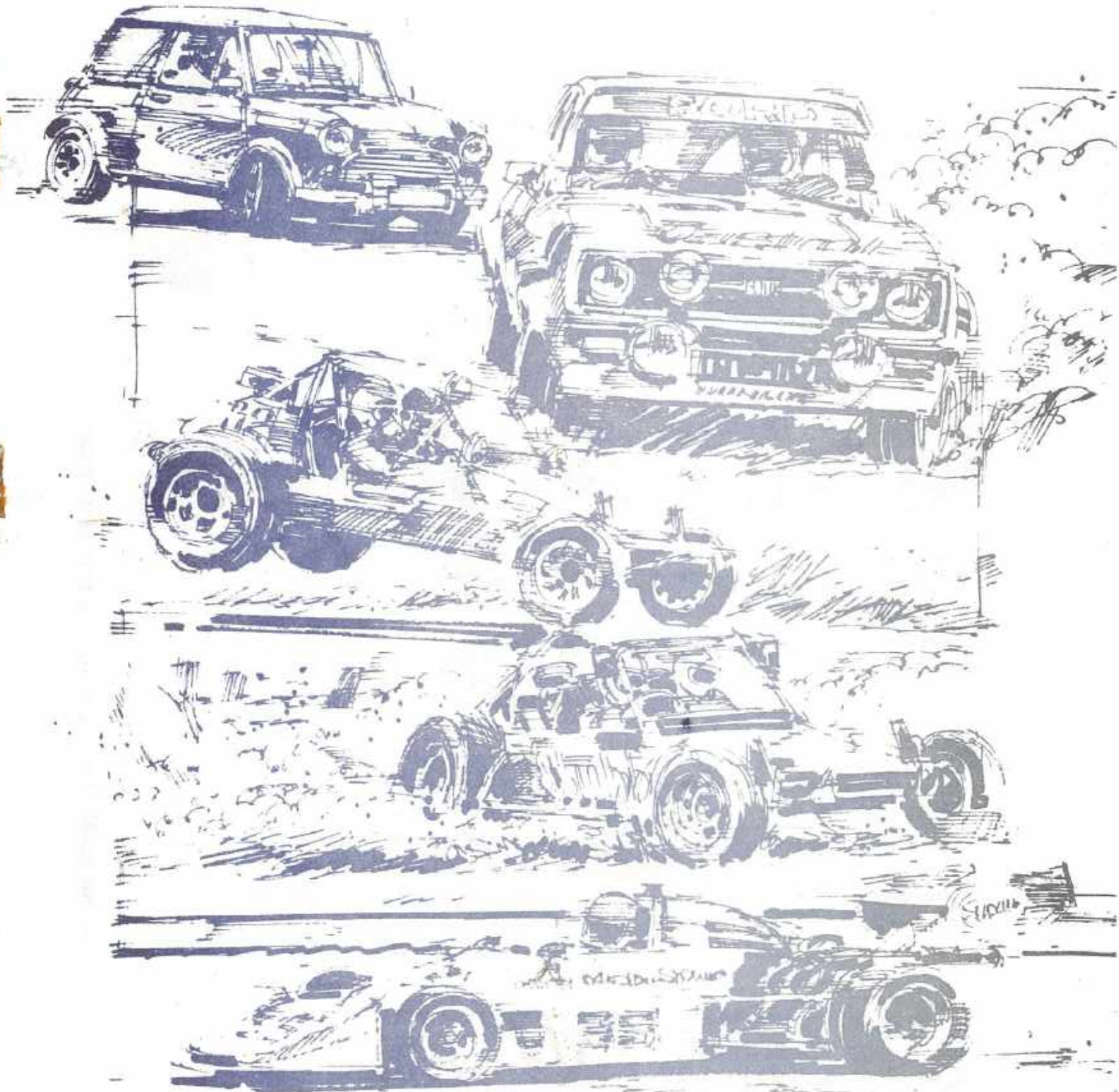




BRISBANE SPORTING CAR CLUB MAGAZINE

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JUN 1983





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BRISBANE SPORTING CAR CLUB Ltd
MAGAZINE - JUNE 1983

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JAMES HARDIE NATIONAL RALLY
AUSTRALIAN RALLY CHAMPIONSHIP ROUND 2

JUNE 25th/26th 1983

Organised by PETER MARSHALL for the
BRISBANE SPORTING CAR CLUB Ltd

As most people would know the James Hardie National Rally was postponed from its original date in April - need I say that wet weather was the reason ?

The new date has been set for 25th/26th June. The rally still starts from the Mt Coot-tha Quarry at noon on Saturday, but now we have the pleasure of finishing at a FREEPS concert in the Botanic Gardens at noon on Sunday. The route and time schedule will be similar to the postponed event.

Again we need lots of help with the event. If you can help, please phone Brian Swinton on 48 4558 (home) SOON if not SOONER.

Last weekend (4/5th June) was the first time since the postponement that the weather cleared enough for us to venture into the forests. Amazingly all the roads were still there and most were in surprisingly good condition. We slithered and pushed our way around the route, thwarted only by the odd missing causeway and pausing to clear the fallen trees.

With a bit of fine weather between now and the 25th we should still be able to run a great event.

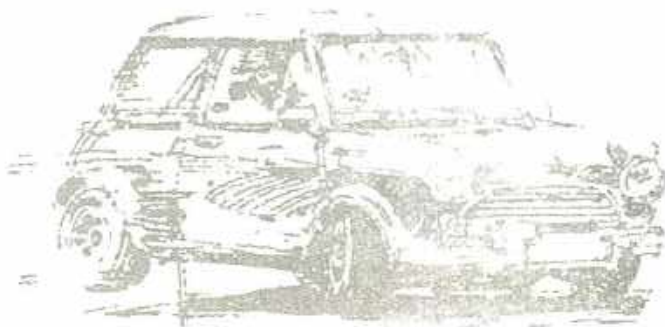
Hope YOU can be there.

Peter Marshall



JULY 3RD 1983

ENTERTAINMENT FROM THE
BRISBANE SPORTING CAR CLUB LTD



WARWICK MOTORKHANA

Round 4 of the 1983 Queensland
Motorkhana Championship.

Regulations Available Now, entries
cost \$10 and a Basic Licence is all
you need.

The event will be run on the
bitumen Car Park behind Warwick
Town Hall - the first test
commencing at 12 noon.

Organised by our Club President
Jim Reddiex and our Man in Warwick,
Tony Best. The Timing and Results
service will be in Big Eds hands.

Food Available on Site (the car
park is bordered by two pubs).

Entries are Open Now, and close
at 5pm on Friday 24th June. The
Event Secretary is

Wendy Marshall
2894 Moggill Road
PINJARRA HILLS Q 4069
202 6932 (a/h)

See You There !

)))))

NEAR WEST SHORT COURSE SPECTACULAR - scheduled for 3rd July 1983

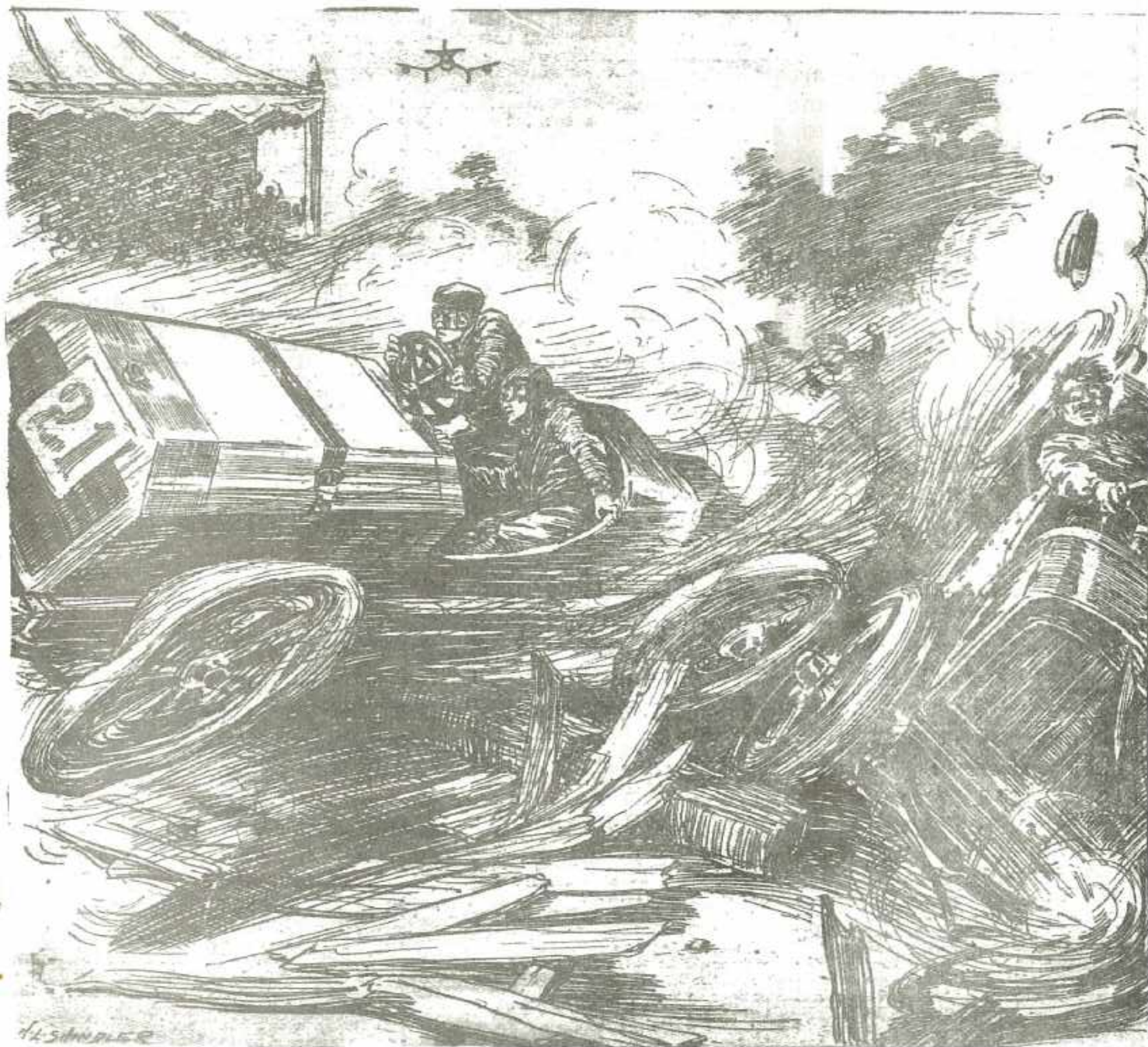
This event has been cancelled but RON WILSON is slotting it in
early NOVEMBER. Still to be held at PURGA CREEK - watch the
mag for further details.

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

Fairly Major Forthcoming Event

OFF YOU GO TO THE 2GO - IT'S TOO DAMN FAR, BUT WHAT A SHOW !

Round 3 of the Australian Rally Championship - The International 2GO Rally
13th/14th August 1983, starts Saturday at 10.30am from Dane Drive,
Gosford (adjacent to the waterfront) and finishes Sunday at 2.30pm.
520kms - 275km competitive. H.Q. McDonalds Family Restaurant, Wyong.



A DRAMATIC MOMENT ON THE LAST NIGHT RUN WHEN THE EDITOR, FRUSTRATED OUT OF HIS BRAIN BY GOING UP AND DOWN BLOODY FRANKLIN STREET, CARINA, RAMMED ALAN BALL BECAUSE HE IS A SMART ARSE (HE ALWAYS WINS THESE THINGS). THE PERSON IN THE BACKGROUND WAVING HIS FIST MUST BE RON WILKINS AND IN THE SKY ABOVE CAN BE SEEN A STUKA BOMBER ON ITS WAY TO BLOW PETER GARBETT TO SMITHEREENS.

I see Peter Garbett is producing his own report of the Night Run he organised with Del Garbett on the (black) Wednesday of May 25th. Of course his report will paint a rosy picture of smiling people tootling round looking for the third wallaby on the left. Far, far from the truth! My basic complaint is that easy as nightruns are, they still lay dangerously in wait for the mentally inept. We started off well enough and by driving at about 12/10ths we actually overhauled Alan Ball, then we couldn't find What Clearance? anywhere - Ron Wilkins came past with Alan Mitchell, both of them chanting "You'll never find it Smithy" - we sorted out the 5th Left instantly but then we came totally unstuck in rotten Carina. On Friday I had to drive from Woodridge to Wynnum and my route took me through Carina, the mere sight

of Franklin Street lying in wait for some poor sod in the future brought me out in a green and yellow rash. After 3 hours (and about 40 kms) I decided we'd have to give it away, after all it's not easy being a company chairman when your brains numb - although, come to think of it, other Committee Members seem to get along O.K. Anyway I said to Kelvin we'll return to the finish at the Car Club - how nice of Kelvin it would have been if only he'd told me that the finish was at the Garbetts residence in darkest Carina. Still once we'd got back to an all but empty car club it was nothing that couldn't be solved by getting a grip on Kelvins neck and S-Q-U-E-E-Z-I-N-G. This was a good tricky night run, just the sort of event that gives you a sense of triumph when you finish - IF you finish. But Kelvin and I will be back, I see the next Night Run is being organised by Jeff Tremain and the one after by Charlie Blake, I don't know whether to cut my throat now, or wait until Jeff has me going up and down Czar Street, Albion Heights looking for Q6. Potted Shrimps ?

Big Ed

-0-

CHANNEL 9 TELECAST MONACO (Script by Frank Williams) AND

Once again Channel 9 kept me up until the small hours, but I do wish they're advertising people would get the message that I wouldn't go near Bombay Rock for a pension - being staid and 38 years old has some compensation. The adverts we really want to see (granting that we must have some or we see nothing) are things that'll help us stay awake, for instance, long ads in soft focus colour for Peek-a-Boo corsets (but no Sanitary Pads PLEASE - everytime The Incredible Mrs Smith and I have an al fresco nosh-up in front of the box, a pampered miss comes on and tells us why she doesn't smell like a Successful fishing boat on a hot day.

Last Year the Mon G.P. won Big Eds 'Prix de Box oo la Goggle' award for television production. Well obviously that producers gone, just when Rosberg was about to lap 87 people we saw Arnoux park his Ferrari, get out, have a gaellic chat to the recue crews, a back view of him strolling off (meanwhile Rosberg had passed 20 cars by leaping from the parapet at the Mirabeau and floating down to the seafront supported only by a thinks bubble that read "Rallyings got to be safer than this") we then saw the next camera pick up a front view of Arnoux walking back to the pits - Vie la Difference ! (Or in English 'Hurrah for the Change' - on the understanding that if you take care of the change then your wife won't keep going on about the smell of your underwear) But let's not get too bitter, we saw a close-up of Marc Surer finding out what happens to people who impede the British Empire, and that first lap with no two people on the same tyres and the teack dry/damp/wet was just too nervous to watch. Rosberg Rules O.K. ?



Reasonable Mon T.V. reasonable I didn't go to bed until it was all over.

BELGIUM (Script by Jacques Tatti and Mel Brooks) G.P.'s

More Bombay Rock - I must drop in to let them know how much distress they've caused me in the small hours of the morning. I Know ! why don't I reward myself with a chocolate everytime I have to sit through a Bombay Rock advert ! picture me, drooling as my hand hovers over a box of dark creamy Red Tulip Chocs, begging for Bombay Rock to have my wife blown out of bed with more of their raucous drivel.

Now in Germany the locals (the ones with a black ring around the eye and sore throats - see note below) say that Belgium is to Germany what Ireland is to England. i.e. - Q. How many Belgians does it take to get a Jumbo Jet off the ground?. A. 13000. 1 to steer it and 12999 to turn it round the elastic. So perhaps it was no surprise to find the the BEL G.P. a shambles at start and finish.

I think the organisers gave our old friends, and painful sufferers from verbal diarrhoea, Murray Walker and James Hunt a palatial commentary box at Zolder, a nice circuit but 40 miles to the west. Whenever the producer was interviewing a starlet, he left the cameras trailing round following whoever was the only driver to have nobody within 10 seconds of him. Now normally you can follow the course of the rest of the event by listening for the cars passing the commentators box :-

Big Eds Grand Prix Noises Chart

WHANG = Cosworth V8.....BLURP = Renault V6 T/C.....RRRRP = Ferrari V6 T/C.....WHERP = Alfa Romeo V8 T/C.....MNNNNN = Ford 4 T/C
MMMMMM = BMW ?T/C

So if your watching Prost cruising home, the 5 litre turbocharged engine working easily on a mixture of nitro-glycerine and "Extract de Mururoa Atoll", and Murray Walkers bursting a blood vessel because Nicki Lauda's private Focke-Wulf Condor has chintz curtains in the loo, in the background you'll hear

MMMMMM WHANG MMMMMM(Crash) RRRRRRRRRR BLURP WHANGWHERP

and you'll know that Piquets ahead of Rosberg, then there was Patrese but he came off (that'll teach him to wave to his Momma), the two Ferrari drivers - close friends as all the Commendatores pilots are - were right up each other and doing everything short of a contract terminating manoeuvre to beat the other frog bastard, then there's Cheever in the legal Renault ("La Speciale de Scrutineere" as the factory call it) and a nervous Laffite just ahead of de Cesaris.

..... but this time the roars were very muffled.

Anyway back to the glorious Spa circuit swooping through the foothills of the Ardennes. I went there for the 1000km sports car race in 1970 and it poured all day, we began our day opposite the pits and the Porsche 917s, Ferrari 512s (the yellow one of Ecurie Nationale Belge showing through the spray) as they mixed with the 2 litre Chevron-BMWs and Porsches was really something, the spray rising to over 50 feet. They came past the pits at the end of the first lap in the order (if my memory serves me well) Rodriguez, Siffert, Bell, Elford (in the first 2 litre, a Porsche), Giunti, Vaccarella. An awe inspiring sight and sound as you could hear the big flat-12 Porsches booming through the ultra fast Virage Seaman before they stood on the brakes for the La Source hairpin. Later, after several 'Stella Artois' beers, we joined an international party of larrikins in crawling through the long grass to a prohibited area about a third of the way down the Masta straight. The big Porsches were coming down from Burneville at about 170mph in top gear and disappearing at 185mph still in top gear - the boys told me that in dry practice they'd been clocking 220mph. From a position about 20 feet from the track, with our white anxious faces just poking above the grass (for the Belgian Gendarmes make the much criticised Queensland Police look like the Festival of Light the Doppler Effect

at this distance from the passing cars was strongly marked. The cars comign towards you on a sharp note and going away on a bass one - this of course is because sound waves are pointed. A Porsche went :-

with the W being a note dangerous to the ears. One imprint on the brain is of Jo Siffert leaning back and looking nonchalant as he zapped past at 270 feet per second just out of arms reach. Good things Prohibited Areas they should have more of them.

I think I'm drifting away from the point again. The Belgians, in their infinite wisdom, appreciate that the most exciting parts of Grand Prix racing are the start and finish, so they gave us 2 of each !

The Start Mk1 - Because Murray and James were in the Hilton Hotel (Kathmando Branch) they couldn't see the start, and the television people didn't have a camera that could see the start lights, so we had a Belgian exclusive - The Drama Free Start. The cars lined up, the revs rose and Prost and de Cesaris burst away. Nobody else, just Prost and de Cesaris. Arnoux left the line like he was wondering whether he'd left the gas on at home, and the rest dribbled away at a Suzuki Hatch (540) pace. Meanwhile Murray Walker was describing the end of last years Austrian G.P. I think, his voice was at fever pitch and one could hear James pounding on his head with his clipboard. After about $\frac{1}{2}$ a lap Prost and de Cesaris slowed right down and Prost dangled his left foot over the cockpit side because the front 3 litre turbo engine gets a bit hot. Murray was still describing the "fantastic battle for the lead" when Robert de Costello passed them on the back straight. Manfred Winkelhock cruised round reading the current copy of Deutsche Auto Zeitung (He should have read the article, "How hanging on to your rear wheels you should be").

The Start Mk2 - Once again the pretty cars came to a halt and we sat there waiting for something, anything, to happen. The cars surged forward and again de Cesaris barged through Prost and Arnoux to take the lead. My money says that before the race Prost and Arnoux reached a gentlemen's agreement that they let the hairy Italian grab the lead, and they'd have a good chance of four things :-

1. Surviving to block the rest of the mob at La Source (Arnoux especially must get the twitch at the start, look at what Rosberg did to him at Long Beach and Monaco),
2. de Cesaris will spread himself thinly over the Belgium countryside,
3. the Alfa engine will spread itself thinly over the Belgium countryside.
4. The relatively inexperienced Alfa team will cock-up the pit stop. Not an edge-of-seater the Bel G.P. but still a pleasure to see Rosberg streets ahead of the rest of the Cosworths, he must have been caning that DFY to hang onto the turbos.



Initially it looked as if Manfred Winkelhock had had a wheel depart from the car, but I couldn't understand how a righthand wheel could come off on a lefthand bend. It was only last week that Greg Weale and I discussed this problem in relation to rallying, and we agreed that if a right wheel wants to depart it'll always drop off on the entrance to a lefthand corner. So a closer inspection of the moment when the German equivalent of 'Bloody Nora' must have escaped Manfred's lips, shows that the wheel totally disintegrates. What is especially poignant is that the car is an A.T.S. - BMW, and A.T.S. are a major German manufacturer of alloy wheels - back to the drawing board lads !



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Administration Officer

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for further details.

Pretty dull the last hour but 1 lap before the finish the organisers woke me up when they gave the chequered flag to A Dignitary and he turned straight round and waved it at somebody. Now the somebody was Prost, who was actually in the lead. The Official with the Dignitary (who looked like he was either a Real Estate Salesman, or a Telephone Sanitiser) had clapped his hand over his eyes and said "Mon Dieu not yet dumpkorff look you" (He had a French Mother, a German Father and they had a Manx cat and a Corgi), the Dignitary turned round looking dismayed and whilst his attention was distracted, three cars that Prost had just lapped went WHANG-WHANG-WHANG past them.

So your Alain Prost you see, you've just won another Grand Prix for the Glory of France, and your cruising up the straight basking in adulation when 3 busy little Cosworth users go WHANGWHANGWHANG very loudly in your ear. Luckily the front runner of this lot was The Italian Who Thinks - Michele Alboreto. Now (I must stop starting sentences with the word Now, it makes it seem as if i'm lecturing you - AND SIT UP AT THE BACK) Michele is one of your smooth, suave, latins. He comes out of La Source with these two characters jammed under the gearbox of his fairly vile handling Tyrrell and his eyes are caught by a strange tableau at the finish line. There's one bloke wearing an Official armband jumping up and down on his hat, and there's a crestfallen bloke with the flag looking as if death would be a welcome release. Still, he thinks, only 1 lap to go then a drink with the mechanics and straight in the shower. But wait, what's this on the righthand half of the road? What's yellow and white and waves to the crowd? Prost when he's won a race! So Michele stopped his bunch and possibly averted another Bel G.P. disaster, supposing the official points around the course had got word that Prost had finished the event, then people could have been souveniring parts of A.T.S. wheel when 3 busy Cosworth users burst amongst them, this could have been a bigger show than just squashing 1 mechanic as they did 2 years ago.

I went to bed still chortling. TIMS said (totally asleep) "Who won?" - I said "It was a draw. Manchester 2 Brighton 2, there both playing de Costello next week." By the time she's decided that This Cannot Be Right she's wide awake agin - pretty sneaky eh!

....and Indianapolis 500 (Script by Nero)

This started at 11pm on the box and for a magic hour Bombay Rock was the last thing on my mind, then Cinderella left her slipper on the stairs and the childrens adverts re-commenced. There a different sort of people the yanks, every year when I'm watching them play rounders I'm always worried that a grown-up going to catch me at it. It seems to me that one year someone's going to thump the wall and the fire crew that dash to the rescue will all be wearing Ronald McDonald outfits. For all their dozens of personel and commentators it was a woeful broadcast, if you take the reporting of the race itself as an aim. The only people who had any idea what they were talking about were the ex-racing drivers Jackie Stewart and Sam Posey, but Stewart said before the race started that averaging over 200mph was silly, and that if the speed was brought back to a safer average like 140-150mph then the public wouldn't notice anyway - this obviously went down like a lead baloon and he was almost ignored after that. What a grim concrete bound arena Indianapolis Speedway is, still it seems to satisfy the american desire to splatter everything with blood and their welcome to it. (P.S. My dog is available if they^{what} the television production done properly).



TO OUR CLUB SECRETARY WARREN TEGG, AND HIS WIFE KATHSTRINE, A BABY SON ON MAY 31ST WE UNDERSTAND THAT WARREN AND KATH WILL NOT STAND IN THE BOYS WAY IF HE WANTS TO GO ON THE STAGE (FORESTRY DEPARTMENT PERMITTING.)

Major Forthcoming Events

June 29th - Club Championship 1932 Prize-Giving.

At the Clubrooms from 3pm. See The Big Bribe Givers of 1932 receive their momentos. An Initial Introductory Speech by Our President, and then I'll be taking over as Compere - Fun For All with Raffles, booze and snacks - Come Along and Boo, SEEZ YER THERE

Night Run - 22nd June (Wednesday)

This months grey matter tickler is by none other than Jeff Tremain, so it'll be a real thinkers exercise. Come and give Jeff a run for his money, starts from the Clubrooms at 8pm, you need a car/torch/pen and if you don't have a car then we can arrange for you to navigate, and if you don't have a navigator then there's our TSPSA scheme (Twist Some Poor Sods Arm). Basic Licence - fun for all.

"GARDEN CITY - A SPECIAL BENEFIT"

With the generosity of the Garden City Shopping Centre Complex at Mount Gravatt the first bitumen Motorkhana of the year was conducted for the Club by 1981 Club Motorkhana Champion - Peter Smith.

Except for a brief confrontation with an off-duty CIB Sergeant regarding the close proximity of neighbourhood children to the competition, the event ran smoothly and constantly throughout the day with the last of the twenty-six competitors completing the final test about 3.00 p.m.

The field, possibly the largest for some eighteen months or so, was headed by Alan McConnell in the slick-shed RX2 who placed third outright and first sedan behind the dual Citroen Special entry of Alan Krebs (first outright) and Ross Perry (second outright). Ever-improving Lin Melten (1600) with his consistent and determined driving took fourth by more than three seconds from Ian Fink in the ageing however apparently not tiring, V.W. Past Queensland Rally Champion, RX7-mounted Henk Kabel was five seconds further in arrears in sixth, thanks to his wealth of experience and deft manner behind the wheel. Cameron Neilson ousted motorkhana expert Col Powell by less than a second for seventh position - the former providing thrills and at one stage, nearly spills, in a Suzuki Carry Van. A mere two hundredths of a second behind Col Powell lay Richard Schilpzand driving his employer Henk Kabel's RX7, beating Phil Stephan who convincingly rounded out the top ten.

Speaking for the competitors as a whole, thanks indeed must be offered to Del Garbett as Steward/Time Keeper, Kerrie Walsh as Scorer, and those present who made themselves available to assist in righting knocked markers, setting up tests, controlling wayward children and so on. Especially with regard to the latter, it was gratifying to hear Peter Marcovich intervene when he did, avoiding any possible further drama.

Faces new to the Club and new to Motorkhana abounded, some rarely-seen-of-late members appeared at the venue - Gary Kabel who shared his Suzuki Hatch with his father, Sigma driver Ross Walsh in his first Club competition, Peter Garbett sharing Ross' Sigma when the

Garbett's Toyota ran out of rear brake linings, John Spencer opting for his XU1 road car instead of his and Paul Healey's Datsun 1600 rally car until engine problems forced his withdrawal, Dale Payne and Tim Charalambous in Dale's RX2 along with Peter Marcovich sharing Bill Dillon's RX2 entertaining the spectators who gathered in great number. Congratulations to Peter Marcovich who threw his normal well-known tidy style in his own Escort rally car out the window in an all out effort to provide non stop excitement to all and sundry (and we suspect the spectator with the video camera).

Alan Ball (372 5594) is the Director for the next event scheduled for 12 June and moves are well under way to procure a ground for permanent use.

Del and Peter Garbett

MEMBERSHIP REPORT

A warm welcome to the B.S.C.C. is extended to the following people who have joined the Club in May/June.

KIM DAVIES.....	STRATHPINE
MICHAEL BAILEY.....	MOOROOKA
NIGEL HAYES.....	COORPAROO
STEVE BRADFORD.....	SUNNYBANK
GLENN HARRIS.....	ROBERTSON
MICK MUDDLE.....	KEDRON
BILL MCCARTHY.....	STAFFORD HEIGHTS
MARK LEWIS.....	INALA
SCOTT HUNTER.....	MT. GRAVATT
CHARLIE SERCHEN.....	EVERTON PARK
PETE KEMP.....	CLAYFIELD
JOHN CORLESS.....	NEW FARM
NEIL JOHNSTON.....	NEW FARM
DAVID BARLOW.....	MT. GRAVATT
CAMERON HERBERT.....	KALLANGUR
TIM HATLEY.....	BULIMBA
SIMON RIDGWAY.....	STAFFORD WEST
TIM HATLEY.....	BULIMBA

MAJOR PLANS FOR AUSTRALIAN RALLYING

Major restructuring of the Australian rally scene has been recommended by the National Rally Committee to the National Council as a result of a meeting at the national office in Melbourne on April 16/17.

In summary, the main topics covered at the meeting were a revised National Rally Code to be effective from 1st January 1984, a national standard for rally car lighting, the 1984 Australian Rally Championship format and selection of events for the series, the development of a major national/international rally in Australia, special registration of rally cars on a national basis and the projection of a six-year plan for rally car eligibility.

Other items covered were the classification of rally drivers, the appointment of a championship steward, the introduction of a CAMS interstate challenge shield for the Australian Rally Championship and a recommendation on the adoption of ASI698 as the minimum standard for helmets for rallies.

Noise emission standards and testing procedures, the standard of presentation of rally cars, environmental problems confronting the sport, and club events were also discussed.

RALLY CODE

The National Rally Code has been revised to incorporate the three documents set out in the CAMS manual into one document.

The major change to the code that has been recommended is the adoption of the principle that placings be based in the first instance upon the number of sections completed, and then upon the time penalty (similar to the system used in the 1979 Repco Reliability Trial).

For example a competitor who misses a section would have a score like "1:55 minutes". Another competitor with a score of "0:68 minutes", that is, no missed section, will be placed ahead of the first competitor, whereas the competitor with a score of "2:42 minutes" will be placed behind the competitor with the "1:55".

Speeding offences in quiet zones or on transport sections will attract a time penalty as well as a monetary penalty, and excessive speeding could lead to exclusion.

The minimum noise emission permissible will be 96dba which is in

line with states legislation. Testing methods are to be revised, equipment upgraded and the regulation is to be enforced as from 1st January, 1984.

CHAMPIONSHIP

The committee's recommendation for the 1984 Australian Rally Championship is that two events to be held in each of New South Wales and Victoria, and one in each of Queensland and Western Australia. No application was received from South Australia. It was further recommended that points gained from five of the six events count towards the championship.

The events selected were:

March, Vic., Country Roads Board Car Club;

April, N.S.W., Bathurst Light Car Club;

May, Qld, Brisbane Sporting Car Club;

June, W.A., Light Car Club of W.A.;

August, N.S.W., Deepwater Sporting Car Club;

November, Vic., Light Car Club of Australia.

The development of a major national or international rally, as a "flagship" of Australian rallying is a matter that requires the immediate attention of CAMS, the committee recommended.

The need to have an event involving vehicle manufacturers and the nation's leading drivers, so as to gain wider publicity for the sport must be of the highest priority and every endeavour should be taken to introduce a suitable event in 1984.

Special registration of rally cars is a subject that has been discussed in all states recently and the N.R.C. has recommended that an investigation be carried out on a national basis with state consultation.

A six-year plan for vehicle eligibility was considered by the committee, which recommended FISA Group A be the future standard for rally cars and the phasing in of Group A be as follows:

1984 — same regulations as for 1983 (Group G and Group A), but

Group A cars in the ARC be no older than 7 years.

1985 — as for 1983; prizemoney to be biased 2-to-1 towards Group A; Group A cars in the ARC to be no older than 6 years.

1986 — Group A cars only eligible for ARC; cars in the ARC to be no older than 5 years.

1987 — Group A cars only to contest that ARC, state championship or state series events.

1989 — Group A only in all rallies for events contested by road registered cars.

Any new international event introduced into Australia should be for Group A cars only.

A further recommendation to the National Council is that, from 1st January, 1986, Group G cars must have a motor of a type recognised as being manufactured for that vehicle.

At this stage, Group A cars are to be any car that is "recognised" by the CAMS (FISA Group A, CAMS Touring Cars for Group C or E competition) and which is modified in accordance with FISA Group A — and to be called "Group A Australian Modified Rally Cars". The cars do not have to be homologated with FISA.

All the recommendations arising from the meeting will be presented to the National Council at its meeting in Sydney in late May.

The Rally Committee meeting was attended by Geoff Sykes (chairman), Ed Mulligan, Phil Bonser (N.S.W.), Ian Richards (Vic.), Ian Young (Qld), David Milne, Steward McLeod (S.A.), John Poyner (W.A.), Phil Reader (Tas.), and Tom Snooks (secretary).



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ATTENTION OFF ROADERS !!

WHERE DO YOU WANT YOUR SPORT TO GO ?

As chairman of the C.A.M.S. Queensland Off Road Advisory Panel I feel that we are not getting enough feedback from you - the drivers, navigators, directors, scrutineers, pit crews and helpers. Garry Connelly as Queensland Member of the National Off Road Committee would also like to receive more of your opinions.

Too often we hear criticisms directed at C.A.M.S., when, in actual fact the problem may not be a C.A.M.S. problem at all - but there again, perhaps it is !

If YOU feel that changes should be made in any area whatever, then make it your business to be at the B.S.C.C. clubrooms 8pm

28th June 1983

Some of the topics for discussion will be :-

SINGLE SEATERS
SHORT COURSE EVENTS
COMPETING IN NON-C.A.M.S. EVENTS
SAFETY REQUIREMENTS
NATURE OF EVENTS
NUMBER OF EVENTS
COST OF COMPETING

I have asked Garry Connelly to chair the meeting, and we look forward to hearing your comments.

If you are quite happy to let things go on as they are, come along anyway, you may learn something.

Ian Baker



RECENTLY OUR EX-PRESIDENT, MIKE MITCHELL, WAS SEEN IN A BRISBANE NIGHTCLUB CARRYING A HANDBAG. I SPOKE TO MICHAEL ABOUT THIS (SEE PICTURE LEFT), AND HE DABBED HIS EYES WITH A SCENTED HANKIE AND EXPLAINED THAT THE BAG BELONGED TO HIS WIFE DAWN. A REASONABLE EXCUSE BUT WHY DOES THE CLASP HAVE MM ENGRAVED ON IT?

CLUB CHAMPIONSHIPS 1983

Night Run Championship

= 1	Alan Ball	40
	Rod White	40
3	Alan McConnell	37
= 4	Peter Garbett	29
	Del Garbett	29
6	Peter Johnson	28
= 7	Chris Wall	19
	Laurie Streitberg	19
= 9	Greg Yeoman	17
	Cameron Neilson	17
	Mark Lewis	17
=12	Ross Walsh	16
	Kerry Walsh	16
=14	Neil Bennink	12
	Craig Read	12
=16	Greg McIntosh	11
	Alan Mitchell	11
	Ron Wilkins	11
=19	Dwayne McClintock	10
	Pete Smith	10
	Kelvin Taylor	10
=22	Paul Williams	9
	Alex Conroy	9
=24	Paul Healy	8
	John Spencer	8
=26	Peter Marcovich	7
	Tricia Marcovich	7
=28	Colin Duckworth	5

Night Run Champ (Cont)

=28	Craig Warren	5
	Paul Williamson	5
	Graham Offer	5
=32	Scott Hunter	4
	David Barlow	4

Rally Championship

1	Iain Stewart	22
2	Peter Marcovich	20
3	Kelvin Taylor	12
4	Tony Best	11
= 5	Brian Marsden	10
	Errol Bailey	10
	Greg Whitaker	10
	Alan Staib	10
= 9	Peter Phillips	9
	Peter Whalley	9
	Bill Dillon	9
	Coral Taylor	9
=13	Gary Batts	8
	John Hall	8
	Don Milner	8
	Wayne Hickey	8
	Gary Kabel	8
=18	Peter Clydesdale	7
	Ian Reddiex	7
=20	Richard Kelly	6
	Warren Tegg	6
	Greg Weale	6

Rally Champ (Cont)

=20	Jim Reddiex	6
	Chris Beecham	6
25	Del Garbett	5
=26	Dale Payne	4
	Peter McMahon	4
	Tony Kabel	4
=29	Simon Passlow	3
	Boyd Ovens	3
	George Kahler	3
	Dave Ambrose	3
=33	Russell Reid	2
	Hugh Walker	2
	Pat O'Brien	2
=36	Rod Cross	1
	Alan Stean	1
	Andrew McGraa	1
	Lachlan Foord	1
	Simon Kabel	1
	Grant Lilley	1
	Graham Neilson	1
	Alan Wright	1
	Bill Porteous	1
	Wayne Kirby	1
	Glen Law	1
	Richard McColm	1
	Paul Bergmann	1
	Kelvin O'Shea	1
	Peter Garbett	1

RECENTLY OUR EX-PRESIDENT

Rally Champ (Cont)

=36	Tony Krebs	1
	Steve McCabe	1
	Michael Scott	1
	Don Adams	1
	Paul McIver	1
	Ferry Rasmussen	1
	Bill Dunk	1
	Colin Plant	1
	Trevor Plant	1
	James Muir	1
	Rod Bailey	1
	Tom Moir	1
	Andrew Gilliland	1
	Andrew Johnstone	1

Motorkhana Championship

1	Ian Fink	28
2	Alan McConnell	27
3	Del Garbett	21
= 4	Steve Arlidge	19
	Peter Garbett	18
5	Pete Smith	17
7	Lin Melton	16
8	Robyn Arlidge	13
9	Tony Krebs	11
=10	John Holster	10
	Ross Perry	10
12	Paul Healy	7
=13	Greg Neale	6
	Alan Ball	6
	Hank Kabel	6
=16	Ron Lange	5
	John Spencer	5
	Cameron Neilson	5
=19	Brett Anson	4
	Col Powell	4
=21	Wayne Hickey	3
	Richard Schilpzand	3
23	Phil Stephan	2

Off Road Championship

= 1	Rod Brand	11
	Phil Unicomb	11
= 3	George Croucher	10
	Lloyd Prescott	10
= 5	Noel Jeffrey	9
	Stephen Jeffrey	9
	Mick Norris	9
	Micks Mate	9
= 9	Geoff Dein	8
	Paul Watkinson	8
=11	Noel Buckley	7
	Michael Collins	7
=13	Laurence Svenson	6
	Janelle Svenson	6
=15	David Haeusler	5
	Gary Haeusler	5
=17	Bryan Verrall	4

Off Road Champ (Cont)

=17	Stephen Hawkins	4
=19	Stephen Sullivan	3
	Paul Lewis	3
=21	Paul Jeffreys	2
	David Henry	2
=23	Jeff Shepherd	1
	Rod Billing	1
	Rico Casagrande	1
	John Hahn	1
	Alwyn Boyle	1
	Carl Misso	1
	Daryll James	1
	Brian Kennedy	1
	Ron Lange	1
	Narelle Lewis	1

Speed Event Championship

Last Month this one was wrong - I'm sorry for any inconvenience caused.		
1	Michael Collins	11
2	Greg Byrne	10
= 3	Geoff Dein	9
	Phil Unicomb	9
	Brian Swinton	9
6	Ed van Amstel	8
7	Kev White	7
8	Ron Lange	6
9	Nev Taylor	5
10	Barry Macfarlane	4
11	Lance Zivec	3
12	Gary Moedt	2

Ladies Championship

1	Del Garbett	32
= 2	Coral Taylor	11
	Janelle Svenson	11
= 4	Kerry Walsh	10
	Robyn Arlidge	10
	Narelle Lewis	10
7	Tricia Marcovich	9

Club Championship

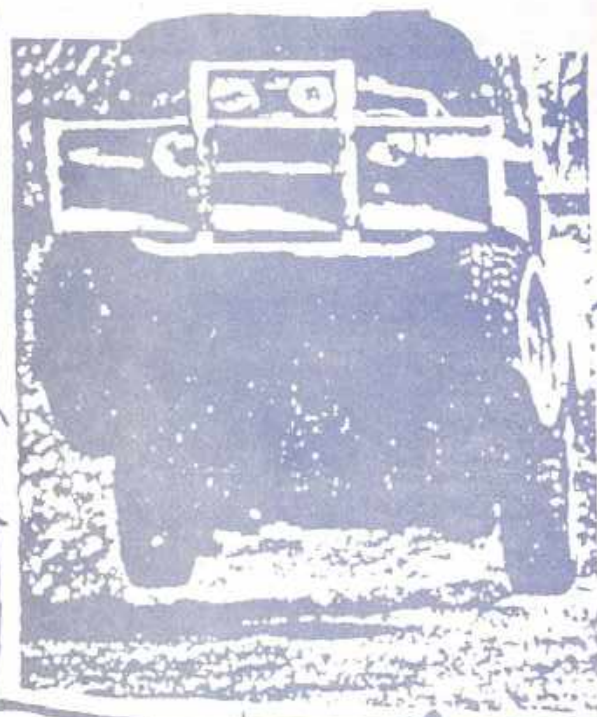
1	Phil Unicomb	20
2	Alan McConnell	19
3	Del Garbett	18
4	Peter Garbett	17
= 5	Alan Ball	12
	Geoff Dein	12
	Michael Collins	12
= 8	Rod Brand	11
	Ian Fink	11
	Peter Marcovich	11
	Iain Stewart	11
	Rod White	11
=13	Greg Byrne	10
	Kelvin Taylor	10
=15	George Croucher	9

Club Champ (Cont)

=15	Lloyd Prescott	9
	Brian Swinton	9
=17	Tony Best	8
=18	Errol Bailey	7
	Noel Jeffrey	7
	Stephan Jeffrey	7
	Brian Marsden	7
	Mick Norris	7
	Pete Smith	7
	Alan Staib	7
	Greg Whitaker	7
=26	Peter Johnson	6
	Ron Lange	6
	Ed van Amstel	6
=29	Lin Melton	5
	Chris Wall	5
	Kev White	5
=32	Robyn Arlidge	4
	Tony Krebs	4
	Cameron Neilson	4
	Laurie Streitberg	4
=36	Bill Dillon	3
	Mark Lewis	3
	Peter Phillips	3
	Coral Taylor	3
	Nev Taylor	3
	Greg Yeoman	3
	Peter Whalley	3
	Paul Watkinson	3
=44	Paul Healy	2
	Wayne Hickey	2
	John Holster	2
	Barry Macfarlane	2
	Ross Perry	2
	John Spencer	2

Everybody else with any Championships Points is =50 on 1 point.

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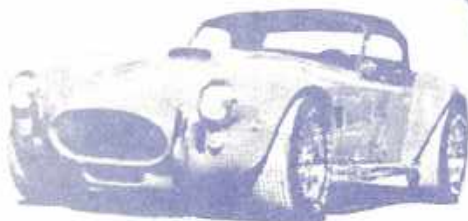
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SCENES FROM RECENT POSTPONEMENTS



JAMES
HARDIE
NATIONAL
RALLY

PETER
MARSHALL
TELLS
HIS
CRICKET
BAT
"IT'S ALL
OFF FOR
NOW."

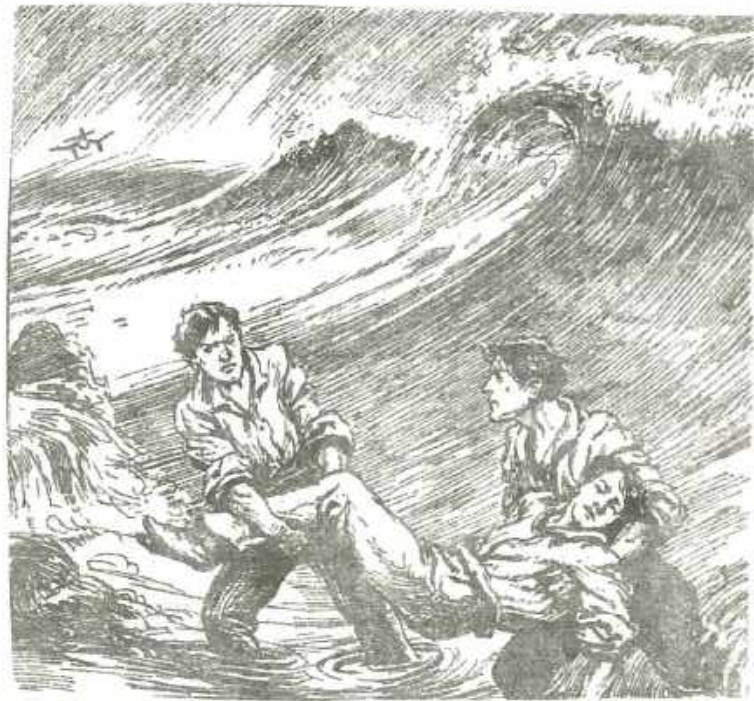
CHERRIBAH →

TERRY CONEELLY AND PHIL
UNICOMB WAIT IN THE
DINING ROOM FOR THE
RAIN TO STOP.



RENAULT RALLY

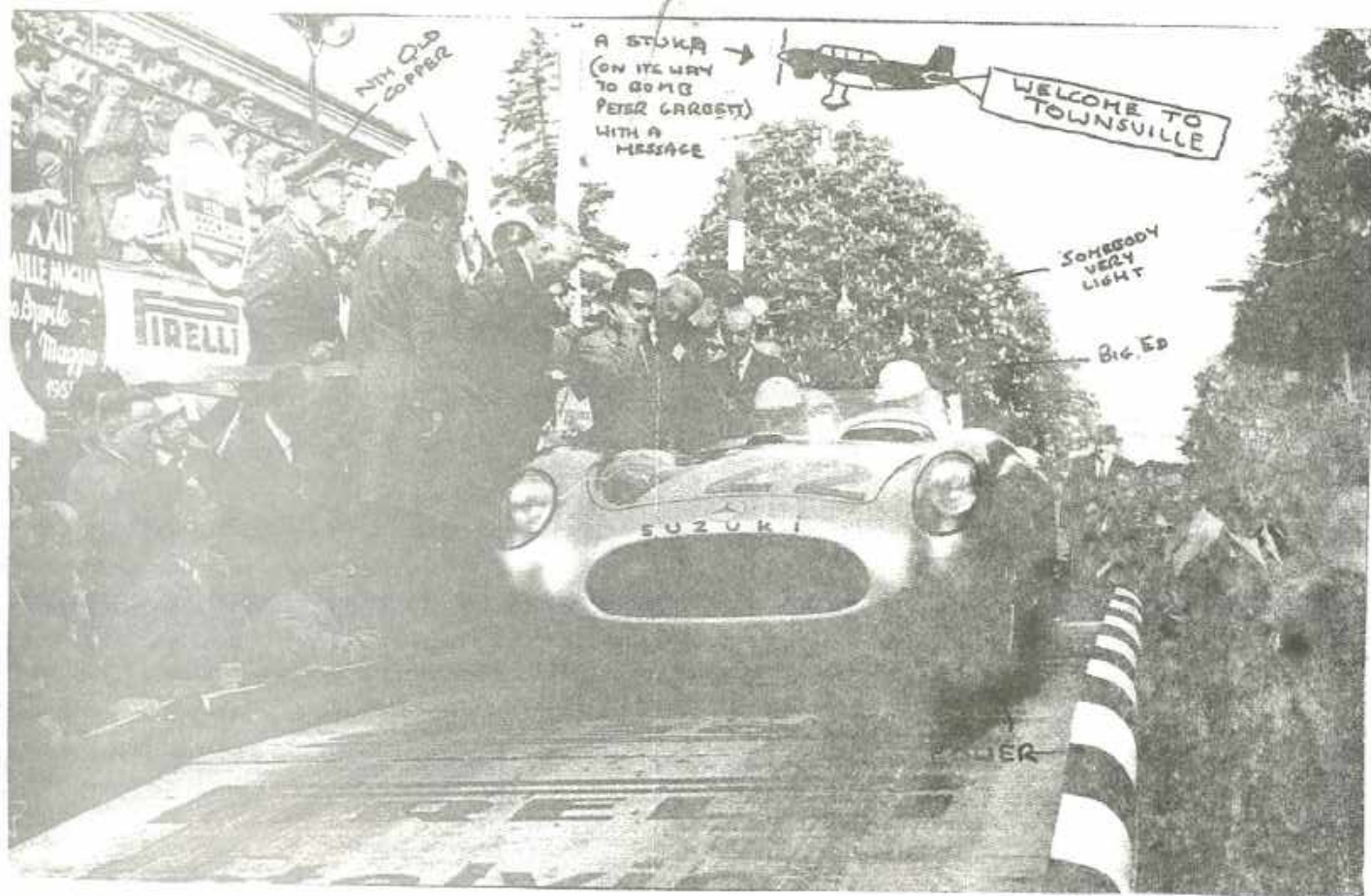
MEMBERS OF THE
RENAULT C.C.
(ON THE LEFT)
RESIST ATTEMPTS
TO OBTAIN
REFUNDS



CHRISTIAN AUTOSPORTS RALLYSPRINT ↗

GREG WEALE IS CARRIED TO
DRY LAND AFTER ATTEMPTING
A LAP IN HIS DATSUN 1600

(INTERESTINGLY ENOUGH, IN BOTH
OF THE OUTDOOR PICTURES, A
STUKA BOMBER CAN BE SEEN
EN ROUTE TO BOMB PETER GIBETT)



WE'RE SHOCKED!

WE'RE HORRIFIED!!

WE'RE POSITIVELY DELIGHTED!

TO CELEBRATE 50 YRS OF LIFE
THE BRISBANE COURIER-MAIL

WILL ORGANISE A RACE
FROM THE

TOWNSVILLE MALL - TO THE - QUEEN ST. MALL
STARTS SUNDAY 28TH AUGUST AT 10am, OPEN TO
EVERYBODY, NO ENTRY FEE - \$2500 PRIZE MONEY IN
EACH CLASS. ANY FORM OF TRANSPORT. WATCH THE
COURIER - MAIL FOR FULL DETAILS.

BIG ED SAYS :- Gee I wish this was a real road race, but
even if it's only mildly competitive I must have a go in the Suz.
You never know, Mercedes may even send ^{me} Moss' old car (as above)

G A R B E T T ' S R E V E N G E

Utilizing coded route chart and mud maps nine crews contested the Club Touring Assembly on the evening of 25th May. The route took in a loop under the South-East Freeway then wound its way through Kangaroo Point, East Brisbane and Norman Park where a couple of crews were treated to a carwash from a late night gardener or a fashwash in the case of Alan Ball who neglected to wind up his window at this point. Shortly thereafter Appia Avenue and its circular layout caused drama to the less observant with a hard to see sign post and laneway. Surviving cars moved further on through Cannon Hill to Carina East with its many ups and downs then continued via a dirt loop past Carina Wrecking on to the innovative mud map. Unfortunately experienced by only 50% of the field, this latter section led competitors back and forth by way of the back streets of Camp Hill and Carina to the Directors residence where navigators were required to count the twenty eight steps up to Unit 5. Coffee and tea was served those finishers whilst waiting in vain for the Mazda-mounted team of Peter Smith and Kelvin Taylor.

Alan (Wet head) Ball/Rod White and Allan Mitchell/Ron Wilkins scored best losing 20 points each ahead of Alan (Short sharp turn) McConnell/Mark Lewis who suffered delay of a most unpleasant and certainly unnecessary kind due to the immature behaviour of two other competing crews along the route. Ross and Kerrie Walsh and Gre Yeomans/Cameron Neilsen were best of the rest tied on fourth plac- despite both partnerships encountering difficulties with navigation around the tricky however intentionally straightforward Appia Avenue. Once again we offer thanks to those people who made up the numbers and Laurie Garth and Family, and Esme Gibson for their assistance organisationally.

In closing, it has come to the attention of ourselves and others, principally the very small group who attend all night runs, that only two or three names have appeared on every run this year. With this and other matters in mind regarding the organisation of touring assemblies and the general future of these events perhaps those who share our concern could voice their opinions to us as soon as possible so that a proposal might be made to the committee to structure the rebirth of night run enthusiasm.

<u>RESULTS</u>	<u>CLUB NIGHT RUN</u>	<u>25th MAY 1983</u>
Allan Mitchell/Ron Wilkins	Nissan Patrol	20
Alan Ball/Rod White	Datsun 1600	20
Alan McConnell/Mark Lewis	Mum's Laser	30
Ross/Walsh/Kerrie Walsh	Sigma	40
Greg Yeomans/Cameron Neilsen	Corolla Sprinter	40
Neil Bennink/C Reid	Datsun 180B	130
Paul Williamson/G. Offer	Datsun 1600	140
Scott/Hunter/David Barlow	Corolla	190
Peter Laurence Smith/Kelvin Taylor	Mazda 323	DNF

(DAHN!!!!)

Del and Peter Garbett



Picture the scene after the KOORALBYN EVENT. Beaudesert lies supine under a crescent moon, lights are seen in the distance, and soon cars towing off-road vehicles are careering through town banging into each other and disappearing through shop windows. A most unwholesome scene my friends, especially when Kooralbyn can offer you the following:-

Two nights accommodation (Sat & Sun) and presentation dinner

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or PRESENTATION DINNER \$14.00 per head Presentations commence 7 pm including Live Entertainment.

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Neil Michel 396 5818

Note Below (See)

Somewhere or other I've put "See Note Below" and promptly forgot about it. What I meant to say is :-

BIG ED'S COMPETITION NO. 4/83

If anybody can tell me why Genuine Germans have a black ring round their eye, and a somewhat sore throat, they'll win the More or Less valuable prize. (P.S. - Yes this competition is open to Guenter Schmied, Robert Linneweber, the Hinz bros, and even - heaven help us, to Oriano Giammichele !)

Somewhere Else I've forgotten to put in the noise a racing Porsche 917 makes when it comes past 20 feet away at 180mph, well here it is (the ladies had better put their fingers in their shell like ears)

mmmmmmmmE-JWWAAAAAAmmmmmmmm
mmmm ← THIS FIGURE DENOTES A "PREGNANT PAUSE"

CHRISTIAN AUTOSPORTS RALLYSPRINT 5th June 1983

Organised by GREG WEALE

Well the rain almost stopped for this well supported event (Should I have called the report of a well supported Christian Autosports event "In God We Trust" ?) leaving the ground very sloppy but passable.

Greg Weale put on a fabulous event with sky-divers, performing seals .. and the rally cars had a burn round the big paddock at Esk too. Let's see how everybody made out, from the stars like Murray Coote and Peter Phillips, to Lorrelle Mansfield having her first big outing, through short course experts like Greg Whitaker and Brad Skinner to Messrs Wilkins and Allan Mitchell in the Fiat Artub.

Run 1

1	Coote	U	3.19	=16	Marcovich	U	3.46	33	Johnson	N	4.01
2	Phillips	U	3.22		McCabe	N	3.46	=34	G Kabel	N	4.02
= 3	Jory	C	3.30	19	Gatton	C	3.47		Mansfield	N	4.02
5	Herlihen	N	3.35	20	Mitchell	N	3.51	36	Moir	N	4.05
6	Skinner	C	3.37	=21	P Dillon	N	3.53	37	Plant	N	4.07
= 7	Whitaker	C	3.39		Streitberg	N	3.53	40	Bailey	N	4.12
	Holster	R	3.39		Clunes	N	3.53	41	Wilkins	N	4.14
9	O'Brien	N	3.40	26	Dillon	N	3.55	42	Krebs	N	4.28
=10	Payne	R	3.42	=27	Schilpzand	N	3.57	43	Arlidge	N	5.00
=12	Taylor	C	3.44	=29	H Kabel	C	3.58				
15	Charalambous	N	3.45	32	Ball	N	3.59				

Run 2

1	Phillips	U	3.10	=11	Plant	N	3.39	26	Charalambous	N	4.47
2	Skinner	C	3.13	15	Arlidge	N	3.47	27	Moir	N	4.56
3	Whitaker	C	3.15	16	Bailey	N	3.48	=28	G Kabel	N	5.00
4	Jory	C	3.16	17	Gatton	C	3.50		Streitberg	N	5.00
5	Payne	R	3.24	18	Krebs	N	3.52		Mansfield	N	5.00
6	Marcovich	U	3.27	19	Wilkins	N	3.55		O'Brien	N	5.00
7	H Kabel	C	3.28	20	Coote	U	4.01		McCabe	N	5.00
8	B Dillon	N	3.29	21	Holster	R	4.02		Ball	N	5.00
9	Schilpzand	N	3.31	24	P Dillon	N	4.41		Herlihen	N	5.00
10	Johnson	N	3.38	25	Mitchell	N	4.45		Clunes	N	5.00

After 2 Runs

1	Phillips	U	6.32	13	Gatton	C	7.37	27	Mitchell	N	8.36
2	Jory	C	6.46	15	Johnson	N	7.39	28	O'Brien	N	8.40
3	Skinner	C	6.50	16	Holster	R	7.41	31	McCabe	N	8.40
4	Whitaker	C	6.54	17	Plant	N	7.46	32	Arlidge	N	8.47
5	Payne	R	7.06	20	Bailey	N	8.00	=33	Streitberg	N	8.53
6	Marcovich	U	7.13	21	Wilkins	N	8.09	36	Clunes	N	8.53
7	Coote	U	7.20	22	Krebs	N	8.20	39	Ball	N	8.59
9	B Dillon	N	7.24	24	Charalambous	N	8.32	40	Moir	N	9.07
10	H Kabel	C	7.26	25	P Dillon	N	8.34	=41	G Kabel	N	9.07
11	Schilpzand	N	7.38	26	Herlihen	N	8.35		Mansfield	N	9.07

Already we'd lost Kelvin Taylor who'd destroyed his car in a multiple roll - still he tells me he's been meaning to slot everything into the spares RX2 shell for ages, get to it lad. The very first time out for Murray Coote's Datsun 1200 and he scores fastest time on the first run, but the weather intervened on the second giving him a relatively poor time (along with most of the novices running at the end of the field). Also in the same boat was the mercurial Peter Herlihen, fastest novice on the first run and nowhere on the second.

Run 3

1	Coote	U	2.57	12	Ball	N	3.21	=28	B Dillon	N	3.34
3	Herlihen	N	3.06	14	McCabe	N	3.23		Mansfield	N	3.34
4	Skinner	C	3.07	=15	Phillips	U	3.25	=30	H Kabel	C	3.39
5	O'Brien	N	3.09		P Dillon	N	3.25	33	Plant	N	3.41
6	Holster	R	3.15	=18	Moir	N	3.27	35	Streitbrg	N	3.44
7	Charalambous	N	3.17	=19	Payne	R	3.28	37	Johnson	N	3.49
= 8	Whitaker	C	3.18		G Kabel	N	3.28	38	Bailey	N	3.54
10	Gatton	C	3.19		Mitchell	N	3.28	39	Krebs	N	4.01
11	Jory	C	3.20	23	Clunes	N	3.30	40	Arlidge	N	4.09
=12	Marcovich	U	3.21	=26	Schilpza	N	3.32	41	Wilkins	N	5.00

Halfway

= 1	Skinner	C	9.57	11	Schlpzad	N	11.00	=27	McCabe	N	12.09
	Phillips	U	9.57	14	H Kabel	C	11.05	29	Ball	N	12.20
3	Jory	C	10.06	16	Plant	N	11.27	=30	Krebs	N	12.21
4	Whitaker	C	10.12	17	Johnson	N	11.28	32	Clunes	N	12.23
5	Coote	U	10.17	19	Herlihen	N	11.41	33	Moir	N	12.28
= 6	Marcovich	U	10.34	=20	Charlmb	N	11.49	35	G Kabel	N	12.30
	Payne	R	10.34		O'Brien	N	11.49	36	Mansfield	N	12.36
= 8	Gatton	C	10.56	22	Bailey	N	11.54	=37	Streitbeg	N	12.37
	Holster	R	10.56	24	P Dillon	N	11.59	39	Arlidge	N	12.56
10	B Dillon	N	10.58	26	Mitchell	N	12.04	40	Wilkins	N	13.09

Look at Peter Herlihen go ! but it's no good the rain has done for him. Brad Skinner (the only club member who 'moonlights' lettuce across the state border in his stripped and turbo'd 728 Camaro) was really having a moment of glory by jointly leading with Peter Phillips.

Run 4

1	Coote	U	2.44	12	O'Brien	N	3.02	=27	H Kabel	C	3.12
= 2	Marcovich	U	2.53	=13	B Dillon	N	3.05		G Kabel	N	3.12
	Phillips	U	2.53	16	Charalambous	N	3.06		McCabe	N	3.12
= 4	Whitaker	C	2.56	=17	Schilpzand	N	3.07	31	Clunes	N	3.13
	Holster	R	2.56	=19	Plant	N	3.08	=32	Johnson	N	3.14
= 7	Skinner	C	2.59		P Dillon	N	3.08		Mitchell	N	3.14
	Jory	C	2.59	21	Moir	N	3.09	=36	Bailey	N	3.18
= 9	Payne	R	3.00	=22	Arlidge	N	3.10		Mansfield	N	3.18
	Herlihen	N	3.00	=24	Streitberg	N	3.11	=39	Wilkins	N	3.20
11	Gatton	C	3.01		Ball	N	3.11	=41	Krebs	N	3.22

After 4 Runs

1	Phillips	U	12.50	13	Schilpzand	N	14.07	29	McCabe	N	15.21
2	Skinner	C	12.56	15	H Kabel	C	14.17	30	Ball	N	15.31
3	Coote	U	13.01	17	Plant	N	14.35	31	Clunes	N	15.36
4	Jory	C	13.05	18	Herlihen	N	14.41	32	Moir	N	15.37
5	Whitaker	C	13.08	19	Johnaon	N	14.42	34	G Kabel	N	15.42
6	Marcovich	U	13.27	21	O'Brien	N	14.51	=35	Krebs	N	15.43
7	Payne	R	13.34	22	Charalambous	N	14.55	37	Streitberg	N	15.48
8	Holster	R	13.52	23	P Dillon	N	15.07	38	Mansfield	N	15.54
10	Gatton	C	13.57	25	Bailey	N	15.12	40	Arlidge	N	16.06
12	B Dillon	N	14.03	28	Mitchell	N	15.15	42	Wilkins	N	16.29

Peter Phillips, his hard worn reputation and a \$300,000 contract with Lancia at risk, began pulling away from Brad Skinner and John Holster began pulling up to Dale Payne in the Recon class.

Run 5

1	Coote	U	2.43	= 6	Whitaker	C	2.53	=13	Scholpzand	N	3.02
= 2	Marcovich	U	2.50		Jory	C	2.53		Gatton	C	3.02
	Philips	U	2.50	= 9	Payne	R	2.59		Moir	N	3.02
= 4	Skinner	C	2.51		Charalambous	N	2.59	=17	Arlidge	N	3.05
	Holster	R	2.51	=11	Herlihen	N	3.01		H Kabel	C	3.05

Run 5 (cont)

=17 B Dillon	N 3.05	27 G Kabel	N 3.10	33 Krebs	N 3.15
=23 Bailey	N 3.08	=28 Plant	N 3.11	34 Wilkins	N 3.16
P Dillon	N 3.08	=30 Streitberg	N 3.12	37 Mansfield	N 3.23
Mitchell	N 3.08	Ball	N 3.12	39 Clunes	N 3.59
26 Johnson	N 3.09	32 McCabe	N 3.13		

After 5 Runs

1 Phillips	U 15.40	13 Schilpzand	N 17.09	28 Moir	N 18.39
2 Coote	U 15.44	15 H Kabel	C 17.22	29 Ball	N 18.43
3 Skinner	C 15.47	17 Herlihen	N 17.42	30 G Kabel	N 18.52
4 Jory	C 15.58	18 Plant	N 17.46	31 Krebs	N 18.58
5 Whitaker	C 16.01	=19 Johnson	N 17.51	32 Streitberg	N 19.00
6 Marcovich	U 16.07	21 Charalambous	N 17.54	=34 Arlidge	N 19.11
7 Payne	R 16.33	=22 P Dillon	N 18.15	36 Mansfield	N 19.17
8 Holster	R 16.43	24 Bailey	N 18.20	38 Clunes	N 19.35
11 Gatton	C 16.59	26 Mitchell	N 18.26	39 Wilkins	N 19.45
12 B Dillon	N 17.08	27 McCabe	N 18.34		

Somewhere around here the valiant Brad Skinner had a meteoric roll, one of those whoops and into gear ones, although it left the front of the Mazda looking like Concorde broop-snoot. Murray Coote was really clawing his way back upto the front, and with one run remaining he was poised just 4 seconds behind Our Hero.



Run 6

1 Phillips	U 2.16	14 Schilpzand	N 2.29	=28 Moir	N 2.39
2 Coote	U 2.19	15 Gatton	C 2.30	Streitberg	N 2.39
= 4 Whitaker	C 2.21	=16 P Dillon	N 2.31	=30 Bailey	N 2.41
Holster	R 2.21	Ball	N 2.31	=32 B Dillon	N 2.42
= 6 Skinner	C 2.23	=18 Johnson	N 2.32	Plant	N 2.42
Jory	C 2.23	20 H Kabel	C 2.33	=35 Krebs	N 2.46
9 Payne	R 2.24	=21 McCabe	N 2.35	Mansfield	N 2.46
10 Charalambous	N 2.25	=23 Arlidge	N 2.36	38 Clunes	N 2.52
=12 Marcovich	U 2.28	=25 G Kabel	N 2.37	39 Wilkins	N 2.53
Herlihen	N 2.28	Mitchell	N 2.37		

Results

1st	Peter Phillips	17.56	1stU	=20th Trevor Plant	20.28	N
2nd	Murray Coote	18.03	2ndU	22nd Paul Dillon	20.46	N
3rd	Brad Skinner	18.10	1stC	25th Rod Bailey	21.01	N
4th	Neil Jory	18.21	2ndC	26th Allan Mitchell	21.03	N
5th	Greg Whitaker	18.22	3rdC	27th Stephen McCabe	21.09	N
6th	Peter Marcovich	18.45	3rdU	28th Peter Ball	21.14	N
7th	Dale Payne	18.57	R	29th Ion Moir	21.14	N
8th	John Holster	19.04	R	30th Gary Kabel	21.29	N
11th	Laurie Gatton	19.29	C	31st Laurie Streitberg	21.39	N
12th	Richard Schilpzand	19.38	1stN	32nd Tony Krebs	21.44	N
13th	Bill Dillon	19.50	2ndN	33rd Steve Arlidge	21.47	N
14th	Hank Kabel	19.55	C	36th Lorelle Mansfield	22.03	N
17th	Peter Herlihen	20.10	N	37th Alan Clunes	22.27	N
18th	Tim Charalambous	20.19	N	38th Ron Wilkins	22.38	N
19th	Peter Johnson	20.23	N			

HOT FLASH

DATELINE MATER HOSPITAL..STOP..JUDY PAYNE DELIVERS LONG LEGGED FEMALE OFFSPRING..UNCLE DALE SAYS IT WEIGHTS 7ST 2LBS.. CAN THIS BE CORRECT QUERY..STOP..FATHER JOHN LOOKING EVEN FRAILER..STOP..ARE THERE ANY FEMALES IN THE BSCC NOT PREGNANT QUERY..WELL DONE ALL ROUND.

Dear Steve,

In answer to your letter, it takes a lot of my own personal time setting up events such as the one you have criticized and it is a little disheartening - so I will answer briefly.

First whinge: 12 out of 23 vehicles passed first scrutiny.
23 out of 23 passed 2nd scrutiny on the morning of the event. Why not prepare vehicle adequately? Sorry we are very short of scrutineers. (aren't you a motor mechanic?)
One pit crew member drinking XXXX in the marshalling area at 8.45 am.

Two drivers out of 35 not correctly attired.

Second whinge: Correct above and C.A.M.S. paper tiger superiority would not be seen they would act in their official capacity as observers only.

Third and Fourth Whinge: Join the Sporting Sub-Committee or Off Road Advisory Panel we like constructive criticism there.

Fifth Whinge: Point 1: Scrutineering - see above whinge.
Point 2: Achievement status - well Steve we're all in the same boat aren't we?

Sixth Whinge and onwards: Perhaps you would like to be the Building and Social Committee Chairman.

As the Brisbane Sporting Car Club Limited is primarily a non-profit organisation most of our profits go back into providing equipment etc. not the Taj Mahal or the like.

Steve in setting up an event such as this one the Director spends approximately 100 - 150 hours, not to mention Desley Collins' time, Brian Swinton, Ian Baker and Karen Unicomb, what about their time? Mate I don't mind constructive criticism but this is bloody ridiculous especially as your wife donates her time as time-keeper.

Steve take my advice, lift your finger, use your brain to proper advantage, get off your blot, do some work, learn about problems first-hand then you wont feel like a pain of glass.

Phil Unicomb

CLUB OFFICERS

		Phone Number	
		Home	Work
PATRON.....	The Hon.Sir James Killen, K.C.M.G. M.P.		
PRESIDENT.....	Jim Reddiex	264 1738	52 7177
VICE PRESIDENT.....	Brian Swinton	48 4558	44 8061
IMMEDIATE PAST PRESIDENT.....	Mike Mitchell	59 8785	52 5391
SECRETARY.....	Warren Tegg	48 3889	394 1922
ASSISTANT SECRETARY.....	Ron Wilkins		227 8054
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		
	Terry Conneely Peter Marcovich Ian Preston Phil Unicomb 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
MOTORHANA OFFICER.....	Del Garbett		
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

(Of course owing to recent rain postponements events could be popping up anytime - the N.D.S.C.C. QRC event has been put off its July 9th/10th date)

June 15th - Off Road Night at the Clubrooms, 8pm
everybody welcome

19th - Kooralbyn Long Course Off Road Event

22nd - Night Run from the Clubrooms at 8pm
by Jeff Tremain

25th/26th - James Hardie National Rally

29th - Award Night at the Clubrooms, 8pm

July -

3rd - Warwick Motorkhana

5th - Committee Meeting at the Clubrooms, 7pm

6th - Social Night at the Clubrooms, 8pm

13th - Rally Night at the Clubrooms, 8pm
everybody welcome

20th - Off Road Night at the Clubrooms, 8pm
everybody welcome

27th - Night Run from the Clubrooms, 8pm
by Charlie Blake and Tony Hazeldine

29th - "Kempsey" Major Off Road Event

30th/31st - "Iron Man Weekend" from the M.G. Car Club

August 2nd - Committee Meeting at the clubrooms 8pm

3rd - Social Night at the Clubrooms, 8pm

10th - Rally Night at the Clubrooms, 8pm
everybody welcome

13th/14th - ~~8pm~~ 2GO Rally, Gosford

14th - Club Autocross (This date will probably be changed)

17th - Off Road Night at the Clubrooms, 8pm
everybody welcome.

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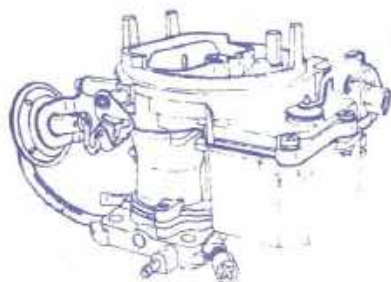
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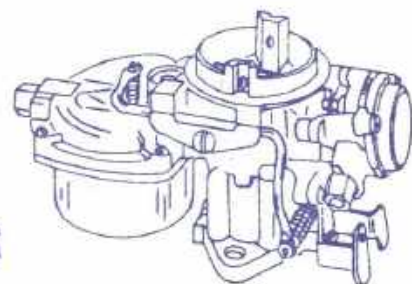
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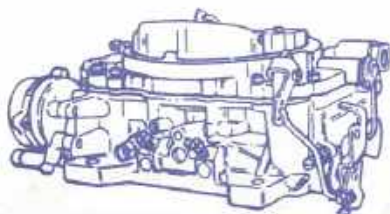
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