball	27.21
12	H Kabel	27.33
13	Martin	27.78
14	Foord	28.34
15	Payne	28.78
16	Powell	28.87
17	Walsh	28.88
18	Anson	28.95
19	Johnson	29.13
20	McMahon	29.95
21	Luiten	30.17
22	Clunes	31.09
23	Spencer	32.07
24	Garbett	32.18
25	Marcovich	38.51
26	Charalambous	39.09

After 3 Tests

1	Krebs	83.46
2	Perry	84.07
3	McConnell	85.50
4	Melton	94.56
5	Fink	97.79
	(Smith	100.06)
6	Dillon	100.90
7	H Kabel	101.17
8	Powell	102.65
9	G Kabel	102.98
10	Neilson	103.17
11	Schilpzand	103.50
12	Ball	104.26
13	Foord	104.74
14	Stephan	105.03
15	Anson	106.07
16	Johnson	106.50
17	Garbett	107.91
18	McMahon	109.14
19	Walsh	111.07
20	Spencer	111.54
21	Payne	112.56
22	Luiten	113.07
23	Martin	114.81
24	Marcovich	126.48
25	Clunes	126.54
26	Charalambous	131.03

Test 4

1	Krebs	29.25
2	Perry	30.48
3	McConnell	30.75
4	Melton	33.39
5	Fink	33.53
6	Stephan	34.27
	(Smith	34.83)
7	Neilson	35.14
8	H Kabel	35.44
9	Schilpzand	35.75
10	Martin	36.06
11	Powell	36.58
12	Ball	36.60
13	Garbett	36.62
14	Anson	38.00
15	G. Kabel	38.07
16	Foord	38.07
17	Payne	38.19
18	Johnson	38.41
19	Walsh	38.86
20	McMahon	38.90
21	Clunes	39.34
22	Charalambous	39.74
23	Luiten	39.82
24	Dillon	44.44
25	Marcovich	47.29

Results

1st	Tony Krebs	Special	112.71
2nd	Ross Perry	Special	114.55
3rd	Alan McConnell	Mazda	116.25
4th	Lin Melton	Datsun	127.95
5th	Ian Fink	VW	131.32
	(Pete Smith	Suzuki	134.89)
6th	Hank Kabel	RX7	136.61
7th	Cameron Neilson	Suzuki	138.31
8th	Col Powell	Golf	139.23
9th	Richard Schilpzand	RX7	139.25
10th	Phil Stephan	Datsun	139.30
11th	Alan Ball	Datsun	140.86
12th	Gary Kabel	Suzuki	141.02
13th	Lachlan Foord	Datsun	142.81
14th	Brett Anson	Escort	144.07
15th	Peter Garbett	Toyota	144.53
16th	Peter Johnson	Datsun	144.91
17th	Bill Dillon	Mazda	145.34
18th	Graeme McMahon	Datsun	148.04
19th	Ross Walsh	Sigma	149.73
20th	Dale Payne	Mazda	150.75
21st	Dave Martin	Datsun	150.87
22nd	Gary Luiten	Mazda	152.89
23rd	Alan Clunes	Hillman	165.88
24th	Tim Charalambous	Mazda	170.77
25th	Peter Marcovich	Mazda	173.77

P.P.S. I see I've not mentioned John Spencer who ran over one of our plastic poles (leaving the impression of burnt rubber all the way round it !) then had to retire.

One last memory to leave you with. At one time Tim Charalambous was going round and round in powerslide circles in Dales Rx-2, I thought the only way we'd get him in would be to throw a net over him.

PPPS :- ALAN CLUNES HAS A HILLMAN HUNTER THAT SOUNDS LIKE AN INDY CAR - IT GOES WELL TOO, SHARES IN WEBER?

-0-



LAURIE GARTH
WILL DO ANYTHING
BRAVE ANY DANGER
CLIMB EVERY
MOUNTAIN
FORD EVERY STREAM
TO GET A
NAVIGATOR
FOR THE
RENAULT RALLY
MAY 21ST
EXPERIENCED OR
NOVICE
PHONE 349 8053

TAKE HEED
THE JULY 27th
NIGHT RUN
WILL BE ORGANISED
BY THOSE
TRICKY
DICKIES
OF THE
NIGHT
SEEK
SECT
CHARLIE BLAKE
AND
TONY HAZELDINE



CITROËN

**SALES
SERVICE
SPARES**

Jim Reddiex's

maxim motors



SAAB

Showroom **RADIO CITY BLDG.
ROSS STREET
NEWSTEAD**

Workshop **52 ABBOTSFORD RD
BOWEN HILLS
4006**

Phone **527177**

UNIPART

WAREHOUSE

THOUSANDS OF PARTS FOR MILLIONS OF CARS -
ALL SUBURBS DELIVERY

• G.M.H.
• MAZDA
• TOYOTA

• FORD
• CHRYSLER
• DATSUN

DISCOUNTS FOR CLUB MEMBERS

399 9999

READSPEED AUTO PARTS

24 ROGOONA ST., MORNINGSIDE

**Castrol
GTX**
Oils ain't oils.

Disney CASTROL

MAJOR FORTHCOMING EVENT

Cherribah

LONG COURSE **enduro**



22nd MAY
1983

SPONSORED BY :-

QUEENSLAND 4WD CENTRE
CHERRIBAH MOUNTAIN RESORT Pty Ltd
MANX BUGGIES
SCROPION OFF ROAD PRODUCTS
GOODYEAR

LOCATION DETAILS

From Brisbane travel to WARWICK, take the Warwick-Killarney road, after approximately 10 kilometres turn right and follow the Cherribah signs.

The event will consist of six 30 km sections conducted over a common course.

First vehicle away will be at 10.30 am with other vehicles starting at 15 second intervals.

DON'T YOU DARE LEAVE ON
LITTER CHERRIBAH'S AREA.

CHERRIBAH OFFERS
CHEAP WEEKEND RATES
TO B.S.C.C. MEMBERS

A Snage of Pippets

Heres a couple of gleanings from the Minutes of the State Council Meeting

"Moved Batts/Young that effective immediately noise testing be carried out by the organizers prior to all state Championship Rallies and that the maximum level may not exceed 84 DBA. Noise levels must be tested as per the approved C.A.M.S. method." - i.e. 96DB at the meter.
add that the first offence will be noted in the log book, and an offence at a subsequent event bears a penalty of exclusion unless the vehicle complies before the start of that event.

CARRIED

It was resolved State Council concurs with the contents of RAC 83/51 -

"It was resolved that RAC suggests to State Council that all clubs be advised that stewards will be encouraged to take positive action against directors who fail to enforce the regulations pertaining to excess exhaust noise during rallies".

Christian Autosports Rallysprint 28th May

Greg Weale has arranged everything for this event except the U.S. 7th fleet Military Band playing "Home to Blueberry Pie and Mom" whilst free-falling from 30,000 feet. The event is like this :- The venue is the Frawley Motorcycle Complex approx. 5km north of Esk on the western side of the Brisbane Valley Highway. Division 1 will be held Saturday afternoon and Division 2 Saturday evening after a mealbreak. The event starts at 1pm and finishes about 10.30pm. You need an approved crash helmet and suitable fire-resistant clothing. Entries cost \$25 and Regs are available NOW !

** MISS CRISTELE CAMPBELL OF THE MISS AUSTRALIA QUEST WILL BE ON HAND TO SEPERATE YOU FROM YOUR MONEY **

Interested ? Then Don't Delay Contact Greg Weale on 391 3237 (Home) or he can usually be found at our clubrooms on a Wednesday Night.

P.S. Don't miss The Heretic Burning at 11.30pm

P.P.S. Driving back home up the Brisbane Valley Road after 11pm sounds a bit like Russian Roulette to me - do be careful you lot.

For Sale

Ken Boultons Professionally Built and Maintained Buggy. Very Competitive with a Datsun 1600 engine featuring twin Dellortos, Big Head etc. Kombi gearbox, rear disc brakes, plenty of spares and the price includes the trailer.

\$3600 o66 86 5191 (Ballina - N.S.W.)

Taylors News

Mark and Coral Taylor departed for Europe on the 3rd May, they were flying to Singapore on Qantas and then changing to the Russian State Airline, Aeroflot, to go to London via Moscow. Mark says he got the full flavour of flying Aeroflot when they crossed over the Butterworth Air Force Base at 50 feet with the huge hairy stewardess kneeling on his chest, taking masses of pictures with a motor-driven Kalezyanov 35mm. The rear gunner got two Indian Super-Sabres just off the Nepalese border - have a good holiday.

MEMBERSHIP REPORT.

A warm welcome to the B.S.C.C. is extended to the following people who have joined the Club in April and early May.

PETER KLEINDIENST.....MALENY
LANCE REDDING.....SOUTHPORT
CHRIS WALL.....WEST END
MICHAEL BYRNE.....DECEPTION BAY
HUGH HINCKLEY.....DORRINGTON
RUSSELL O'SHEA.....HOLLAND PARK
CHUCK WILCOX.....MELROSE PARK NSW.
MICHAEL VOLZ.....TINGALPA
GREG YEOMANS.....COORPAROO
CAMERON NEILSON.....HOLLAND PARK
DAVE ECCLESTONE.....AMBERLEY
BRIAN HAMMETT.....SHERWOOD
DARRYL WHEELEY.....MOOROOKA
CAROL ANNE HOLLAND.....FERNY HILLS (Associate)
PHILLIP STEPHAN.....WAVELL HEIGHTS
PAUL WILLIAMSON.....CHAPEL HILL
JOHN WISEMAN.....ROCKLEA
JEFF SHEPHERD.....TARA
DWAYNE MILLAR.....MITCHELTON
WAYNE HAWKINS.....TOOWONG
WAYNE BRIGGS.....ROCKLEA
PAUL STAPLETON.....TOOWONG
DANNY MADDEN.....CAMP HILL
ROSS WALSH.....MOOROOKA
KERRIE WALSH.....MOOROOKA (Associate)
PETER BAKER.....PETRIE
GARY NELSON.....DECEPTION BAY
ANDREW WOODWARD.....MANSFIELD
TOM ORCHER.....KINGSTON
KEN SMITH.....TANAH MERAH
GIL TROMBETTA.....PADDINGTON
NEIL BENNINK.....CHELMER
CRAIG REID.....CHELMER
RUSSELL BYRNE.....WARWICK

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

For Sales (Ive lost my notes so phone for full details)
Kelvin Taylor (265 2862 - home, 228 2248 - work)
Engine with things and lumps (Rotary)

MAZDA BITS :- Col Powell (Lot 42, Mona Drive, Jimboomba 4280)
but he can be contacted at the club on a Wednesday Night
has a Diff and various rally/standard bits for an RX2.

Forthcoming Event

I.W.M.A.C. - GIRLOCK MOTORKHANA
Round 3 Queensland Motorkhana Championship

29th May 1983, entries close on the 20th so get your skates on if you want to enter. The event will be held on bitumen at Volvo Wacol, food and drink available at the venue, the entry fee is \$8 and the Secretary is Peter Ainscough (075) 641 606.

True to our tradition of being fearless (or is it just plain dreary ?) we print the following letter from Steve Blackburn about the recent short course Off Road event

Dear Editor

Growl, winge, winge, winge, winge, growl ! No, it's not a Valiant starter motor - it's me with a selection of my priority grumbles.

Ready, Aim, Fire !!

Amberley Short Course Challenge, HA! What Challenge? From a spectators point of view it didn't happen until the last event. But then if one of those CAMS officials had hiccupped, and delayed the event with such 'paper tiger' superiority - we wouldn't have seen the last event because it would have been too dark to see anybody let alone the cars.

CAMS sanctioned short course seems to me to run a close 'three' to watching grass grow, and seeing paint dry. It's a good thing we don't charge for admission because we'd have a riot on our hands and a money back attack.

The ongoing wonderland of B.S.C.C. to turn tight terrain venues into long distance events, really gets me ! Number one is it's boring, number two is it's hard work, and number three is it's still BORING.

Some free advice for potential directors - keep tight terrain on a tight kilometre basis - a short blast ! so who's complaining ? Big terrain, open spaces - big kilometres. Then sit back and watch the southerners go.

Prologues are another of my favourite dislikes. Everybody likes prologues - why ? We're not running for sheep stations - I don't think so anyway. Although, come to think of it, there are a few sheep among us. But be realistic, this prologue bit is only for two day events, not a one day funclub blast. A good honest 'top hat' draw will do me anyday.

Scrutineering in mid-week. O'Boy! It just goes on doesn't it? Why do we have to go to all this fuss and expense and time wasting with every event ? Why can't we use our log books at the track on the event day ? Major defects = exclusion, minor defects = noted for the next event or fixed on the day. I've got to tell you - I'm worn out from officialdom and no financial return or achievement status. So you win an event, Big Deal ! the next time you're in the club room everyone looks through you like a pane of glass.

The cupboard - I mean the clubrooms - I tell you every other club in Brisbane, whether it be golf, football, cricket, swimming, squash, tennis, bowls, soccer (the list goes on) they've got it all ! They have landscaped gardens, club buildings, car parking, club amenities to make it happen. And us ? - we've got the cupboard ! the smallest chunk of land in Brisbane.

If this is this club's future, we'd better stop wasting money on pointless racing today and do something about the miserable situation.

All our time and money is in our stupid machine and none to make a night out at the club rooms with our family or friends, a reasonable way to spend a night or day out. Most of us don't bring friends to a meeting, we're not game, we just bring more 'petrol-heads'.

We've all seen that impressive drawing on the front of the CAMS manual. You know - government controlled etc. Well let's test that tree out - we want land close to the city. Low land, swampy land, bumpy land - but land. Then let's start to plan for something other than REVS. There

must be someone who can sort this out ?

Final point - as a spectator at the last off road event all day - yawn. Most cars are far too noisy for boring racing comfort. The noises emitted ranges from a noise like a zeppelin with a clutch, to screeching air escaping from a baloon. A muffler won't rob much power - it might even give you some ! But your friends and wives will thank you for sure !!

Until the next complaints time,

Steve Blackburn

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

Well thank you Steve (I think), you forgot to mention how much you dislike the rotten magazine !

AMBERLEY SHORT COURSE CHALLENGE

Purga Creek 24th April 1983

Trophies Donated By
PERFORMANCE STEERING & TUNING, SPRINGWOOD

Prologue

1	M. COLLINS	1	2.26	12	K. WHITE	6	2.48	22	C. MISSO	6	2.59
2	R. BRAND	1	2.28		N. TAYLOR	4	2.48	24	C. LOY	5	3.00
3	E. VAN AMSTEL	2	2.39		R. LANGE	2	2.48	25	B. THOMPSON	3	3.02
	B. JEFFERY	4	2.39	15	R. WILSON	3	2.49	26	R. LINNEWEBBER	3	3.03
5	G. BYRNE	1	2.42	16	N. BANG	2	2.50	27	J. TORNEY	3	3.09
	J. SWINGLEHURST	2	2.42	17	B. MACPARLANE	4	2.51	28	P. COLLINS	1	3.16
	L. ZIVEC	2	2.42	18	C. BRAND	1	2.54	29	W. HANKINS	5	3.18
8	G. DEIN	2	2.43	19	D. GEERS	1	2.57		S. SCHINKAT	3	3.18
9	D. WESTWOOD	3	2.44		T. HEGARTY	3	2.57	31	J. WISEMANN	4	4.07
10	N. CAMBIE	3	2.45	21	A. BOYLE	6	2.58		R. SAMS	3	D.N.F.
	G. MOEDT	5	2.45	22	S. ABRAHAMSON	5	2.59		R. EDWARDS	7	D.N.F.

I arrived at the circuit after the prologue had been completed. It was the perfect day for such an event, warm but not hot and the previous days heavy rain had laid the dust without turning the place into a quagmire.

A disused (and presumably haunted) farmhouse was the event H.Q. It was here that Phil Unicomb and Brian Swinton had set up their communications network, and a whole gallery of time-keepers hunched over their clocks.

Soon the event was underway. The fastest qualifiers lined up in twos and we had the excitement of them blasting off together down the long straight. I must say I found the day anything but dull - look at what my notes say for the first runs. The arm goes down and Rod Brand and Michael Collins blast off with Rod just getting the nose ahead by the first corner. From the next duo once again the left hand side was the quickest, Noel Jeffreys Baja just getting the edge on Off Road Champion Ed van Amstel. Greg Byrne hesitated on the line letting John Swinglehurst get ahead. Across the

skyline thundered the two leaders with Rod just ahead of Michael. In the H.Q. Desley Collins waved her broken lump at her son and shouted "Bloody Michael move it !" - you hear about these poor kids of 5 who miss a goal at football, and spend the next week locked in an airing cupboard - well Michael had better watch out for himself as Rod just beat him across the line by 1 second at the end of their first lap. Van Amstel had wrestled his way past Jeffrey - John Swinglehurst came past on 3 cylinders - Wayne Cambie thundered past in his big Toyota. Then on the skyline Michael Collins wobbled into view and his front wheel folded up under the body. Geoff Deins Class 2 racer took the swinging lefthand bend that led onto the long straight very wide indeed, the front wheels kicking up all the loose dirt off of the racing line. Jeffery came slowly into the pits. After a splendid practice time Lance Zivec had had a roll but was still going very well. First of all we had bags of understeer from Rod Brand and then we heard that his crank had broken. Van Amstel had also obtained a misfire and Dein staged a big finish - well that was the first run, one waited breathless for more.

RUN 1 HEAT 1			RUN 1 HEAT 2		
1	G. BYRNE	25.07	2	R. LANGE	26:14
3	D. WESTWOOD	26.41	6	K. WHITE	26.15
2	E. VAN AMSTEL	26.56	4	N. TAYLOR	26.23
2	L. ZIVEC	27.08	4	B. MACFARLANE	26.29
5	W. CAMBIE	27.24	3	R. WILSON	26.56
2	J. SWINGLEHURST	28.37	2	N. BANG	27.30
2	G. DEIN	D.N.F.	6	A. BOYLE	27.43
1	R. BRAND	D.N.F.	1	D. GEERS	D.N.F.
4	S. JEFFREY	D.N.F.	3	T. HEGARTY	D.N.F.
1	M. COLLINS	D.N.F.	1	C. BRAND	D.N.S.

I'd received the kind permission of the director to walk about the course, so I collected my umbrella, discussed with the man on the gate whether it was safe for me to depart, and then I walked down to the tight right hand bend at the end of the main straight. When I reached there I discovered to my horror that they'd been calling for my return over the loudspeakers. That's the last time I have

kippers on toast for breakfast ! I would have returned there and then to tender my apologies but us one lunged people have to conserve our energy.

What a motley crowd of pirates they had at this Incident Spot and Finish Control. Ross Stanfield and Terry Coneelly were the sober, polite, well dressed ones !!

The second runs started and as befitted their identical practice times Kev White and Nev Taylor came pounding into the corner neck and neck, hurtling round the corner in a crescendo of dirt and noise with the swing axles on Kevs stock-standard(!) VW 1600 getting well tucked under. Then the Two Ronnies came down with Lange just ahead of Wilson followed by Neil Bang ahead of Barry Macfarlane. David Geers in his rotary Class 1 car came down amidst a cloud of smoke and half spun on the corner. Tim Hegarty beat Alwyn Boyle to the corner, Alwyn was in a rally Datsun 1600 and he and Carl Misso (who shared the car) looked to be having a ball, the Purga Creek track being ideal for rally cars. Soon we had Kev White powering down the straight head on towards me, with the dust billowing out from the front wheels and the car jiggling up and down on its suspension. Now when I was a lad I had my "Mike Hawthorns Book of Motor Racing" and the book was explicit about the quick line through corners - so everytime that Ron Lange came down the straight tucked as far over to the right as possible (into a righthand bend of course) a careful observer would have

seen a contemptuous sneer on Big Eds face - of course what really takes the wind out of my pompous sails is that Ron won the heat from a very hard charging Kev White ! Tim Hegarty rolled his class 3 buggy and the Big Ed Triers Award went to Barry Macfarlane - the only one who looked really serious under braking and turning into the corner. Barry finished 4th in the heat and should have been higher. Over in the distance we could see a classic out-of-creekbed-yump and with Neil Bang just ahead of Barry Macfarlane, for one long moment it seemed that Neil was about to get a bang on the ahead, but the Baja crashed to earth just behind him. David Geers rounded the corner and disappeared beating the steering wheel for more urge. Finally in this heat Neil Bang came past with the engine sounding off.



I strolled down to the yump for the next heat, and thanks to the efficient organisation we had only a minute before cars began to leap into the air before us. Steve Abrahamson howled pass in the two stroke Suzuki, then Carl Misso in the rally Datsun, Cedric Loy, Brian Thompson, John Torney and positively Off The Planet Robert Linneweber. The big dice from this heat was that between Cedric Loy and Brian Thompson. First time round they took the yump together and disappeared over the horizon side by side. The same again on the next lap with Brian just lacking the grunt to get past the 4WD Diahatsu. Then,

on the next lap he came past a full 5 seconds ahead of Cedric, and that was the last we saw of Cedric - well wholly anyway. On the other side of the course, about 200 meters away, we were amazed to see a carless wheel roll down the hill and fall in the pond. I scuttled over and there on top of the hill was Cedrics car with Cedric searching the sparse undergrowth behind the car - "No no" we cried pointing over our shoulder, "It's in the bloody dam" - Cedric didn't look like he was believing me at first. On with the event, John Torney and Robert Linneweber were still together, Steve Abrahamson came past going very well, then John Torneys car stopped at the yump and he only restarted after a grating of gears. However Robert Linneweber wasn't in for a quiet ride as he quickly got embroiled with Steve Abrahamson, for lap after lap they came along together, Roberts car landing with a Crash and Steves hitting the deck with all the fuss of a feather.

RUN 1 HEAT 3

5	S.ABRAHAMSON	28.01
3	B.THOMPSON	28.55
6	C.MISSO	29.07
3	R.LINNEWEBBER	30.26
5	C.LOY	D.N.F
3	J.TORNEY	D.N.F

RUN 1 HEAT 4

3	R.SAMS	28.47
3	S.SCHINKAT	30.29
4	J.WISEMANN	32.25
1	P.COLLINS	D.N.F.
5	G.MOEDT	D.N.F.
2	J.DIEGNAN	D.N.F.
7	R.EDWARDS	D.N.F.

One more heat before lunch and they came past in the order Pat Collins (A long way back after 2 spins on the Prologue), Wayne Hawkins, Sabine Schimkat, John Wiseman, Ric Edwards, Rod Sams, Gary Moedt and John Diegan. Ric Edwards came to ahalt, Rod

Sams takes John Wiseman at the jump, John Diegan has a very shaky landing on one wheel, Wayne Hawkins comes past very slowly, Sabine Schimkat and Rod Sams come past together followed by the black duo of John Diegan and John Wiseman. Gary Moedt in The Earthquaker had his door open (ready for a quick getaway ?) and my final note on John Diegan says "...lots of flashing arms and muck". Then it was time for lunch.

Lunchtime was a hive of activity in the pits and much tea was being drunk. Well I think it was tea, booze was banned in the pits so what else was there ?

The First heat of the second runs and I returned to the intellectual group at the first corner. Down the straight came the first cars, Greg Byrne and Ron Lange side-by-side with Ron rubbing the inside fence again. Once again Kev White just won the initial charge from Nev Taylor and Dave Westmoor had done the same to Barry Macfarlane. Then to our great surprise Alwyn Boyle in the rally car was ahead of Ed van Amstel - but not for long! On the next lap Alwyn slide the Datsun very wide at the exit to the corner, the camber feeding him ever further into the dirt - which he sprayed over me. Dave Westwood and Barry Macfarlane were still neck and neck. Kev White did a long cock of the inside leg and the Dave Westwood stopped with perhaps a gear problem. At the close of play we were disappointed to see Alwyn come to a halt in the 'proper' car. This heat was a pretty easy win by Greg Byrne, 32 seconds in front of Ed van Amstel.

HEAT 2 RUN 1

1	G. BYRNE	24.31
2	E. VAN AMSTEL	25.03
6	K. WHITE	25.33
2	R. LANGE	25.40
4	N. TAYLOR	26.13
4	B. MACFARLANE	26.18
6	A. BOYLE	D.N.F.
3	D. WESTWOOD	D.N.F.

HEAT 2 RUN 2

1	M. COLLINS	24.11
2	L. ZIVEC	26.38
3	R. WILSON	26.56
3	T. HEGARTY	27.13
3	R. LINNEWEBBER	28.33
5	S. ABRAHAMSON	28.37
5	W. CAMBIE	29.33
6	C. MISSO	D.N.S.

The next heat really was an easy win, Michael Collins coming home more than 2 minutes ahead of the promising Lance Zivec. (Perhaps Desley won't put him on bread and water after all). At the start Michael roared in with Tim Hegarty, Tim having to run wide with his wheels in the dirt to give Michael fighting room. The next two off gave us a real

David and Goliath battle. Wayne Cambie in the huge thundering Toyota and Lance Zivec in his Class 2 buggy. Acceleration was evenly matched as they powered down the straight and for a moment it looked as if Lance was going to bully his way past the big brute, but then he had a quick burst of sanity and gave way. Steve Abrahamson howled pass and then Ron Wilson beat Robert Linneweber to the bend. On the next lap Lance Zivec had got past the Toyota and the beast promptly died at the top of the next hill - it did reappear later but it was popping and banging and shooting out flames like a turbo. And that was about that for this heat, the only remarkable fact being that Michael Collins lapped everybody else.

And that I'm afraid is where I had to leave for home. Time was passing swiftly and TIMS wanted to go to an evening concert - I'm sorry I missed the final run as it was reported to be quite something.

HEAT 2 RUN 3

2	G. DEIN	25.02
5	G. NOEDT	26.41
3	S. SCHINKAT	29.03
3	J. TORNEY	29.03
5	N. HAWKINS	29.23
2	N. BANG	30.45
4	J. WISEMAN	D.N.F.
3	R. SANS	D.N.F.

FEATURE RACE

192	1	G. BYRNE	26.38
247	2	G. DEIN	26.55
206	2	L. ZIVEC	26.57
255	2	E. VAN AMSTEL	27.15
289	2	R. LANGE	28.24
404	4	N. TAYLOR	29.05
403	4	B. MACFARLANE	29.06
137	1	M. COLLINS	D.N.F.
627	6	K. WHITE	D.N.F.

10 OUT OF 10 TO GREG BYRNE, AND

10 Eridanus Street,
Inala.....4077.

3rd May, 1983.

Dear Big Ed,

Just a few caustic comments on Sunday's Off Road Event - if I keep this up some smart aleck will advise me to put up or shut up wont they.

Things were a bit slow to start for one reason or another, and it seems like the organizers were trying to make up the time all day.

The guys had obviously put quite a bit of effort into the planning of the track etc., and the events were quite entertaining, with one rollover, No. 206, who went on to come in second in his heat.

A large variety of breakages, including Cedric Loy's trying to run his first loop on three wheels.

Cedric - we all know the DAIHATSU can do some pretty remarkable things, but minus a wheel (due to a broken wheel mounting flange on the hub) is going a bit far.

The annoying thing (another one) was that his usual trailer load of spares was sitting happily at home in the garage.

I have been informed by a 'usually reliable source' that things are back to normal on four wheels, and close to being ready for Cherribah.

Back to Sunday - heard a few complaints about 'gestapo' type operations. Fellows, I realise that us 'off roaders' need some help sometimes, but I think we were pushed a bit too far this time.

After all, we are not into Off Roding as a professional operation, but as a weekend hobby - relaxation?? - and most of our competitors and spectators prefer their sport with a little less 'seig heil'.

Never mind - next time a little more soft pedal and heaps less complaints.

A few people might even heed your impassioned pleas for a cleanup parade after the event - although if things had been started on time there would have been plenty of opportunity for an 'emu parade' after the prizegiving.

Regards,

Pat McCreery

)
| at .

mazda WRECKING

Phone 48 1382

WRECKING ALL POPULAR MODELS — NOW—

MAL HUME

**C. J. MOTORS SERVICE CENTRE
1071 IPSWICH RD., MOOROOKA**

PETROL — OILS — LUBES — REPAIRS

SPACE TO LET

Your ad can not only reach every Club member but every person who picks up a copy --- of which there are many, by advertising in this space

Details on application

to: Esme Gibson
Administration Officer

Tel 391 8881

SPACE TO LET : HALF PAGE

or TWO QUARTER PAGES

Contact. Esme Gibson
Administration Officer

Tel: 391 8881

for further details.

1984 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 1984 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 1984 Club Championship.

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

Pete Smith (379 2066 home, 379 6182 work. 42 Ardoyne Road, Corinda, QLD 4075) has volunteered his services as Registrar again this year and organisers of all club events are asked (may 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 CHAMPIONSHIPS 1983

<u>Rally Championship</u>		<u>Rally Champ (Cont)</u>		<u>Off Road Champ (Cont)</u>				
1	Iain Stewart	22	=36 Paul McIver	1	= 5 Mick Norris	9		
2	Peter Marcovich	20	Kerry Rasmussen	1	A N Other	9		
3	Kelvin Taylor	12	Bill Dunk	1	= 9 Geoff Dein	8		
4	Tony Best	11	Colin Plant	1	Paul Watkinson	8		
= 5	Brian Marsden	10	Trevor Plant	1	=11 Noel Buckley	7		
	Errol Bailey	10	James Muir	1	Michael Collins	7		
	Greg Whitaker	10	Rod Bailey	1	=13 Laurence Svenson	6		
	Alan Staib	10	Ion Moir	1	Janelle Svenson	6		
= 9	Peter Phillips	9	Andrew Gilliland	1	=15 David Haeusler	5		
	Peter Whalley	9			Gary Haeusler	5		
	Bill Dillon	9	<u>Speed Event Championship</u>			=17 Bryan Verrall	4	
	Coral Taylor	9	1	Greg Byrne	11	Stephen Hawkins	4	
=13	Gary Batts	8	2	Geoff Dein	10	=19 Stephen Sullivan	3	
	John Hall	8	= 3	Lance Zivec	9	Paul Lewis	3	
	Don Milner	8		Phil Unicomb	9	=21 Paul Jeffreys	2	
	Wayne Hickey	8		Brian Swinton	9	David Henry	2	
	Gary Kabel	8	6	Ed van Amstel	8	=23 Jeff Shepherd	1	
=18	Peter Clydesdale	7	7	Ron Lange	7	Rod Billing	1	
	Ian Reddiex	7	8	Nev Taylor	6	Rico Casagrande	1	
=20	Richard Kelly	6	9	Barry Macfarlane	5	John Hahn	1	
	Warren Tegg	6	=10	Michael Collins	4	Alwyn Boyle	1	
	Greg Weale	6		Kev White	4	Carl Misso	1	
	Jim Reddiex	6		Dave Westwood	4	Daryll James	1	
	Chris Beecham	6	<u>Motorkhana Championship</u>			Brian Kennedy	1	
25	Del Garbett	5	1	Ian Fink	28	Ron Lange	1	
=26	Dale Payne	4	2	Alan McConnell	27	Narelle Lewis	1	
	Peter McMahon	4	3	Del Garbett	21	<u>Night Run Championship</u>		
	Tony Kabel	4	= 4	Steve Arlidge	18	= 1	Alan Ball	29
=29	Simon Passlow	3		Peter Garbett	18		Rod White	29
	Boyd Ovens	3	6	Pete Smith	17	= 3	Alan McConnell	28
	George Kahler	3	7	Lin Melton	16		Peter Johnson	28
	Dave Ambrose	3	8	Robyn Arlidge	13	= 5	Del Garbett	20
=33	Russell Reid	2	9	Tony Krebs	11		Peter Garbett	20
	Hugh Walker	2	=10	John Holster	10	= 7	Chris Wall	19
	Pat O'Brien	2		Ross Perry	10		Laurie Stretiberg	19
=36	Rod Cross	1	=12	Greg Weale	6	9	Greg McIntosh	11
	Alan Stean	1		Alan Ball	6	=10	Dwayne McClintock	10
	Andrew McGraa	1		Hank Kabel	6		Pete Smith	10
	Lachlan Foord	1	=15	Ron Lange	5	=13	Kelvin Taylor	10
	Simon Kabel	1		John Spencer	5		Paul Williams	9
	Grant Lilley	1		Cameron Neilson	5		Alex Conroy	9
	Graham Neilsen	1	11a	Paul Healy	7		Greg Yeoman	9
	Alan Wright	1	=19	Brett Anson	4		Cameron Neilson	9
	Bill Porteous	1		Col Powell	4	=17	Paul Healy	8
	Wayne Kirby	1	=21	Wayne Hickey	3		John Spencer	8
	Glen Law	1		Richard Schilpzand	3		Mark Lewis	8
	Richard McColm	1	23	Phil Stephan	2		Ross Walsh	8
	Paul Bergmann	1	<u>Off Road Championship</u>				Kerry Walsh	8
	Kelvin O'Shea	1	= 1	Rod Brand	11	=22	Peter Marcovich	7
	Peter Garbett	1		Phil Unicomb	11		Tricia Marcovich	7
	Tony Krebs	1	= 3	George Croucher	10	=24	Neil Bennink	6
	Steve McCabe	1		Lloyd Prescott	10		Craig Read	6
	Michael Scott	1	= 5	Noel Jeffrey	9	=26	Colin Dyckworth	5
	Don Adams	1		Stephen Jeffrey	9		Craig Warren	5

<u>Ladies Championship</u>		<u>Club Champ. (Cont)</u>		<u>Club Champ (Cont.)</u>		
1	Del Garbett	32	= 7	11	=34 Robyn Arlidge	4
= 2	Coral Taylor	11	=14	9	Michael Collins	4
	Janelle Svenson	11		9	Nev Taylor	4
= 4	Robyn Arlidge	10		9	=37 Bill Dillon	3
	Narelle Lewis	10		9	Tony Krebs	3
	Kerry Walsh	10		9	Barry Macfarlane	3
7	Tricia Marcovich	9	=19	8	Greg McIntosh	3
				8	Peter Phillips	3
				8	Coral Taylor	3
				8	Peter Whalley	3
				7	Paul Watkinson	3
				7	=45 Noel Buckley	2
				7	Wayne Hickey	2
				7	John Holster	2
				7	Paul Healy	2
= 7	Greg Byrne	11		7	Cameron Neilson	2
	Rod Brand	11	29	6	Dwayne McClintock	2
	Ian Fink	11	=30	5	Ross Perry	2
	Peter Marcovich	11		5	John Spencer	2
	Iain Stewart	11		5	Greg Weale	2
	Kelvin Taylor	11		5	Kev White	2
					Dave Westwood	2

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

Night Run - 11th May

This popular club event was organised by Peter Johnson and Laurie Streitberg and took in most of eastern Brisbane. I drag a far from willing Kelvin Taylor from the clubrooms - he complained that as a rally driver he was a hopeless navigator - this I took for granted, but I told him straight - "Stop peeling that banana with your feet and do something intelligent for a change"

We set out with our instructions in our hot little hand, at 8.15. and soon we had no bloody idea what we were doing. This mainly stemmed from the time when Kelvin told me to "Turn Right at turn left" one of the most puzzling things to be told to do on a Wednesday evening. Eventually we sorted out that "TR @ TL" meant "Turn Right at Traffic Light" and from there on all was plain sailing. We headed East through Chandler and beyond, searching out for clues and using the keen pieces of dirt road that Peter had included. One 'road' was a squelchy grass bank that had to be assaulted at the trot. We finished off with a short dirt road not 200 metres from the club - well done Peter and Laurie, great fun.

1st	Rod White / Alan Ball	10
2nd	Pete Smith / Kelvin Taylor	20
3rd	Greg Yeoman / Cameron Neilson	30
=4th	Alan McConnell / Mark Lewis	40
	Ross Walsh / Kerry Walsh	40
6th	Neil Bennink / Craig Read	100

The Next Night Run will be on May 25th and will be organised by Peter and Del Garbett. Starts from the clubrooms at 8pm, entrys cost \$4 per car and Basic Licences are needed (obtainable from the club on the night), the're both easy and tricky at the same time so come and try your skill. Drivers/Navigators are available at the club.

CLUB OFFICERS

		Phone Number			
		Home		Work	
PATRON.....	The Hon.Sir James Killen, K.C.M.G. M.P.	264	1738	52	7177
PRESIDENT.....	Jim Reddiex	48	4558	44	8061
VICE PRESIDENT.....	Brian Swinton	59	8785	52	5391
IMMEDIATE PAST PRESIDENT.....	Mike Mitchell	48	3889	394	1922
SECRETARY.....	Warren Tegg			227	8054
ASSISTANT SECRETARY.....	Ron Wilkins				
TREASURER.....	Errol Bailey	48	0546	372	3777
CLUB CAPTAIN.....	Ian Goldsworthy	390	6245	390	6245
BOARD MEMBERS.....	Roberta Barbe, Chris Brand, John Hall Peter Marshall, Peter Smith				
	Dennis Brown				
CAMS DELEGATE.....	Peter Marcovich	343	8443	349	4733
CAMS OBSERVER.....	Peter Marshall	202	6932	202	6932
ASSISTANT TREASURER.....	Noelle Drummond	398	3947	225	0133
AUDITOR.....	Nev Johnston	266	8241	358	1022
PROMOTIONS OFFICER.....	Phil Unicomb	208	5564	208	5564
ASSISTANT PROMOTIONS OFFICER..					
BUILDING & PROPERTY OFFICER....	Brian Swinton	48	4558	44	8061
REGISTRAR.....	Peter Smith	208	1721	379	6182
MAGAZINE EDITOR.....	Peter Smith	208	1721	379	6182
REFRESHMENTS OFFICER.....	John Hall	345	5751		
ART UNION PROMOTOR.....					
FINANCE COMMITTEE CHAIRMAN....	Errol Bailey	48	0546	372	3777
SPORTING SUB C'TEE CHAIRMAN...	Peter Marcovich	343	8443	349	4733
MOTORKHANA OFFICER.....					
OFF ROAD OFFICER.....					
RALLY OFFICER.....					
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 p.m. onwards.

POSTAL ADDRESS:

As from 1st January 1983 All Correspondence for the Club should be addressed to:

BRISBANE SPORTING CAR CLUB LTD.
P.O.Box 347
WOOLLOONGABBA Q 4102.

Coming Events

- May 18th Wed - Off Road Night at the Clubrooms, 8pm
- " 22nd Sun - Cherribah Long Course Enduro
Full Details Inside
- " 21st Sat - Renault Car Club Novice/Clubman Rally
Starts from Nanango at 6pm and runs round the Nanango Fore
- " 25th Wed - Night Run organised by Peter and Del Garbett
from the Clubrooms at 8pm (O Gawd Blimey, May 28th
- 28TH SAT ←————→ Christian Autosports Rally-
June 1st Wed - Social Night at the Clubrooms sprint - full details inside
Everybody welcome - commences at 8pm
- " 4/5th Sat-Sun - Australian Hillclimb Championship
Organised by the M.G. Car Club at Mt. Cotton
A Top Event to spectate at.
- " 7th Tue - Committee Meeting at the Clubrooms 7pm
- " 8th Wed - Rally Night at the Clubrooms, 8pm
ALL MEMBERS WELCOME.
- " 12th Sun - CLUB MOTORKHANA BY ALAN BALL
Grass venue uncertain by probably Lakeside.
Ring Alan (372 5594 - home) or Del Garbett (393 1400 - hom.
for details nearer the event.
- " 15th Wed - Off Road Night at the Car Club 8pm
- " 19th Sun - Racing at Lakeside
- " 22nd Wed - Night Run by Jeff Premain
Starts from the Clubrooms at 8pm,
- " 25/26th Sat/Sun - JAMES' HARDIE NATIONAL RALLY
- " 29th Wed - Social Night at the Clubrooms 8pm
With films/video to watch I imagine.
- July 3rd Sun - Short Course Off Road at Purga (A greta place for rally ca.
3rd Sun - B.S.C.C. Round of the Queensland Motorkhana Championship
Warwick - Bitumen - Fabulous Results Service.
- " 5th Tue - Committee Meeting at the Clubrooms 7pm
- " 6th Wed - Social Night at the Clubrooms 8pm
- " 9/10th Sat/Sun - Northern Districts Rally
Round 2 of the Queensland Rally Championship
- " 13th Wed - Rally Night at the Clubrooms 8pm
All Club Members Welcome =
- " 20th Wed - Off Road Night at the Clubrooms 8pm
All Club Members Welcome

AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE AKSES GROUP

Factory Appointed Distributor

STROMBERG – SOLEX – ZENITH

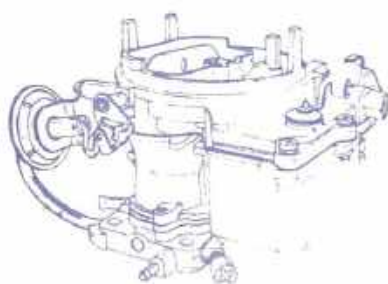
CARBURETTORS AND PARTS

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

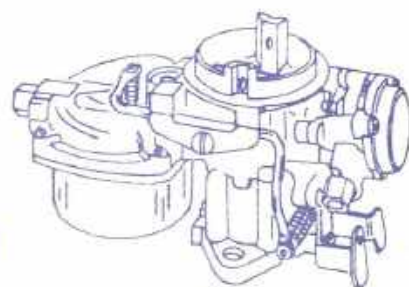
CARBURETTORS and PARTS

AUTOLITE : CARTER : JAP : ROCHESTER

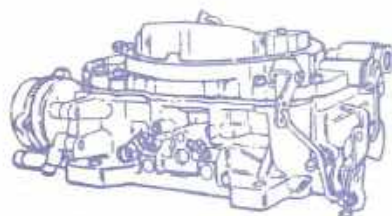
CARBURETTOR PARTS

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

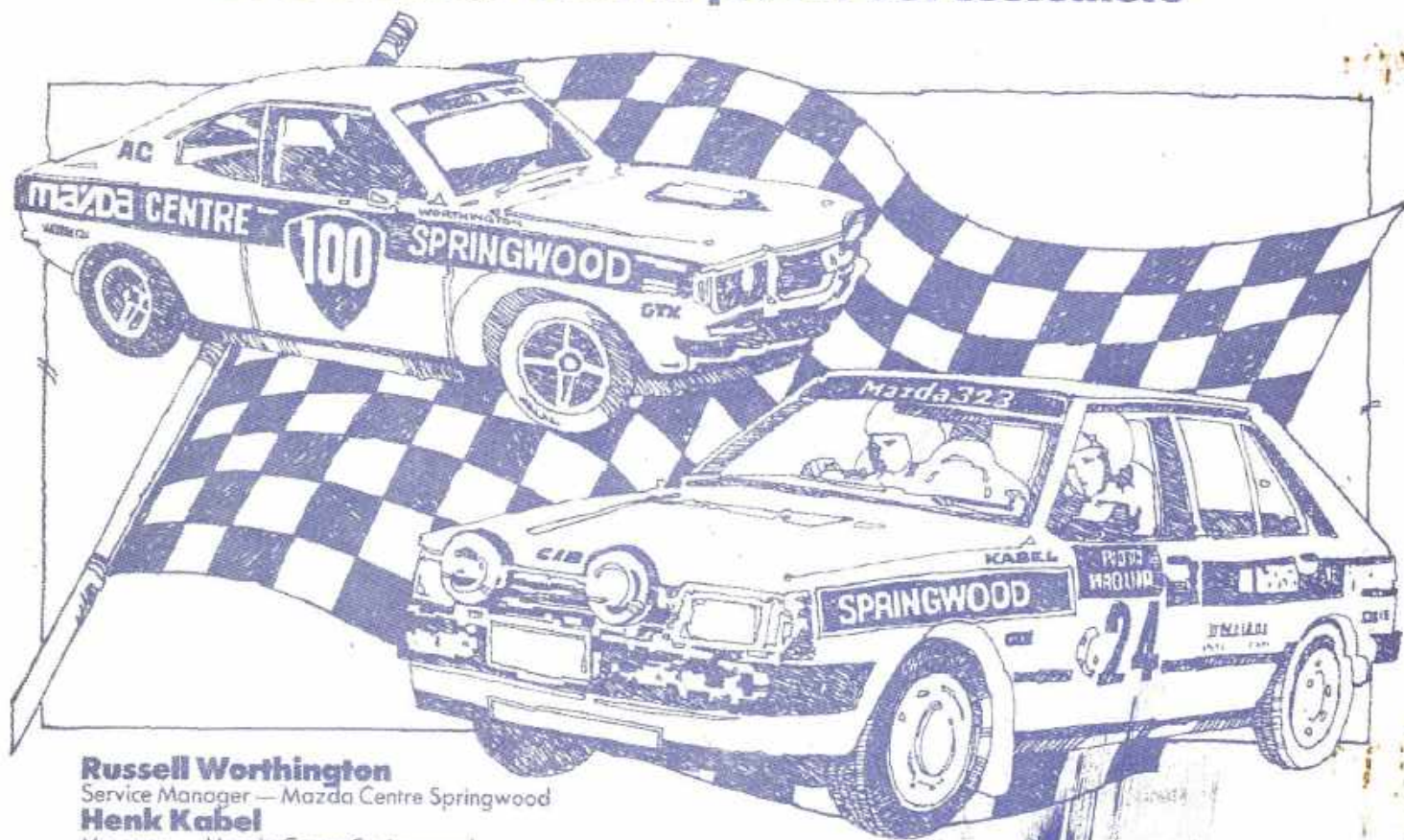
592-4 LOGAN RD, GREENSLOPES, 4120.

397 7433

DIRECT ORDER PHONE: (07) 397 7271

There are many reasons why we race and rally Mazda

1. We like the sport
2. Mazda is a reliable product
3. It gives us experience in preparation of cars
4. Our work shop staff become better mechanics
5. We can do a better job for our customers



Russell Worthington
Service Manager — Mazda Centre Springwood
Henk Kabel
Manager — Mazda Centre Springwood

WE BELIEVE IN AFTER SALES SERVICE — TRY US!

mazda
CENTRE-SPRINGWOOD
PHONE 208 4333 — A/H 30 2617