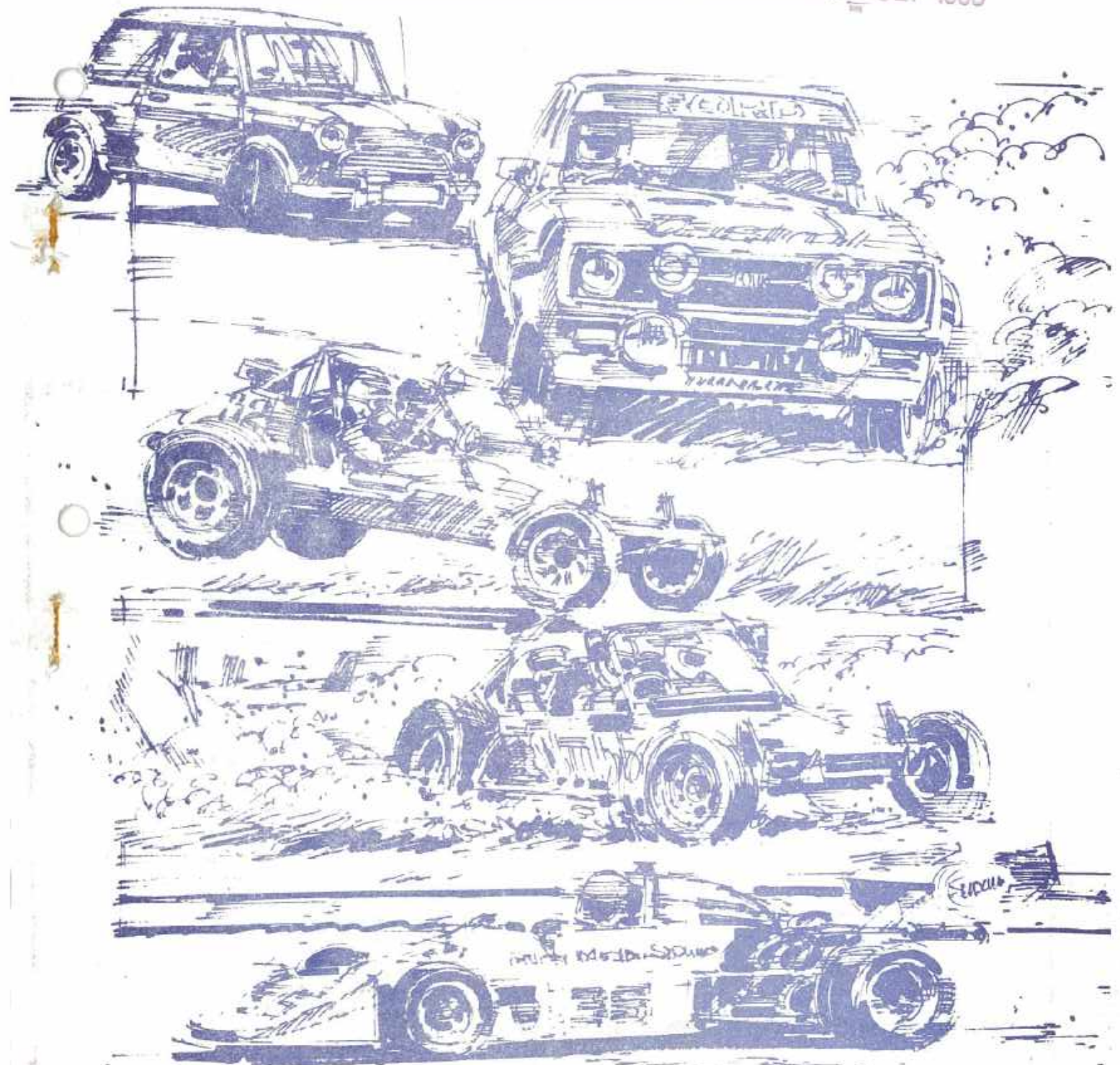




BRISBANE SPORTING CAR CLUB MAGAZINE

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SEP 1983



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BRISBANE SPORTING CAR CLUB Ltd
MAGAZINE - SEPTEMBER 1983

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39-40 WE WUZ THERE - LAURIE STREITBERG

FOR SALE

CHEETAH FRAME GLASS KIT
COMPLETE WITH OR WITHOUT MOTOR
\$2300 - \$2000 o.n.o.

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

Forthcoming Event

Coffs Harbour and District Sporting Car Club "BANANA REPUBLIC RALLY"
15th October. Entries Close on 6th October. The event starts at
2.30pm and should finish at 10.30pm at the Coffs Harbour Race Club.
340km incorporating day and night stages. Total Prize money of \$1000
including \$200 for first place. Secretary of the event is ;

Neil Bale, but as they haven't put his phone number in, the Director is;
Wayne Mount, 8 Hollibone Street, Dorrigo, 2453 066 572 062

For Sale

Plants Auto Centre - Datsun 1600. Fully Prepared for Rallying
I think the next line says "Inch in her coms helmets" but TMS says
it's "incl intercom helmets" \$2700

Trevor Plant 352 5210 (Bus.) 205 6900 (home)

Pages Fillers

More joy from Channel 9 in the dead of night - although the Grand Prix
in the latter part of the season are really too quick for the boys to
do anything too desperate. That doesn't apply to de Cesaris of course,
I wonder if he uses metal light switches at home?, his fourth lap
effort at Monza was truly in form. Didn't Patrese' engine go off with
a big bang, and what a roar from the crowd on the pit straight as a
Ferrari went past in second place, is always a fine ~~exam~~ demonstrative
lot of people the italians - such a nice change from your staid anglo-
saxons. Only 2 Grand Prix to go and theyn the shuttars come down again.
I hope Channel 9 do another laconic review of the season like they did
last year - the commentary may grate a bit on occasion but the writing
wasn't all that bad.

Our President, who (for some obscure reason) the Citroen factory seem
to dote over, is off yet again to do something totally exciting that
we'd all give our eye teeth to do. You may remember that 2 years ago
he was invited to Dubai for their inaugural Grand Prix. Well this year
he's off to India to drive in the Himalayan Rally, he's driving a
wooden car some chap wishes to promote in the third world countries.
O Lucky Jim - How I Envy Him - we'll get a full report from him on his ret.

Editorial

This is one of those Editorials where the Editor has to point out that the views expressed are not necessarily those of our Committee, indeed they could well run contrary to the Committees wishes.

Once again your Editor has not found the time available to do full justice for this task that he has volunteered to do. The remains of the James Hardie Rally have been all but ignored, I cannot see myself finishing off the report of our Short Course Off Road event, I haven't read the CAMS bits I've been given and despite the magazines size, there's almost as much left out as there is included - and this was on a 5 week month, better luck next month.

On their way back from the 2GO Rally (Good old Murray Coote/Brian Marsden were 2nd overall on Australias second best rally) two of our members were asleep in their car between Goondiwindi and Warwick - which was a pity as there was only the two of them in the car ! When the tumult of disaster had finished the car was a write off but luckily no personal injury had been suffered.

Falling asleep at the wheel is something you only do once - one way or another, because once it's happened to you, you swear it'll never happen again. But people with our interests are in the front line for the likelihood of it happening. If you find that it takes seconds to concentrate on the speedo, or if your head snaps up after the shortest of dozes, things are not going to improve, you MUST stop for 30 minutes sleep.

I can never understand why your brain lets you nod off whilst doing something so potentially lethal as driving, what is needed is a lethality sub-routine in the wish-to-sleep program. We appear to have one that covers social matters like eating and listening to boring people, and nobodys ever fallen asleep at a Committee Meeting - well apart from Ron Wilkins.

Please be very careful when driving back from our event at Goondiwindi.

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

Now I've been asked by the Committee to mention CAMS stance vis-a-viz the impending threat from the State and Federal Governments to cigarette advertising within Australia.

CAMS don't like it. The Committee don't like it. Big Eds all for it.

CAMS point out :- (Some selections from the CAMSREPORT)

"The issue is the freedom to accept sponsorship from tobacco and cigarette manufacturers - makers of products that are permitted to be made, permitted to be advertised, permitted to be sold, and permitted to be consumed."

....If we do not accept our responsibility and take a stand against such legislation, we will find other commercial rights, and eventually our personal freedom, being similarly eroded.

Whilst these Government proposals are more typical of dictatorships, they are in fact taking place in a country which prides itself on being a democracy."

Big Ed says - Cobblers, since dictators will do anything for money, banning cigarette advertising is solely the prerogative of the democracies and if people want to foster their festering cancerous sores onto humanity that's their business. I was born with a chest devastated by my parents' ghastly habit, and my generation should be the last generation to find itself caajoled into an early death for the tobacco company's profits.

Cigarette advertising is banned in Germany where Motor Sport thrives, and I ask our older members "Is Motor Sport better now, both for the spectators and participants, than it was 1965?" I think the answer is NO, it isn't.

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

Last month's objectionable list of defunct members (A very silly and aggravating idea, I'm only sorry I wasn't at the meeting to squash it at the root) had two notable errors;

WAYNE HICKEY is very much a member, and
BOB/ROBERT BUTTER is both the lists as a member and a non-member

The Editor apologises humbly for this error, and for the fact that he didn't have time to check the accuracy of the copy before going to press, he hopes the offended people suffered no inconvenience.

Big Ed

-0-

Coming Events

SEPTEMBER 25th N.D.S.C.C. RALLY SPRINT

At last a Sunday Rally Sprint. Entries have closed but it should be a fine event for spectators, the course is 5km North of Esk on the Western side of the Brisbane Valley Highway.

OCTOBER 16th RENAULT RALLY

I've seen no amended times for this event, so I presume it runs round the Benarkin Forest, starting from the large picnic area above Yarraman and before Blackbutt. It starts about 5pm and runs for about 6 hours. Richard Davis is the Director and his number is 379 6089

NOVEMBER 19th - ALPINE RALLY

What a weekend, start saving those bikkies now.

D.D.S.C.C. ECONOMY RUN - SATURDAY 8th OCTOBER

Entries close Sept. 26th - Event Secretary is Miss Cheryl Sturdee
(Toowoomba 32 8275)

The entry fee is \$25, Classes for upto 1000cc, to 1600cc, to 2000cc,
to 3000cc, and over 3000cc
640km of the soft shoe shuffle in both urban and rural areas, we have very few copies of the Regs, phone Cheryl at the number above for more details.

THEY'LL BE A
STACK
OF PEOPLE AT
THE
CHRISTMAS
PARTY

SATURDAY
DECEMBER 10TH

PACIFIC GOLF CLUB
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TICKETS FROM
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391 8881 THUR, FRI.



Letter from Europe by Coral Taylor Cooke

Dear B.S.C.C. Members

Finally we're back in wonderful England and just love it - Don't want to come home ! We had the most fabulous time in Finland and have enclosed an article for the magazine. Now Big Ed it took a lot of effort to write it and I'm afraid it almost hit the rubbish bin a few times as I'm just not a writer, anyhow Mark persuaded me to persevere, so here you are.

We're off to the Manx International (Big Ed - Howl of rage, envy, anguish and biting the carpet, this is heaping Grievous Bodily Harm onto pain) on the weekend then to Scotland for a few days. No I don't think I could bear to write a story on the Manx - maybe I can convince Mark ?

All the very best to all at BSCC, Andrew Cowan sends his regards to Jim.

Regards

Coral and Mark

(Big Ed - Cor Blimey, Andrew Cowan sends his regards to Jim eh ! who else have the Taylors been hob-nobbing with, does Prince Phillip want to be remembered to Peter Marcovich ? is Bernie Ecclestone anxious that Tom Poots brings him stantly to mind ?)

A Taste for World Championship Rallying

by Coral Taylor Cooke

After a 9 hour ferry trip across the Baltic Sea from Sweden through a maze of rocky little islands, we arrived in Finland excited at the prospect of at last seeing a round of the World Championship.

To our amazement the finnish countryside totally consists of pine forests and lakes. Just imagine a Beerburum State Forest the size of the whole of N.S.W. and other than the few major highways all the roads are hard packed smooth dirt surfaces, seemingly just made for rally cars.

We drove 300kms to Jyvaskyla, the host town of the rally, (If your having trouble pronouncing that funny word, you should have heard our interpretations until we asked a local inhabitant. It's pronounced You-vas-que-la.)

At this point a few words of praise for the standard of organisation..and the budget of the 1000 lakes rally. I suppose after 33 years of organising virtually the same event you would expect everything to run like clockwork. Well it does. They virtually take over the Rsntisipi Hotel, a very modern complex and quite luxurious. We arrived 7 days before the event and called on the rally headquarters to find that it was operating 24 hours a day. Various other rooms were set up for seperate functions, e.g. a press section divided into offices and a media room fully equipped with video screens and typewriters scattered around on tables which were set up like a lecture room on terraced levels looking down to a main stage and announcement area. There was also a "Rally Shop" selling lots of goodies, albeit a little expensive. They even had the forethought of organising a 'rally pub' which was frequented by a couple of Australians. They also had a computer system which during the event gave results as soon as the top 10 cars had completed each stage and then transmitted them to video T.V. screens all over the hotel. And finally in the hotel car park, a specially constructed "robo type" car wash installed, just to keep the cars looking shmick.

We met up with a Welsh couple from Abergavenny, Margaret and Dave Watkins, who had won a trip to the event through the Rallysport magazine competition in England. They had a supplied hire car and invited us to go spectating with them rather than lumber our van around and also to be with others who spoke English, which was really great.

Colin Wilson, the editor of Rallysport, had forewarned Dave and Margaret that the Finns lead around pet Wolves that are only kept at bay by handing over wads of the green stuff. So believe it or not they charge a neat little sum for each stage on which you spectate, even including scrutinising and the one practice stage. The only way to avoid these nasty little wolves was to obtain Official Press Passes, and as we were the only Australians visiting the event it wasn't too hard to wangle them. These passes proved to be invaluable as they opened every door you could imagine, but more of that later.

Wednesday, 2 days before the start was practice day on SS2 "Haslongumpklomping" and being very keen we arrived there 3 hours early and walked a few kms to find the best possible vantage point. Despite our early arrival we were all but squeezed out by hundreds of spectators along the route.

Ari V atenan was first through in the Opel Manta 400 and he was blindingly fast. It was impossible to take a photograph, the human reflexes being slower than the time Ari took to drive through the frame, but anyhow it was too exciting to be bothered with photographs. Next round the corner, over the yump and down the straight was Marku Alen in the surprisingly small Lancia Rally (they look big in photographs and on film don't they?) with the supercharger howling and a couple of loud crackles it disappeared with a flaming exhaust. Breathtaking wasn't the word for it, they came and went so incredibly quickly that I don't think rallying, for us, will ever be quite the same again.

The stage was 3.68km long and Hannu Mikkola, who was fastest for the day, was 53 seconds faster than his time on the same stage in his former works Escort. We all know that the Quattros and Lancias are fast but in reality - to the naked eye - their speed is impossible to put into words.

The Turbo Celicas of Waaldegard and Kankkunen were also extremely quick but looked rather twitchy and unstable.

So now with a huge appetite for what was to come, it was off to the Rantisipi Night Club after walking through the foyer past Michelle Mouton and Marku Alen and then to find we were admitted to the Night Club free of charge (Press Passes!) we wandered down and met two delightfully mad English fellows, Alan and Paul, who were there to film the rally. It was like an evening with the Smiths, (? - B.E.) Alan being a definite Peter Sellars and had us in fits all night. He smoked cigars, called his drinks 'snorts' and thought everything was "ticketty - boo". This night club was just the place for single males with all the beautiful blonde Finnish girls milling around hoping to meet eligible rally males. We staggered home at 2,30am.

During the 5 days before the event manufacturers service crews and vehicles had been arriving at the hotel and by Thursday the odd practice Quattro (one of "Audi Sports" spares), private Quattros and a bright red Lancia Rally were starting to dot the car park outside. The atmosphere was

on the boil and the mood was filled with nervous excitement.

On Thursday afternoon we attended the Opel Press Conference where drivers (Vatanen and Toivonen) were answering questions. Opel Competitions Management were there including Rauno Aaltonen. Rauno was standing by the door as we entered and he shook our hands and remembered Mark from a Rally School in South Australia some years ago. (B.E. - Hells Bells, perhaps Rauno was standing by the door just in case Mark turned up!) We immediately got into a discussion about car preparation. An amazing fellow with so much technical knowledge. After nibbles and being handed a press folder we left for scrutineering. Well - another sight to behold - rally cars being scrutinized on a large skating rink (the ice was covered in carpet). The stands either side of the ice were packed with (paying) spectators as in fact cars were coming through all day (180 entries). We arrived to see the top 10 crews pushing their cars around the rink to the hydraulic lift jacks. Michelle Mouton was completely swamped by press and photographers, but she was very approachable and had lots to say to all who spoke to her. We met Andrew Cowan there who happily chattered to us about his team :- the E.X.Mitsubishi Lancer of Harri Toivonen (Henrys younger brother, a member of the Finnish Junior Rally Team). Mitsubishi too have plans for a 4WD car.

By the time the 1st Escorts came in our feet were almost frozen and after all the wonderful cars we'd been looking at the Escorts didn't seem very exciting, so off for dinner with D and M back at the campground.

Friday dawned cold, overcast and raining. Of Course! The rest of the week had been fine, but the rally was today. Isn't it always the way? By 6pm, start time, the rain had eased to a drizzle and we were all warm and full after the Audi Press Pre-event Luncheon, so we set off to SS3 to see the very famous yumps, which wasn't such a good idea as every other spectator in Finland had the same idea. (10% of Finland's 4 million population is said to spectate on the rally), but we did find a posi up on a ledge, under our umbrellas as again the rain began to fall.

After 2 Police vehicles with sirens blaring came through to clear the road they ran triple zero cars, only a few minutes apart, the 1st a Turbo Saab, and 2nd an Opel Manta 400 and then a red quattro. Marku Alen was first through (Hannu Mikkola having broken a front diff on SS1, which his mechanics replaced in 20 minutes and he incurred a 1min 30 sec penalty putting him back to 19th position).

It was certainly an exciting stage however, with hundreds of spectators leaning to see each car we really had to work hard at seeing anything at all.

By SS8 (of 50 stages) Hannu was up to 9th position, 1min 28secs behind the leader Alen, who was only 2 secs in front of Blomquist.

Night time in a Finnish forest, especially in the rain, is very cold. So we travelled back to Rally Headquarters where the complete foyer of the Rantisipi had become the 'rally pub' with temporary bars and food counters, and tables around T.V. screens giving the latest results, in between showing video films of the stages so far. This was such a comfortable way to follow the event through the night!

Hannu Mikkola was catching Alen on each stage and as the results came through and the gap closed, a cheer went up for the popular Finn. People were becoming ecstatic and the atmosphere was on tender hooks as we

all waited for each set of results to come through, and every time a few more seconds came off and up went the cheers.

We forced ourselves home for a few hours sleep and rose again at 5am. It was terribly cold, but fortunately fine. On our way to the first stage of the morning, we drove through thick rolling fogs and became tied up in huge streams of traffic heading for the forests - so we weren't the only people up at 5am in this weather.

SS12. We stood up on a rock about 1km from the start control with a view of a fast sweeping corner before a straight. Mark and Dave wandered down to another spot, where they tell me they saw the complete underneath of Salonens 240RS as it left the ground over a yump.

Again the number of spectators was unbelievable. Just in time the mists rose and the sun shone through, giving way to a beautiful fresh morning and Marku Alen blasted through first followed by Blomquist, who was now leading the event by about 9 seconds, Michelle Mouton was in 8th position just behind Mikkola who was 7th.

We then scurried off to SS20, thinking we'd be very clever, lose the crowds and navigate our way through the back tracks to our own little spectating point. Mark was navigating he must have improved, we found our planned spot, along with only 50 others and with our bags full of goodies (peanuts and crisps etc) we settled ourselves into a cow paddock alongside the road. A voice called out "Hallo Chaps" and we looked up to see our Peter Sellars friend hidden under all his filming equipment trudging down the road. "Thought we'd set up and have a few snorts" he said, but was dragged away by Paul to film some nature scenes - the creek, the cows, a frog and the typically Finnish farm stock just behind us.

It seemed only a few moments before the peace was shattered by Alen. Our spectator point - so that you can imagine what we were seeing - was a sharp yump after a long straight (190kmph) followed by a short straight to a narrow wooden bridge, and then immediately left so it was a godd tricky spot. Blomquist was pushing very hard, did a big yump and a magnificent 4 point landing. Vatanen seemed to be off the air and was every bit as fast as the Lancias and Wuattrps. The Opels were staying together on the road and Toivenen was hot on his heels.

Early afternoon and we headed back into Jyvaskyla for the bitumen stage through the town streets. Again our Press Passes allowed us in close to the footpath and away from the crowds up behind the barriers.

The Quattros didn't even appear to spin their wheels on take off. There was only a giant leap forward as they put all the power down on their enormous slicks and shot out of sight in a matter of seconds. The Lancia on tarmac looked like a Le Mans racer, although a lot more sideways, (in contrast to the Quattros which understeer on really tight bits).

The next evening and night stages were a long way from Jyvaskyla so we headed over to the Rantisipi and settled ourselves in for dinner and a few snorts with the boys. We made ourselves comfortable in front of the T.V. and watched all the days stages so far and waited anxiously for results to come in. By SS28 Blomquist led Mikkola by 32 secs, at 3331 the gap was 11secs, SS32 and it was 6 secs, SS35 - 3 secs and finally on SS34 Mikkola took the lead by 1 second. (Oh that's what happened, I thought the hotel roof had collapsed). Meanwhile Michelle Moutons name had disappeared from the placings after a fire in her car on SS27 whihc she managed

MAJOR FORTHCOMING EVENT

AUTO ACTION OLD MAN EMU 400

Round Four AUST. OFF ROAD CHAMPIONSHIP

GOONDIWINDI

8th-9th OCTOBER 1983

BRISBANE SPORTING CAR CLUB LIMITED

7th October (Friday)

Scrutineering 5.30 p.m. to 9.30 p.m. at Goondiwindi BP.

8th October (Saturday)

10 a.m. - Parade through Goondiwindi.

11.45 a.m. - Briefing at event H.Q.

Noon - Prologue

12.30 p.m. - Course Reconnoitre

7 p.m. - Start night loop

9th October (Sunday)

7 a.m. - Start first daylight loop

Top Australian rally and touring car circuit driver Colin Bond will be heading the line-up of stars for the Auto Action-Old Man Emu 400 to be run at Goondiwindi, Queensland, over the weekend of 8th and 9th October.

Bond will be joining the cream of Australia's off-roadsters for the event which will be Round 4, and the final round, of the 1983 Australian Off-Road championship series.

Bond will be driving an L200 Mitsubishi 4x4 for the OME team and his clash with Goondiwindi star Paul Zacks (Holder Rodeo) in the four-wheel drive class is expected to prove a highlight.

Zacks, the current Australian off-road champion, and the OME team, led by businessman and off-road enthusiast John Chapman, have waged war over the big eastern off-road events this year.

At Griffith at Easter, Bond and the Mitsubishi took the honours in the debut appearance for both driver and machine. Circuit racing commitments kept Bond away from the recent gruelling A.R.B. Macleay 1000 at Kempsey and he was replaced in the Mitsubishi by the Flying Scot, Andrew Cowan.

After nearly 600 kilometres and a remarkable battle, Zacks emerged with the upper hand and a narrow class victory.

The outright division with the fast-flying buggies could produce some of the fastest off-road running yet seen in Australia. Over the past year the cars have improved perceptibly and the competition has become fiercer than ever. And at Goondiwindi there are sections that invite drivers to open up.

This year brings the seventh Goondiwindi, making it Australia's longest running off-road event north of the Murray.

The huge and beautiful Kindon grazing and wheat property midway between Goondiwindi and Millmerran is again being made available by the Wright family and their manager John Wettenhall. It's Gungahlin country.

The event is being conducted by the "old firm" of Gary Connelly, Neil Howard and Peter Stockton for the Brisbane Sporting Car Club Ltd. with John Price from CAMS.

Entries close on 26th September and with the continued growth of Australian off-road Director Gary Connelly is expecting another big field, perhaps exceeding last year's 130 plus.

The race will be run over four circuits of about 110 kilometres with surfaces ranging from long runs beside wheat fields to sections through timbered country, gravel areas and creek beds.

A prologue time trial to determine starting order will be run on the Saturday with a night loop - it's the only night racing section on the 1983 championship calendar - from 7 p.m. The three daylight loops are to start from 7 a.m. Sunday with a fueling stop and hold between each lap and a regrouping for the final circuit in order of elapsed time placings.

Organisers will be keeping a close and anxious eye on the weather. Last year's event began in drought dust but then the heavens opened overnight turning the blacksoil country into a quagmire and reducing the race to just one traumatic daylight circuit.

One consequence is that this year's course will be that much rougher - some of the canyons created last year are still there awaiting the unwary.

- Class 1 Buggies over 1600cc
- Class 2 Buggies 1201cc to 1600cc
- Class 3 Buggies up to 1200cc
- Class 4 Baja

- Class 5 Touring Car - Stock
- Class 6 Touring Car - Modified
- Class 7 4 Wheel Drive - Stock
- Class 8 4 Wheel Drive - Modified

for further information
Contact

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ART UNION - 1983/84



YES YOU CAN
BE THE FIRST
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WITH :-

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IS THE BRAND
YOU CAN
TRUST!

The GREAT B.S.C.C. Art Union is now underway. Tickets are available from all sorts of people including the Art Union Sub-Committee - Noelle Drummond, Dale Payne, Chris Brand, Brian Swinton - and all the members of the board, Jim Reddiex, Mike Mitchell, Warren Tegg, Ron Wilkins, Errol Bailey, Ian Goldsworthy, Roberta Barbe, Chris Brand, Terry Conneely, John Hall, Peter Marcovich, Peter Marshall, Phil Unicom, Ian Preston, Dennis Brown, and from our administration officer, Esme Gibson

The Prizes are worth no less than \$3,114 - yes \$3,114 !!

1st Prize - \$2800 worth of video equipment.

(National portable video system, Camera, Video Recorder, Tuner/Timing, accessories).

2nd Prize - Gourmet Mobile Barbecue

Ticket Sellers Prize - \$60 Restaurant Dinner for Two.

TICKETS COST ONLY \$1

They're are lots of ticket books available. Each book holds ten tickets and we'd love you to come and take several books of tickets and sell them to all your friends - they'll sell like hot cakes, everyone wants a video system like this one - just right (and light) to take out in the field. You can see us on Wednesday Nights or phone Esme and we'll post some to you

TAKE A BOW FELLAR'S

IT WAS THE GREATEST SHOW AROUND

A.R.B. MACLEAY 1000 - 30th/31st JULY 1983

AUSTRALIA'S TOUGHEST RICHEST AND BIGGEST OFF-ROAD EVENT, you bet it was! The B.S.C.C. can be very proud of the way in which every member of the Club, i.e. from the 'ole team of Connelly's" down to pit crews and spectators conducted themselves.

If you ever want to know how to organize an event of this magnitude just ask Garry Connelly. To go behind the scenes and see where sponsorship money and entry fees go, would really open up a lot of eyes

The display put on by all Queensland entrants was truly unbelievable. Many felt the weather was going to play a major role in deciding the outcome of the event.

- * The 152 vehicles in the event paraded through Kempsey at 9.30 on the Saturday
- * The prologue to determine starting order began at Sherwood at 2 p.m.
- * Weather conditions were relatively cold (certainly not jock strap and thongs)
- * A magic spectator viewing area had been set up only a brief walk from the pits. In fact you could see the vehicles at least four or five times going over the varying Kempsey terrain, jumps, creeks and mud-holes.
- * The prologues produced some absolutely spectacular action. The best of the Queenslanders being Rod and Christine Brand followed by the Bradleys and Van Amstel
- * The A.R.B.-Macleay 1000 should have begun in cold, grey half-light of early morning. However it would appear that a section of the course had become impassable. I do remember the Course Announcer, Bill Blom say "There's been a rise in the river and we can't get you through. Don't get angry, don't get stroppy". Eventually Garry Connelly announced that 44kms had been deleted from the course.

So, around 8 am, two primary school prefects waved the first car away. It wasn't long before the first car 110 - the Old Man Emu Keith Poole bugg; was out of the race, in fact Reg Owen had suffered a problem, leaving Rod and Christine Brand leading the race on the road. During the third lap the Verco Hornet came to rest on Goodluck Hill with a fuel pump regulator letting their hopes down.

But like true blue Queenslanders Laurence and Janelle Svenson weren't going to let us down. Shown below are their lap accumulative times against the event winner Craig Martin 101.

	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7
Svenson	2.39.38	3.56.10	5.17.37	6.04.14	7.18.59	8.07.49
Martin	2.30.40	3.54.45	5.21.05	6.05.08	6.50.28	7.35.50

This effort has to be the one of the best displays a Queenslander has ever put up and I'm sure with the Rod Brand trade-mark on the rear of Martin's car, that he will be looking out for both drivers at "Gundi". Or is it the reason he might sell his Riv-master buggy before Round 4?

Our current Off-Road Champion Ed Van Amstel lost all hope of repeating last year's super performance when he decided to go upstream through a creek crossing, suddenly finding himself in a rather deep hole completely submerged the motor and his hopes of victory in the 1600cc class.

Class 3 saw the ever consistent Custom Off Road Components buggy 364 driven by Ron Wilson and Dennis Denning finish in second place. This team showed a lot of early dash in Sections 1 and 2, faded or ? in laps 3 and 4, then came back and really powered on in section 5 and similarly in section 6.

Class 4. What can you say about a team who drove as determinedly as Barry Mac and Sid Vahry. Many of you know how good Doug Ryan is, just have a look at this comparison.

	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7
Mac Tune	2.53.48	4.18.03	5.47.32	6.43.24	7.42.49	8.50.50
Ryan	2.49.50	4.18.11	5.56.55	6.52.19	7.47.53	8.41.30

A rear shocky arm robbed Mac Tuned from a victory they so deservedly tried for.

Class 6 winner at Macleay was Darryl James and Brian Kennedy. A brilliant win against fifteen competitors including the best in Australia. In fact their times in some sections were faster than 601 Peter Schultz and in one or two section were faster than some of the buggy entrants.

And finally to the performance of Cedric and Geoff Loy. What can be said is that this man shows a lot of gut determination, has a big heart and keeps on going

Barry Massey and Ian Baker pushed the Cherokee Jeep to its maximum as the engine mounts show. Another top performance.

Finally just to see how the Queenslanders did perform against MARTIN'

Competitor	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7
MARTIN	1.13.38	1.17.02	1.24.05	1.26.20	44.03	45.20	45.22
BRAND	1.13.43	1.21.06					
ADNESS	1.30.00	1.18.38	1.24.33	1.20.34			
CROUCHER	1.23.59	1.22.56	1.20.45	1.31.21	1.19.44		
EVENSON	1.15.52	1.23.46	1.16.32	1.21.27	46.37	1.14.45	48.50
ZIVEC	1.25.52	1.42.52	1.33.49				
WILSON	1.28.09	1.36.43	1.47.41	1.51.11	54.34	56.08	
TAYLOR	1.29.44	1.33.18	2.15.41				
McFARLANE	1.24.40	1.29.08	1.24.15	1.29.29	55.52	59.25	1.08.01
JENKINS	2.15.35	1.49.42	1.49.19		1.05:24		
JAMES	1.30.28	1.28.48	1.35.19	1.39.15	1.20.41		
MASSEY	1.45.26	1.53.58	1.46.26		1.01.05	1.07.26	
LOY	1.37.35	1.42.40	1.38.49	1.38.18	1.08.25	1.01.48	

It was extremely disappointing to hear of the Adness problem. The buggy was putting in comparable times with the leaders when, being driven by Tom Poots, was involved in a roll-over.

Lance Zivec survived an "endo" early in the race which didn't help his chances

Custom Off Road Components racing team weren't having a very good weekend. George Croucher after a sizzling pace in the first four long laps suddenly lost his gears, then dropped from contention.

Finally, Craig Martin won his second Macleay 1000 - and intends to make it three in a row. Martin's buggy - one of some 40 survivors of the wreck-strewn course, overcame early set-backs caused by a bent wheel and later steering problems. Ken Holt from Bendigo was leading by 3½ minutes when he cooked his motor giving Martin a dream run home.

Andrew Cowan brought to Australia for the Macleay 1000 is eager to come back next year. Cowan driving the Old Man Emu Mitsubishi L200 with around \$25,000 modifications, collapsed 8 kilometres from the finish line. The "Flying Scot" despite major mechanical problems and the car disintegrating, recorded the second fastest time in the short laps (48.52) a time bettered by the event winner Craig Martin (45.20).

Phil Unicomb.

A word from our Motorkhana Correspondent

The 1983 Interclub Motorkhana is to be conducted by the Ipswich West Moreton Auto Club on the 13th NOVEMBER on an unsealed surface near Brisbane. The B.S.C.C. anticipates fielding perhaps two teams of six drivers and subsequently a list of suitable names has been compiled and shown below. Bearing in mind that an event of this nature requires a knowledge of the correct method of executing tests, an ability to check a minimum of course markers and a combination of these factors whilst completing the contest in the shortest time possible, those with a genuine interest in filling a position in one of the teams, whether on the quick list or not, please contact either Del Garbett C/- 394 1723 or Alan McConnell 379 2754.

Steve Arlidge, Alan Ball, Lee Drummond, Ian Fink, Chris Goonan, Peter Johnson, Hank Kabel, Raymond Kemp, Lin Melton, Steve McCabe, Ross Perry, Pete Smith, Phil Stephan, Lindsay Sutherland, Kelvin Taylor, Ross Walsh.

Let's see all these people and more at the next club motorkhana.

Peter Garbett

On Sunday, 2nd October, 1983, I am holding a Spring Car Rally which will be departing at 10.00 a.m. from Garden City Car Park on the highway-side of the car park in front of David Jones. The cost per car will be \$5.00 and registration will take place from 9.30 a.m. on the morning of the 2/10/83. There are trophies for the Winner and Place-Getters as well as novelty prizes to be won. 200 Litres (44 gallon drum) of Petrol will be raffled at the Start and Drawn at the Finish.

All starters are requested to bring their own picnic or barbecue lunch, however we will have drinks available for sale. The Car Rally has been carefully planned and should be a fun day for all those who are able to attend.

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ASSISTANT SECRETARY.....	Ron Wilkins			227	8054
TREASURER.....	Errol Bailey	48	0546	372	3777
CLUB CAPTAIN.....	Ian Goldsworthy	390	6245	390	6245
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	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
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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
MOTOR KHANA OFFICER.....	Del Garbett				
OFF ROAD OFFICER.....					
RALLY OFFICER.....					
ADMINISTRATION OFFICER.....	Esme Gibson			391	8881

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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.

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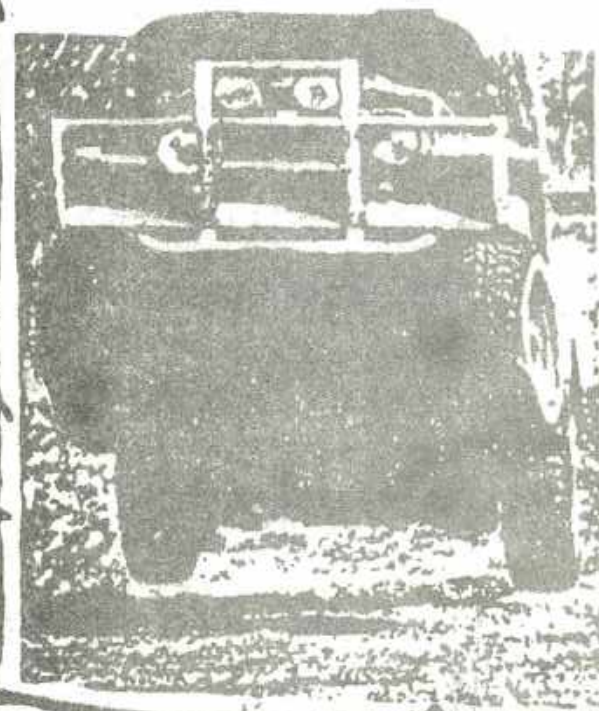
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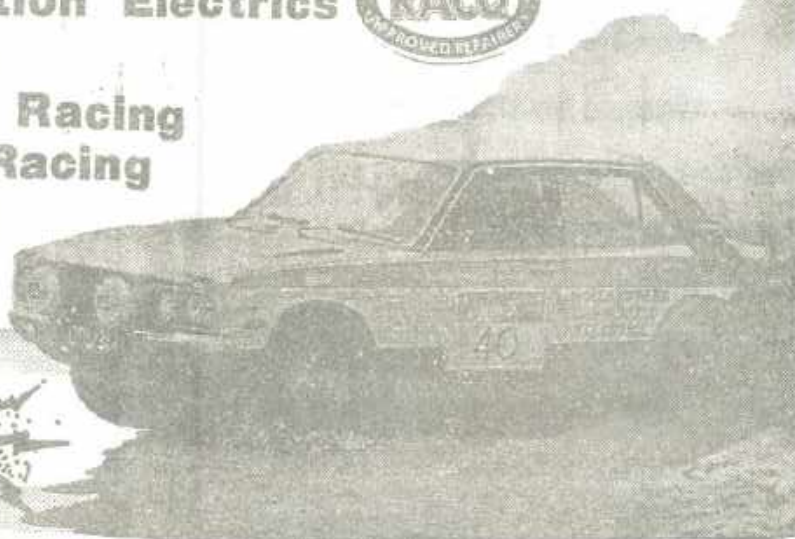
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CLUB CHAMPIONSHIPS 1983

1	Rod Brand	22
2	Phil Unicomb	20
= 3	George Croucher	19
	Lloyd Prescott	19
	Ed van Amstel	19
= 6	Ashton Bradley	17
	Patricia Bradley	17
	Laurence Svenson	17
	Janelle Svenson	17
10	Christine Brand	11
11	Graham Pont	10
=12	Noel Jeffrey	9
	Stephen Jeffrey	9
	Dwayne Miller	9
=15	Geoff Dein	8
	Paul Watkinson	8
	Noel Buckley	8
	Steve Blackburn	8
	Peter Gartshore	8
	Wayne Cambie	8
	Doug Scottorn	8
=22	Michael Collins	7
	Ron Lange	7
	David Geers	7
	Gil Trombetta	7
=26	Bob Butter	6
	Lance Zivec	6
	Ross McDougall	6
=29	David Haeusler	5
	Gary Haeusler	5
	Neil Bang	5
	Graham Makin	5
	Nev Taylor	5
	Nick Reeves	5
=36	Bryan Verrall	4
	Stephen Hawkins	4
	Jeff Shepherd	4
	Rod Billing	4
	Ron Wilson	4
(=29)	Dennis Denning	5)
	Darryl James	4
	Brian Kennedy	4
=48	Stephen Sullivan	3
	Paul Lewis	3
	Paul Jeffreys	3
	David Henry	3
	Dale Shields	3
	Chris Hamlin	3
=49	David Blackmore	2
	Richard Janiak	2
	Alwyn Boyle	2
	Carl Misso	2
	Robert Linneweber	2
	Warren Seed	2
	Barry Massey	2
	Jeffrey Best	2
	John Evans	2

Off Road Champ (Cont)

=49	Alan Curtis	2
=59	Rico Casagrande	1
	John Hahn	1
	Narelle Lewis	1
	Bill Daley	1
	Glenn Bradley	1
	John Brixey	1
	Don Buckley	1
	Rod Sams	1
	James Sams	1
	Brian Thompson	1
	Kevin Read	1
	Cedric Loy	1
	Geoff Loy	1
	Peter Ford	1
	Dennis Denning	1
	David Miller	1
	Stephen Jenkins	1
	John Torney	1
	David Brown	1

Motorkhana Championship

= 1	Ian Pink	44
	Alan McConnell	44
3	Peter Garbett	40
4	Del Garbett	36
5	Pete Smith	31
6	Ross Perry	30
7	Lin Melton	29
8	Alan Ball	26
9	Steve McCabe	20
10	Steve Arlidge	18
11	Peter Johnson	16
=12	Robyn Arlidge	13
	David Martin	13
	Alan Clunes	13
=15	Cameron Neilsen	11
	Tony Krebs	11
=17	John Holster	10
	Simon Kabel	10
=19	Jim Reddiex	9
	Tony Best	9
	Laurie Streitberg	9
	Ray Kemp	9
=23	Tony Kabel	8
	Phil Stephen	8
25	Paul Healy	7
=26	Greg Weale	6
	Hank Kabel	6
	Michael Warren	6
=29	Ron Lange	5
	John Spencer	5
	Chris Goonan	5
	P Stapleton	5
=33	Brett Anson	4
	Col Powell	4
	Ross Walsh	4

Motorkhana Champ (Cont)

=36	Wayne Hickey	3
	Richard Schilpzad	3
	Gary Kabel	3
	Pat O'Brien	3
	Mark Lewis	3
41	Gary Luiten	2

Rally Championship

1	Iain Stewart	32
2	Peter Marcovich	30
3	Brian Marsden	21
4	Errol Bailey	16
5	Greg Weale	15
= 6	Kelvin Taylor	12
	George Kahler	12
= 8	Tony Best	11
	Simon Passlow	11
	Boyd Ovens	11
=11	Greg Whitaker	10
	Alan Staib	10
	Gary Kabel	10
=14	Peter Phillips	9
	Bill Dillon	9
	Coral Taylor	9
	Tony Kabel	9
	Peter Marshall	9
	Mike Mitchell	9
=20	Gary Batts	8
	John Hall	8
	Don Milner	8
	Wayne Hickey	8
	Dale Payne	8
=25	Peter Clydesdale	7
	Ian Reddiex	7
	Rod Bailey	7
	Peter Sudiro	7
	Ross Julien	7
=30	Richard Kelly	6
	Warren Tegg	6
	Jim Reddiex	6
	Chris Beecham	6
	Simon Kabel	6
35	Del Garbett	5
=36	Rod Cross	4
	Alan Stean	4
	Noelle Drummond	4
39	Dave Ambrose	3
=40	Russell Reid	2
	Hugh Walker	2
	Pat O'Brien	2
	Russell Worthngtn	2
=44	Andrew McGraa	1
	Lachlan Foord	1
	Grant Lilley	1
	Bill Porteous	1
	Wayne Kirby	1
	Glen Law	1

Rally Champ (Cont)

=44	Richard McColm	1
	Paul Bergmann	1
	Kelvin O'Shea	1
	Peter Garbett	1
	Tony Krebs	1
	Steve McCabe	1
	Michael Scott	1
	Don Adams	1
	Paul McIver	1
	Kerry Rasmussen	1
	Bill Dunk	1
	Colin Plant	1
	Trevor Plant	1
	James Muir	1
	Ion Moir	1
	Andrew Gilliland	1
	Abdrew Johnstone	1
	Stewart Morland	1
	Allan Briscoe	1
	Brad Morrison	1
	Chris Campbell	1

Night Run Champ (Cont)

=36	Peter Marcovich	7
	Tricia Marcovich	7
	Daryll Wheeley	7
=39	Colin Duckworth	5
	Craig Warren	5
	Graham Offer	5
=42	Scott Hunter	4
	David Barlow	4

Club Championship

1	Peter Garbett	21
= 2	Del Garbett	20
	Alan McConnell	20
4	Phil Wnicomb	17
5	Laurence Svenson	16
6	Rod Brand	14
7	Alan Ball	13
= 8	Ed van Amstel	12
	Michael Collins	12

Speed Event Championship

1	Michael Collins	20
2	Laurence Svenson	11
= 3	Greg Byrne	10
	Jim Reddiex	10
= 5	Geoff Dein	9
	Phil Unicomb	9
	Brian Swinton	9
	Pat Collins	9
= 9	Ed van Amstel	8
	Rod Brand	8
=11	Kev White	7
	Lance Zivec	7
	Dale Shields	7
=14	Ron Lange	6
	Barry Macfarlane	6
	Neil Jory	6
=17	Nev Taylor	5
	George Croucher	5
19	Dave Westwood	3
20	Gary Moedt	2

=10	Ian Fink	11
	Peter Marcovich	11
	Iain Stewart	11
	Jim Reddiex	11
14	George Croucher	10
=15	Greg Byrne	9
	Brian Marsden	9
	Lloyd Prescott	9
	Rod White	9
=19	Errol Bailey	8
	Geoff Dein	8
	Peter Johnson	8
	Pete Smith	8
	Greg Weale	8
=24	Pat Collins	7
	Brian Swinton	7
	Kelvin Taylor	7
=27	Ashton Bradley	6
	Patricia Bradley	6
	George Kahler	6
	Peter Johnson	6
	Mark Lewis	6
	Ross Perry	6
	Janelle Svenson	6
	Greg Yeoman	6
=35	Tony Best	5
	Lin Melton	5
=37	Simon Passlow	4
	Boyd Ovens	4
	Ross Walsh	4
=40	Steve McCabe	3
	Kerry Walsh	3
=42	Christine Brand	2
	Steve Arlidge	2
	Wayne Hickey	2
	Tony Krebs	2
	Simon Kabel	2
	Tony Kabel	2
	Gary Kabel	2
	Ron Lange	2
	Cameron Neilson	2
	Laurie Streitberg	2
	Dale Shields	2
	Nev Taylor	2
	Lance Zivec	2

Night Run Championship

= 1	Peter Garbett	62
	Del Garbett	62
= 3	Alan Ball	57
	Rod White	57
	Alan McConnell	57
6	Greg Yeoman	39
= 7	Peter Johnson	37
	Mark Lewis	37
= 9	Ross Walsh	35
	Kerry Walsh	35
11	Cameron Neilson	32
=12	Peter Smith	28
	Kelvin Taylor	28
=14	Laurie Streitberg	28
=15	Leigh Yeoman	22
	Alan Mitchell	22
	Ron Wilkins	22
=18	Neil Bennink	21
	Craig Read	21
20	Chris Wall	19
=21	Neil Jory	14
	Sharon Gaylord	14
=23	Paul Williamson	13
	Wilson Boyd	13
	Beryl Boyd	13
26	Greg McIntosh	11
27	Dwayne McClintock	10
=28	Paul Williams	9
	Alex Conroy	9
	Jeff Tremain	9
	Charlie Blake	9
	Tony Hazeldine	9
=33	Paul Healy	8
	John Spencer	8
	Graham Greenwood	8

Ladies Championship

1	Del Garbett	32
= 2	Patricia Bradley	11
	Hanelle Svenson	11
	Coral Taylor	11
= 5	Robyn Arlidge	10
	Kerry Walsh	10
= 7	Christine Brand	9
	Noelle Drummond	9
	Kerry Rasmussen	9
	Leigh-Ellen Yeoman	9
=11	Narelle Lewis	8
	Sharon Gaylord	8
13	Beryl Boyd	7
14	Tricia Marcovich	6

	Peter Johnson	6
	Mark Lewis	6
	Ross Perry	6
	Janelle Svenson	6
	Greg Yeoman	6
=35	Tony Best	5
	Lin Melton	5
=37	Simon Passlow	4
	Boyd Ovens	4
	Ross Walsh	4
=40	Steve McCabe	3
	Kerry Walsh	3
=42	Christine Brand	2
	Steve Arlidge	2
	Wayne Hickey	2
	Tony Krebs	2
	Simon Kabel	2
	Tony Kabel	2
	Gary Kabel	2
	Ron Lange	2
	Cameron Neilson	2
	Laurie Streitberg	2
	Dale Shields	2
	Nev Taylor	2
	Lance Zivec	2

MALL APPAL

by Big Ed

In all the woes that curse our race
there is a Jowett in the case.

with apologies to W.S. Gilbert

This report will appear in both the Jowett Car Club of Australia magazine and that for the Brisbane Sporting Car Club, so at places it'll read rather strange for both parties.

I've had my Jowett Javelin since January 1976 when I'd finished painting the house and it seemed to me that TIMS was looking around for something useful for the boy to do. A quick look through the paper for something interesting, it could so easily have been a Riley or a Standard, and I became the owner of a more or less destitute Javelin. Sometime later I was driving down Logan Road when I saw another Javelin and Ross McGown introduced me to the JCCoA. I bought another Javelin from Brisbane and spent some years taking the thing apart totally (It's a monocoque but the body is welded to the chassis) the engine was rebuilt for me (poorly as it turns out, he didn't even renew the neoprop rings that join the carburettor balance pipe) and it was running and registered on March 13th 1981. And since then it's been a bit of a pain, we've had the engine rebuilt by Chris Gorgan, and I suppose it would be far better if I didn't keep fiddling with the thing - although I suppose that's what you have an old car for. The cars big day was when we drove it from Nerrandara to Brisbane, and then I used it for work the next day, just to prove it was capable. I would have dropped the Javelin a number of times, all that kept me going was the JCC magazine, and help I've had from the Brisbane members, and the fact that if I let the thing better me then henceforth any chance reference to Jowetts or Bradfords would be a stab to the heart.

I suppose the JCCoA demand and deserve a full explanation of why 2 Javelin were entered in the Courier-Mails Townsville to Brisbane Mall to Mall race and neither car even started, let alone failed honourably in their attempt.

It all started on the 3rd Saturday in June when the weekend Courier-Mail had the details of a race to be run from Townsville to Brisbane to celebrate the papers 50th birthday, the race to be run on August 28th. I've always wished I'd been around to do the Mille Miglia road race, so this looked like a proper substitute - although the chosen vehicle must'nt be too fast as the normal road laws were still in force.

The race was split into 3 categories :- Jet Aircraft, Prop Aircraft and everything else. Initially I was going to enter the 'flat at 122kmph Suzuki Hatch' but then The Incredible Mrs Smith (TIMS) said "Enter the Jowett" - 0 if only the foul brute had never uttered those words.

I immediately set too tidying bits up and, MISTAKE No.1, changing the brake linings. Not being of a terribly mechanical bent I spent ages fiddling around with drums that wouldn't go over the new linings. In the end, when the sight and sound of a flying yellow spring and AAAARGHHH were common to the neighbours, I scraped a bit off the shoes where they abut the handbrake and coaxed the drum on with a rubber mallet. Of course the front linings were far easier - in theory, one went on just like that but the other one was a pig. The drum would slip on until it was halfway and then Donk!, no further. Was the stub axle bent, was the bearing crooked, does my chewing gum lose its flavour on the bedpost overnight? No, after skimming the brakedrum Central Brake Services had put the spacer in backwards! This was another week down the plughole.

In the meantime (in the meanwhilst ?) I'd infused Doug Rath with race fever and he and his mate Bill were crash programming his Javelin to get it ready. I'd recruited "Mr Expert" Chris Grogan to join me from Albury and a local friend, Peter Whalley, whose sold things up and down the coast for years and knows everybody between Brisbane and Townsville. So Doug and I had sent our two entries off and everything was really humming.

Mistake No.2 :- I decided to have my bent and rusty old front bumper tarted up. A quote of 2 weeks became a wait of 5 weeks and not being able to use the car on the road this was the last time that, in retrospect, sank me. We mustn't drag this sad tale out. With the car mobile again I decided that the pall of smoke that followed in its wake must be reduced. So I blocked the carbie balance pipe but that didn't work, so I phoned Claude R and organised some heads and valves. These essential items, accidentally went to Adelaide, well it's an easy mistake, Adelaide is after all by the sea and it has a cultural centre, even if the centre isn't as good as ours, but that was another week down the drain.

In the meantime Doug Rath's car was mobile but the oil pressure was minimal and the radiator was a solid lump. The Courier-Mail wanted photos of the cars so we arranged a date and we both just made it. My car was running dreadfully, it was OK once on the move but starting it and getting it to tick-over was impossible. So I had to drive through town braking with the left foot and blipping with the right. Doug arrived with his engine pulling well but knocking on tick-over. The Courier-Mail took lots of pictures - and printed none of them. Doug had even organised to take the paper for 2 weeks so he wouldn't miss anything.

So with 8 days to go before the car should be on the Townsville transporter it was off with the heads, on with the re-con ones with valves ground by TIMS. I talked to the cylinder heads as I put them on (Chris Grogan told me I must "Talk the heads down"), I attached the cross-over pipes from block to head and poured water into the radiator - and watched it dribble out from the head studs. So off with the heads again and back on with my old head gaskets. I got it started Wednesday afternoon and it would only run on 2 cylinders. Friday it caught fire, and tempted as I was to let the bloody thing meltdown to China I doused the flames as the car was too near the house. During the day I also drained 2 gallons of Watoil from the sump, not a pretty sight.

Saturday I took it over (running on 2 cylinders) to Don Milners workshop in Long Street, Graceville (379 9479, no job too small or large, your car collected and delivered). He had it running on 4 for short periods, between fires that is, and pronounced that the starboard Zenith, the leaky one, wasn't doing anything. So Sunday morning Peter Whalley and I cobbled together another carbie, and voila ! it fires on all 4. Clive McGown came round to help save the Javelin entry and pointed out several things that any but the blind and stupid would have known already. We all went for a run round the block and decided after some deliberations that it was Townsville or Bust.

In the meantime Doug Rath had been striving might and main to get the car ready and run an electrical contractors at the same time. But as we sat down to our Sunday dinner fairly happy that the remaining small problems could be cured in Townsville, Doug Rath was being rushed to the hospital for a 4 night stay with nervous exhaustion - how often in the ensuing days I could so easily have joined him.

Up dark and early Monday morning, we set off to drive the Javelin to town with TIMS following in the 323. Onto the freeway and BRRRP upto 65 mph,

going like a bird. Then it switched from an Albatross to a Kookaburra, then to a Humming Bird, then an Ostrich and it finally Dodo'd. It announced its retirement from the Mall to Mall race by blowing its dipstick out and covering the engine in chocolate mouse'. Once again by some mysterious process water had channeled into the sump. I stopped a passing taxi and demanded to be taken to Doug Rath so I could share his soothing drip.

So we towed it back home and sorted out what to do. My brother-in-law (Charlie Henry of Charlie Henry Timbers) offered his new Nissan Patrol and I organised a trailer and dismantled the engine and we awaited The Masters arrival from Albury to mantle it again. The plan was for Chris to arrive from Albury about 2pm, 10 seconds for lunch, then Chris rebuilds the engine and we set off at dawn on Friday arriving at Townsville about midday Saturday.

So Thursday lunchtime I'm huddled over the phone and at 1pm it rings. The Saviour has descended from his chariot of fire and will await me in the city terminal. So I zoomed in and sat outside TAA - for hours. I filled in the time by doing laps of Ansett and the coach company but I had to return home to find that Chris was inside Ansetts place. So with my heart bubbling with joy and envy of Doug Rath oozing from my pores I drove back to town and greeted the waiting Grogan jovially, well at least as jovially as a rabid dog greets a friendly hand. Back home and quickly out with the pistons, then we held a short memorial service for the big end shells as they were shell shocked.

And that was the Jowett entry in the '83 Mall to Mall race, as Confucius said :- "In all things success depends upon previous preparation, and without such preparation there is sure to be failure".

We shall gloss over our equally fruitless attempt to do the event in the 540cc Suzuki Hatch, except for two points that is. How do you explain to the Marlborough policeman that the car will only do 105kmph and not its usual 122kmph? And when we left home I could smell this awful pong, I endured it until lunchtime and then I had to tell Chris that he really must wash his aftershave off as I was allergic to it. He pointed out that he hadn't even shaved, and a good blow of my nose brought forth a piece of rotting chinese vegetable from my right nostril - and he wouldn't even let me keep it to show TIMS. So that was the end of my event, and I really feel responsible for wasting so many good peoples time and money - next time I'll keep the Smith familys big mouth shut. We spent Friday night with Dave and Debbie Chadwick in Rockhampton and I took everybody out to dinner. Us males had The Biggest Steak in town at the licensed Esso Service Station, a really good meal at the Wagon Wheel, they must try harder.

Now you will think this a typical piece of Smith exaggeration but it's true. In his short stay Chris :- Exploded the bulb in the lead light, wrenched the door of his room off completely, just touched a spotlight and the bulb blew, borrowed the Suzuki for 48 hours and broke the exhaust manifold into a multitude of pieces and then the swine gets the comfy bed while I sleep on the floor.

So like Chaucer we must beware

"The smylere with the knyfe under the cloke".

I've just heard that they'll have a Mall to Mall race in '84. Well I've got this plan see, Frank de Pinna flies from Melbourne to Charters Towers in a reverse thrust Auster and John Taylor rows round Magnetic Island whooping like a dying swan. Meanwhile TIMS and Robyn Rath are slowly lowering an effigy of a Javelin crankshaft into the Brisbane river and I'm in a hospital bed babbling like an imbecile - it'll be just like old times.....

MALL TO APPAL
A PICTORIAL SURVEY

← THE NEWS LEAVES THE COURIER
MAIL

AND ARRIVES AT THE JOWETT CAR
CLUB H.Q. IN FASHIONABLE
INALA.



WHAT TO DO THE
EVENT IN ?

THIS IS PETER
WHALLEY, CHRIS GROGAN
AND MYSELF TRYING
OUT A TRIDEM
BUT TIMS SAYS WE'LL
TAKE THE 'FINANCIAL
BLOTTER' JOWETT.

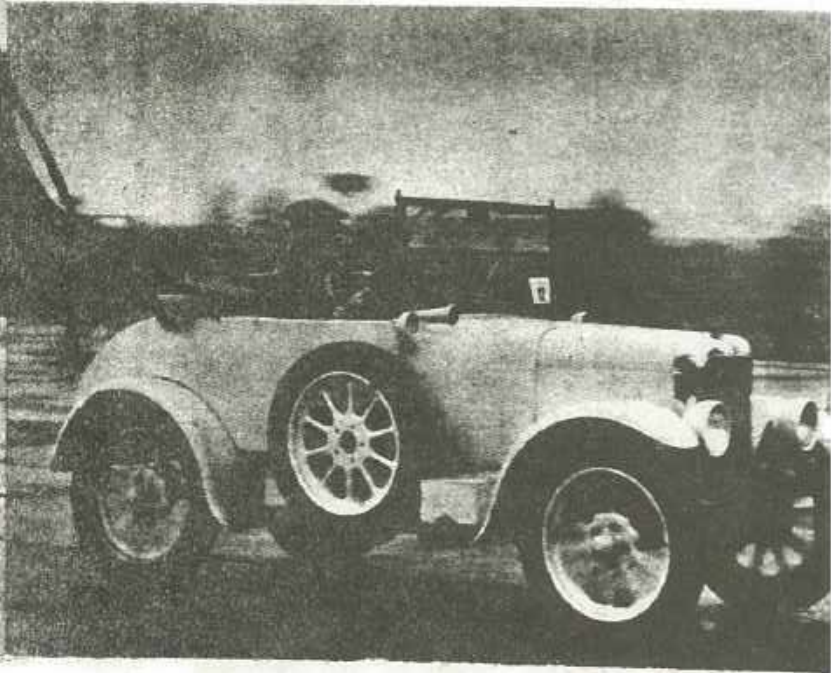


← NEWS OF THE EVENT WAS
GREETED JOYFULLY.

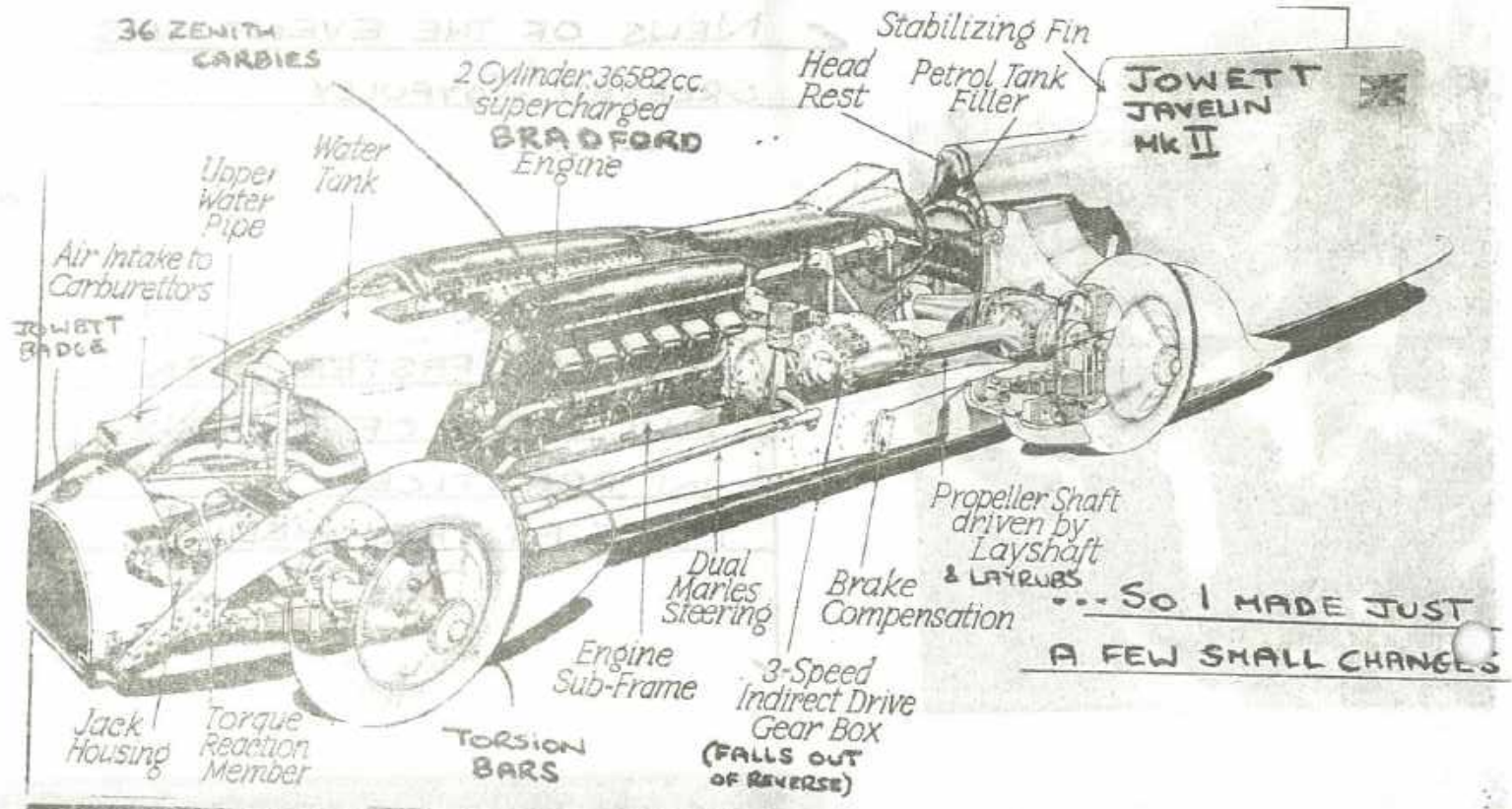


WE WERE FASTER THAN
ALL SORTS OF THINGS
IN PRACTICE.

(TIMS AT THE WHEEL)



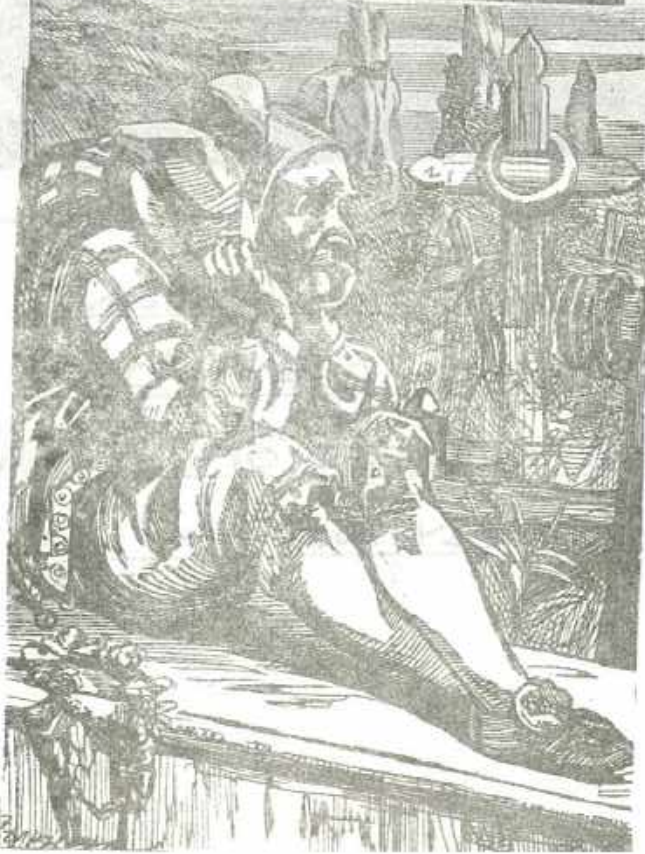
BUT WOULD THE JAVELIN
BE ABLE TO BEAT MOSS'
1955 AVERAGE OF 98.5mph
? PROBABLY NOT.....



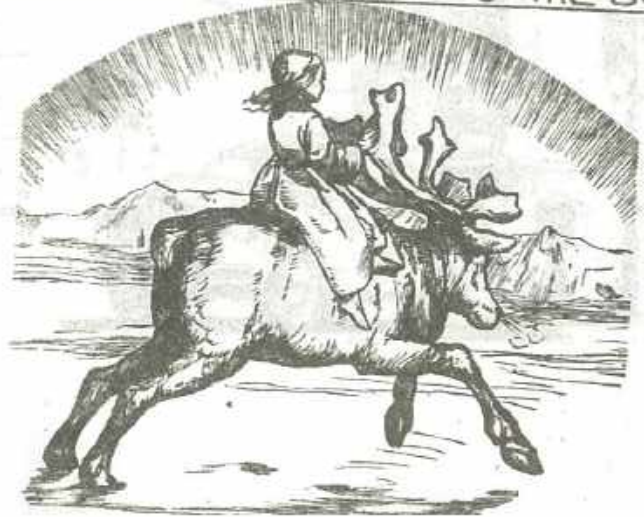
... SO I MADE JUST
A FEW SMALL CHANGES



A 195 MPH DOWN THE FREEWAY AND
KEERRBOOM THE 5TH STAGE
KOMPRESSOR EXPLODES.
SUDDENLY THE JAVELIN CHANGES
INTO A HIDEOUS JUGGERNAUT
OF DEATH. (I ESCAPE ONLY BY LOWER-
ING MYSELF TO EARTH SUPPORTED BY
MY EGO)



SO WITH THE CAR, AS WELL
AS MY HOPES AND DREAMS, IN
TATTERS, I SAT BY THE
FREEWAY FEELING A RIGHT CLOWN
AND TIMS RODE INTO THE SUNSET



CLUB MOTORKHANA - 11th September

Good close competition was enjoyed by all fourteen drivers at the Club Motorkhana held on 11th September. Our thanks to the Holden Sporting Car Club for once again allowing us the use of their grounds at Alexandra Hills.

The Garbetts performed extremely well in borrowed cars, Peter in Ross Walsh's RX2 and Del in Alan McConnells RX2, Peter eventually taking out the day with a fine drive.

Second and Third places went to HSCC members Terry Scharf and Ian Muller, and they certainly surprised our drivers with their good times set in quite standard cars. Alan Ball just edged out Danny Fry with another consistent run, while only .4 second separated Ray Kemp and David Martin for 6th and 7th place respectively. Davids driving improves with each motorkhana.

It was good to see a few new faces, Alan Clunes, Michael Warren and Paul Stapleton finished 8th, 9th and 10th and appeared to enjoy themselves sliding about in the dust, while Cameron Neilsen found he had to stop occasionally to let the dust settle in order to chekc out the right direction.

Mark Lewis, competing in his first motorkhana, found the bumpy surface to be quite a handicap as his low slung Cortina Wagon continually 'bottomed-out' during the tests.

Del Garbett soon came to grips with the McConnell RX2, but was somewhat distracted by Alan's shout of "Wind the window up!". A shame that Colin Duckworth had to leave early, he was only able to fit in two tests in his first competitive drive in his Fiat 124.

Alan McConnell

Test 1	Test 2	After 2 Tests
(Alan McConnell 54.9)	(Alan McConnell 26.1)	(Alan McConnell 81.0)
1 Peter Garbett 55.6	1 Peter Garbett 26.9	1 Peter Garbett 82.5
= 4 Alan Ball 61.4	(Ross Walsh 27.3)	(Ross Walsh 88.9)
6 David Martin 61.6	= 3 Alan Ball 28.2	= 4 Alan Ball 89.6
(Ross Walsh 61.6)	6 Alan Clunes 28.5	6 Mark Lewis 91.6
= 7 Michael Warren 62.2	7 Ray Kemp 28.8	7 David Martin 92.1
8 Paul Stapleton 62.2	8 Mark Lewis 29.0	8 Wlan Clunes 92.8
9 Mark Lewis 62.6	9 Del Garbett 30.1	9 Paul Stapleton 92.9
10 Alan Clunes 64.3	10 David Martin 30.5	10 Ray Kemp 93.4
=11 Ray Kemp 64.6	11 Paul Stapleton 30.7	11 Michael Warren 93.5
Del Garbett 64.6	12 Michael Warren 31.2	12 Del Garbett 94.7
13 Cameron Neilsen 65.1	13 Cameron Neilsn 36.3	13 Cameron Neilsn 101.4
14 Colin Duckworh 74.1	14 Colin Duckwth 41.3	14 Colin Duckwprh 115.4
Test 3	After 3 Tests	
(Alan McConnell 42.0)	(Alan McConne 123.0)	(Ross Walsh 136.9)
1 Peter Garbett 44.4	10 David Martin 49.0	6 Paul Stapletn 140.5
2 Alan Ball 45.8	11 Ray Kemp 49.7	7 David Martin 141.1
4 Paul Stapleton 47.6	12 Mark Lewis 55.5	8 Alan Clunes 141.2
(Ross Walsh 48.0)	13 Cameron Neils 58.1	9 Michael Warrn 142.0
6 Alan Clunes 48.4		10 Ray Kemp 143.1
7 Michael Warren 48.5		11 Del Garbett 143.5
= 8 Del Garbett 48.8	1 Peter Garbett 126.9	12 Mark Lewis 147.1
	3 Alan Ball 135.4	13 Cameron Nlsen 159.5

Test 4	Test 4 (Aprés)	Test 5
(Alan McConne 31.2)	(Alan McConnell 154.2)	1 Peter Garbett 31.2
2 Peter Garbe 33.5	1 Peter Garbett 160.4	2 Alan Ball 32.2
3 Michael War 36.1	4 Alan Ball 171.9	4 Ray Kemp 32.7
4 Alan Ball 36.5	(Ross Walsh 173.6)	5 Alan Clunes 32.8
5 Ray Kemp 36.7	6 Michael Warren 178.1	(Ross Walsh 33.8)
(Ray Walsh 36.7)	7 David Martin 178.8	6 David Martin 34.1
8 David Martn 37.7	8 Ray Kemp 179.8	7 Paul Stapleton 34.6
9 Cameron Nln 39.0	9 Alan Clunes 180.9	(Alan McConnell 34.7)
10 Del Garbett 39.1	10 Paul Stapleton 181.5	8 Mark Lewis 36.0
11 Alan Clunes 39.7	11 Del Garbett 182.6	9 Michael 36.1
12 Mark Lewis 40.0	12 Mark Lewis 187.1	12 Cameron Neilson 36.8
13 Paul Staple 41.0	13 Cameron Neilsn 198.5	13 Del Garbett 38.4

Results

(Alan McConnell	Mazda RX2	188.9)
1st Peter Garbett	Mazda RX2	191.6
4th Alan Ball	Datsun	204.1
(Ross Walsh	Mazda RX2	207.4)
6th Ray Kemp	Datsun	212.5
7th David Martin	Datsun	212.9
8th Alan Clunes	Hunter	213.7
9th Michael Warren	Datsun	214.1
10th Paul Stapleton	Sigma	216.1
11th Del Garbett	Mazda RX2	221.0
12th Mark Lewis	Cortina	223.1
13th Cameron Neilsen	Suzuki	235.3

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BRISBANE SPORTING CAR CLUB Ltd
 The PERFORMANCE STEERING & TUNING ENDURO
 21st August 1983

Strange for 1983 but beautiful spring weather greeted competitors to this 'Long-Course' Off Road event held at Purga Creek course.

Terry Conneely was Director for the day and very cheekily reversed the direction of the event from our normal way round at Purga. Our club President, Jim Reddiex, was on hand and reported a record number of phenomenal avoidances as people flew round trying to visualise what things would look like 'backwards'. I spoke to Janelle Svenson after the event (Navigator in the winning car of course) and she said that reversing the the traffic flows direction caused no problems except that "It took off in strange places".

So with the normal hub-bub in the pits as nervous last minute adjustments were made, and with guts tightening (not only from the kidney belts) the event got underway.

Lap 1

1	Svenson/Svens	1	16.01	10	James/Kennedy	6	19.21	19	Roach/Neuman	3	24.19
2	Poots/Meiers	1	16.17	11	Linneweber/Se	3	19.40	20	Zivec/McDoug	2	24.23
3	Collins/Colli	1	16.29	12	Massey/Best	5	19.52	21	Muller/Jenki	5	25.09
4	Bradley/Bradl	1	16.44	13	Hayes/Herrima	1	19.53	22	Shields/Hamli	2	26.19
5	van Amstel/Mi	2	17.04	14	Taylor/Reeves	4	20.02	23	Sams/Sams	3	26.33
6	Westwood/West	3	18.29	15	Geers/Trombet	1	20.27	24	Jeffreys/Hen	6	27.43
7	Macfarlane/Kr	4	18.09	16	Boyle/Misso	6	20.49	25	Casagrande/H	3	35.43
8	Ford/Denning	3	18.53	17	Evans/Curtis	1	21.10				
9	Cambie/Scotto	5	19.15	18	Torney/Brown	3	22.35				

By the end of the first lap we'd already lost Rod & Chris Brand, Ed Hopkins/Ian Baker, Ron Lange/John Swinglehurst, Kev White/Warren Blackbourne, Ron Farmer/Joel Dalton, Ken Boulton/K Boyd, Clinton Linneweber/I Street, John Brixey/R Langdon, and Neil Johnson/John Corless. That's one thing about off roading, the muck hits the fan very quickly if everything isn't A1.

A splendid dice at the front of the field between Laurence Svenson, Tom Poots and Michael Collins. In the other classes, the very promising Lance Zivec had obviously had problems and Ed van Amstel was leading class 2 by a country mile. David Westwood was leading Class 3 by 33 secs from Peter Ford. Barry Macfarlane was chief of the Baja's by almost 2 minutes and the four wheel drives saw Wayne Cambie 37 seconds in front of Barry Massey.

Lap 2

1	Svenson/Svens	1	15.43	9	Cambie/Scotto	5	18.11	17	Geers/Tromb	1	19.5
2	Poots/Meiers	1	15.48	10	Ford/Denning	3	18.32	18	Roach/Neuma	3	20.0
3	van Amstel/Mi	2	16.44	11	James/Kennedy	6	19.13	19	Casagrande/	3	20.3
4	Bradley/Bradl	1	16.51	12	Shields/Hamli	2	19.16	20	Torney/Brow	3	20.4
5	Collins/Colli	1	17.09		Taylor/Reeves	4	19.16	21	Evans/Curti	1	20.5
6	Macfarlane/Kr	4	17.24	24	Hayes/Herrima	1	19.25	22	Jeffreys/He	6	23.2
7	Westwood/West	3	17.27	15	Massey/Best	5	19.23	23	Boyle/Misso	6	24.2
8	Zivec/McDouga	2	18.05	16	Linneweber/Se	3	19.48	24	Muller/Jenk	5	25.0

After 2 Laps

1	Svenson/Svens	1	31.44	9	Cambie/Scott	5	37.26	17	Zivec/McDou	2	42.28
2	Poots/Meiers	1	32.05	10	James/Kenned	6	38.44	18	Torney/Brow	3	43.19
3	Bradley/Bradl	1	33.35	=11	Hayes/Herrim	1	39.18	19	Roach/Neuma	3	44.22
4	Collins/Colli	1	33.38		Taylor/Reeve	4	39.18	20	Boyle/Misso	6	45.10
5	van Amstel/Mi	2	33.48	13	Linneweber/S	3	39.28	21	Shields/Ham	2	45.35
6	Macfarlane/Kr	4	35.33	14	Massey/Best	5	39.25	22	Muller/Jenk	5	50.12
7	Westwood/West	3	35.47	15	Geers/Trombe	1	40.21	23	Jeffreys/He	6	51.02
8	Ford/Denning	3	37.25	16	Evans/Curtis	1	42.06	24	Casagrande/	3	56.24

On the second lap our only casualty was Rod and James Sams in their small engined buggy.

Another top lap from Laurence Svenson saw him just open up a gap back to Tom Poots, although 21 seconds isn't a lead to rest on.

In Class 2 Ed van Amstel cruised along his merry way, but Lance Zivec got into his stride and picked up 3 places. David Westwood picked up another minute on Peter Ford, and Barry Macfarlane was nearly 4 minutes in front of Nev Taylor.

The status quo was maintained in class 5 and Alwyn Boyle had no opposition in the Sedan class.



Lap 3

1	Collins/Colli	1	15.51	9	Hayes/Herrim	1	18.39	=16	Roach/Neuma	3	20.10
2	Poots/Meiers	1	16.10	10	Sheidls/Haml	2	18.54	18	Evans/Curti	1	20.14
3	Svenson/Svens	1	16.29	=11	Zivec/McDoug	2	19.04	19	Torney/Brow	3	20.43
4	Bradley/Bradl	1	16.34		Geers/Trombe	1	19.04	20	Massey/Best	5	20.50
5	van Amstel/Mi	2	16.54	13	Ford/Denning	3	19.19	21	Jeffreys/He	6	22.58
6	Macfarlane/Kr	4	17.28	14	Casagrande/H	3	19.52	22	Muller/Jenk	5	23.58
7	Cambie/Scotto	5	17.56	15	Taylor/Reeve	4	19.57	23	Linneweber/	3	26.00
8	Westwood/West	3	18.21	=16	James/Kenned	6	20.10				

After 3 Laps

1	Svenson/Svens	1	48.13	9	Ford/Denning	3	56.44	17	Torney/Brow	3	64.02
2	Poots/Meiers	1	48.15	10	Hayes/Herrim	1	57.57	18	Shields/Ham	2	64.28
3	Collins/Colli	1	49.29	11	James/Kenned	6	58.44	19	Roach/Neuma	3	64.32
4	Bradley/Bradl	1	50.09	12	Taylor/Reeve	4	59.15	20	Linneweber/S3	65.28	
5	van Amstel/Mi	2	50.42	13	Geers/Trombe	1	59.25	21	Jeffreys/He	6	74.00
6	Macfarlane/Kr	4	53.01	14	Massey/Best	5	60.15	22	Muller/Jenk	5	74.10
7	Westwood/West	3	54.08	15	Zivec/McDoug	2	61.32	23	Casagrande/	3	76.16
8	Cambie/Scottor	5	55.22	16	Evans/Curtis	1	62.20				

Ww lost Alwyn Boyle/Carl Misso from the lead of Class 6 on this lap.

Whatever problems had beset Michael Collins had been fixed and he zipped in a very quick lap in his chase of the leaders. Tom Poots had also girded up his loins and wiped out most of Laurence Svensons overall lead, he was now just 2 seconds away from the front. Lance Zivec had pulled up another two places overall but Ed van Amstel still led the class by over 10 minutes. Otherwise things were the same.

Lap 4

1	Poots/Meiers	1	15.45	8	Ford/Denning	3	18.40	15	Torney/Brow	3	20.27
2	Svenson/Svens	1	16.10	9	Geers/Trombet	1	19.04	16	Roach/Neuma	3	21.24
3	Bradley/Bradl	1	16.20	10	van Amstel/Mi	2	19.13	17	Jeffreys/Hen	6	21.30
4	Hayes/Herrima	1	17.50	11	Taylor/Reeves	4	19.34	18	Massey/Best	5	21.53
	Cambie/Scotto	5	17.50	12	James/Kennedy	6	19.35	19	Muller/Jenk	5	23.58
6	Zivec/McDouga	2	18.34	13	Casagrande/Ha	3	20.20	20	Linneweber/	3	25.52
7	Shields/Hamli	2	18.38	14	Evans/Curtis	1	20.23	21	Westwood/We	3	32.55

Halfway Positions

1	Poots / Meiers	1	64.00	12	Massey / Best	5	82.08
2	Svenson / Svenson	1	64.23	13	Evans / Curtis	1	82.43
3	Bradley / Bradley	1	66.29	14	Shields / Hamlin	2	83.07
4	van Amstel / Miller	2	69.55	15	Torney / Brown	3	84.29
5	Cambie / Scottorn	5	73.12	16	Roach / Neumann	3	85.56
6	Ford / Denning	3	75.24	17	Westwood / Westwood	3	87.08
7	Hayes / Herriman	1	75.47	18	Linneweber / Seed	3	91.20
8	Geers / Trombetta	1	77.29	19	Jeffreys / Henry	6	95.30
9	Taylor / Reeves	4	77.49	20	Casagrande / Hahn	3	96.30
10	James / Kennedy	6	78.19	21	Muller / Jenkins	5	98.08
11	Zivec / McDougall	2	80.06				

The big retirement just before the halfway point was that of Michael Collir / Deslev Collins, we also lost our Class 4 leader Barry Macfarlane/S Kriedeman.

So now Tom Poots had taken the lead from Laurence Svenson, Lance Zivec was still forging through the pack and had picked up another four places to lie 11 th overall. His class leader had had a pretty bad lap but such was van Amstels lead that he still had over 10 minutes in hand. Class 3 leader David Westwood had also had a hard time and he'd dropped to 4th in class. Current Class 3 leader was Peter Ford, a whopping 9 mins in front of John Torney. The sole occupant of Class 4 was now Nev Taylor. Also 3 minutes to the good was Wayne Cambie, still leading the four wheel drive class.

Lap 5

1	Poots/Meiers	1	15.24	8	Ford/Denning	3	18.46	15	Massey/Best	5	21.28
2	Svenson/Svens	1	15.53	9	Taylor/Reeves	4	18.59	16	Torney/Brow	3	21.55
3	Bradley/Bradl	1	16.06	10	James/Kennedy	6	19.08	17	Jeffreys/He	6	22.41
4	van Amstel/Mi	2	16.54	11	Shields/Hamli	2	19.09	18	Muller/Jenk	5	23.17
5	Zivec/McDouga	2	17.21	12	Cambie/Scotto	5	19.25	19	Roach/Neuma	3	25.27
6	Hayes/Herrima	1	18.07	13	Evans/Curtis	1	20.28				
7	Geers/Trombet	1	18.43	14	Linneweber/Se	3	20.37				

David Westwood really did have problems and didn't reappear after lap 4. Likewise Rico Casagrande/John Hahn who'd had a problematic day.

Lap 6

1	Svenson/Svensn	1	15.46	7	Ford/Denning	3	18.13	13	Roach/Neuma	3	20.30
2	Poots/Meiers	1	15.47	8	Shields/Hamli	2	18.15	14	Massey/Best	5	21.22
3	Bradley/Bradl	1	17.14	9	Evans/Curtis	1	19.03	15	Jeffreys/He	6	21.40
4	van Amstel/Mi	2	17.24	10	Taylor/Reeves	4	19.12	16	Linneweber/	3	22.22
5	Geers/Trombet	1	17.55	11	James/Kennedy	6	19.14	17	Muller/Jenk	5	22.59
6	Cambie/Scotto	5	17.56	12	Zivec/McDouga	2	19.23	18	Torney/Brow	3	27.50

Three-Quarters Distance

1 Poots/Meiers	1 95.11	7 Geers/Tromb	1 114.07	13 Massey/Best	5 124.56
2 Svenson/Svenso	1 96.02	8 Taylor/Reev	4 116.00	14 Roach/Neum	3 131.48
3 Bradley/Bradl	1 100.49	9 James/Kenne	6 116.41	15 Torney/Bro	3 134.18
4 van Amstel/Mi	2 104.13	10 Zivec/McDou	2 116.48	16 Linneweber	3 134.19
5 Cambie/Scotto	5 110.33	11 Shields/Ham	2 120.31	17 Jeffreys/H	6 139.51
6 Ford/Denning	3 112.23	12 Evans/Curti	1 122.14	18 Muller/Jen	5 144.22

Getting towards the end and we lose Geoff Hayes/B Herriman.

So to all intents and purposes Tom Poots had opened a cushion between Laurence Svenson and himself, and whilst a trip in a Class 1 buggy could never be described as 'comfortable', Tom really just had to cruise home. Lance Zivec's intermittent problem happened again, and Bradley Roach had taken the 2nd place in class 3 away from John Torney.

Lap 7

1 Svenson/Svenso	1 16.44	7 Zivec/McDoug	2 18.39	13 Jeffreys/He	6 22.10
2 Bradley/Bradle	1 17.01	8 Taylor/Reeve	4 19.13	14 Muller/Jenk	5 23.13
3 van Amstel/Mil	2 17.20	9 Evans/Curtis	1 19.23	15 Linneweber/	3 29.52
4 Cambie/Scottor	5 17.48	10 Torney/Brown	3 19.30	16 Ford/Dennin	3 57.43
5 Shields/Hamlin	2 17.55	11 James/Kenned	6 19.41		
6 Geers/Trombett	1 18.11	12 Massey/Best	5 21.36		

Shock & Sensation! - Tom Poots fails to come round, Laurence Svenson sweeps into the lead. Bradley Roach's car obviously found the strain and he and Da & Neumann became spectators too.

Too much

Lap 8

1 Svenson/Svenso	1 15.49	6 Taylor/Reeve	4 18.58	13 Massey/Best	5 21.35
2 Bradley/Bradle	1 16.37	8 James/Kenned	6 19.01	14 Muller/Jenk	5 23.05
3 van Amstel/Mil	2 16.58	9 Ford/Denning	3 19.16	15 Torney/Brow	3 24.40
4 Zivec/McDougal	2 17.38	10 Cambie/Scott	5 19.25	16 Linneweber/	3 28.26
5 Geers/Trombett	1 17.38	11 Evans/Curtis	1 20.00		
6 Shields/Hamlin	2 18.58	12 Jeffreys/Hen	6 21.25		

Results

1st	Laurence Svenson / Janelle Svenson	128.35	1st Class	1
2nd	Ashton Bradley / Patricia Bradley	133.27	2nd Class	1
3rd	Ed van Amstel / Dwayne Miller	138.31	1st Class	2
4th	Wayne Cambie / Doug Scottorn	147.46	1st Class	5
5th	David Geers / Gil Trombetta	151.16	3rd Class	1
6th	Lance Zivec / Ross McDougall	153.07	2nd Class	2
7th	Nev Taylor / Nicholas Reeves	155.11	1st Class	4
8th	Darryl James / Brian Kennedy	156.311	1st Class	6
9th	Dale Shields / Chris Hamlin	157.44	3rd Class	2
10th	John Evans / Alan Curtis	161.37	Class	1
11th	Barry Massey / Jeff Best	168.07	2nd Class	5
12th	John Torney / David Brown	178.28	1st Class	3
13th	Paul Jeffreys / Peter Henry	183.26	2nd Class	6
14th	Peter Ford / Dennis Denning	188.22	2nd Class	3
15th	David Muller/Stephen Jenkins	190.40	3rd Class	5
16th	Robert Linneweber / W. Seed	192.47	3rd Class	3

Our thanks are due to the time-keepers, Glenda Crew, Carolyn Moedt, Karen Unicomb, Sabina Schimkat and Melissa Conneely. We also thank Performance, Steering and Tuning, Beenleigh Toyota, Scorpion Off Road Products and Goodyear Tyres for their support.

Fastest Laps

1 Poots/Meiers	1 15.24	10 Cambie/Scott	5 17.48	19 Linneweber/	3 19.40
2 Svenson/Svenson	1 15.43	11 Hayes/Herrim	1 17.50	20 Casagrande/	3 19.52
3 Collins/Collin	1 15.51	12 Shields/Haml	2 17.55	21 Roach/Neuma	3 20.03
4 Bradley/Bradle	1 16.06	13 Ford/Denning	3 18.13	22 Boyle/Misso	4 20.49
5 van Amstel/Mil	2 16.44	14 Taylor/Reeve	4 18.58	23 Jeffreys/He	6 21.25
6 Zivec/McDougal	2 17.21	15 James/Kenned	6 19.01	24 Muller/Jenki	5 22.57
7 Macfarlane/Kri	4 17.24	16 Evans/Curtis	1 19.03	25 Sams/Sams	3 26.31
8 Westwood/Westw	3 17.27	17 Torney/Brown	3 19.30		
9 Geers/Trombett	1 17.38	18 Massey/Best	5 19.33		

Sexterganaginal Survey (Which highlights who was quick whether they finishe or not)

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Svenson/Svenson	1	5	2	1			
Poots/Meiers	1	2	4				
Collins/Collins	1	1		1		1	
Bradley/Bradley	1		2	3	3		
van Amstel/Miller	2			3	2	2	
Cambie/Scottorn	5				2		1
Zivec/McDougall	2				1	1	1
Geers/Trombetta	1				1	1	1
Hayes/Herriman	1				1		1
Shields/Hamlin	2						1
Macfarlane/Kriedeman	4					1	1
Taylor/Reeves	4						3
							1

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Night Run Report - 24th August

by Laurie Streitberg (The event that is)



This time Kelvin Taylors hideously embarassing plug-into-the-cigar-lighter light blew a \$2.50 fuse (not that I was counting) so I was spared him illuminating old gentlemen taking off their winter woolies in Rockhampton. Another nice little event, we get a great deal of personal satisfaction from dealing successfully with the organisers tricks - more please.

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CLUB NIGHT RUN REVIEW - 24th AUGUST 1983

Laurie Streitberg put together a concise and enjoyable run which took no more than an hour for some of the more experienced crews to complete. After spending a little time searching for a couple of hard to locate answers around the back of Deshon Street, Woolloongabba, competitors were pointed via Coorparoo towards Seven Hills and Morningside before transporting to the Deshon Street region again. Those who started late were therefore encountering earlier crews travelling in the opposite direction causing a good deal of excitement and traffic congestion in this quiet industrial area. Not a lengthy story can be told of the run because of its nature however the general consensus of opinion was that the format was a good guideline of how these outings should be.

Laurie's questions were not too easy as the results may appear to indicate - they were in fact a good selection. First place was shared by Peter and Del Garbett (Corolla), Ross and Kerrie Walsh (Sigma), Alan McConnell/Mark Lewis (RX 2) and Alan Mitchell/Ron Wilkins (Sprinter).

RESULTS

		<u>Points lost</u>
Peter Garbett/Del Garbett	Corolla	Nil
Ross Walsh/Kerrie Walsh	Sigma	Nil
Alan McConnell/Mark Lewis	RX 2	Nil
Alan Mitchell/Ron Wilkins	Sprinter	Nil
Neil Jory/Sharon Gaylard	Mazda	10
Alan Ball/Rod White	Datsun	10
Greg & Leigh-Ellen Yeomans	R 100	10
Pete Smith/Kelvin Taylor	323	10
Wilson Boyd/Beryl Boyd		20
Cameron Neilsen		30

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Membership

A warm welcome is extended to the following people who have joined the D.S.C.C. during the last few weeks.

Peter McMahon.....Albany Creek
Kevin Boyd.....Broadwater
Jeffrey Dickins.....East Brisbane
Granam Dickfos.....Wynnum West
Deedre Dunn.....The Gap (Associate)
Colin Wilkerson.....Salisbury
Malcolm Hamilton.....Wishart
Mark Williams.....Sunnybank
Diann Scottorn.....Lawnton
Mike Warren.....Rocklea
Russell Saxby.....Goondiwindi
Steve McKinlay.....Nudgee

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(OF QUEENSLAND)

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Affiliated with The Confederation of Australian Motor Sport

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Hon. Secretary:

Philip Hutchison

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Work : 48-5061

Box 1847, G.P.O.,
Brisbane, Queensland, 4001.

23rd August, 1983



The Editor,
Brisbane Sporting Car Club Magazine,
P.O. Box No. 347,
WOOLLOONGABBA Q. 4102

Dear Sir,

We read with the interest the most recent edition, August, 1983, of your magazine. Of particular interest to us was the paragraph under the heading of "Gleanings from the Notice Board" entitled M.G. Car Club. In this article the M.G. Car Club of Queensland was unfairly accused of withholding information about our forthcoming rally on the 3rd/4th September and the Hillclimb, 18th September.

With regard to the rally points need to be clarified. Firstly, the date for our rally was changed from its original August date to September to enable another Club to conduct their rally to the best advantage. M.G. agreed to the change of date to accommodate the other Club.

Secondly, the consistent wet weather has played havoc with our allotted areas and concern over the use of some roads led the Director to withhold information on the event until the latest possible time. In the long term the rally could not be conducted because M.G. was refused a Forestry Permit for these very reasons.

Finally, the Brisbane Sporting Car Club was one of the first Clubs to be notified when the event was cancelled. Mrs. Thomson phoned the Brisbane Sporting Car Club to notify them so that the word could be passed around at your Wednesday Club night.

With reference to the Hillclimb, M.G. wrote to your Club early in 1983 suggesting dates from which your Club could choose two. Two dates were readily agreed upon i.e. July 31st and September 18th. Therefore, when the Supplementary Regulations are produced they will be forwarded to your Club for interested parties to complete and return.

After consideration of these facts I am sure you will agree that M.G. was not really 'playing its cards close to its chest', but conducting its affairs in the most appropriate fashion.

In conclusion, we would like to hope that no one has been inconvenienced and that we will see a strong entry from your Club for the Hillclimb.

Yours faithfully,

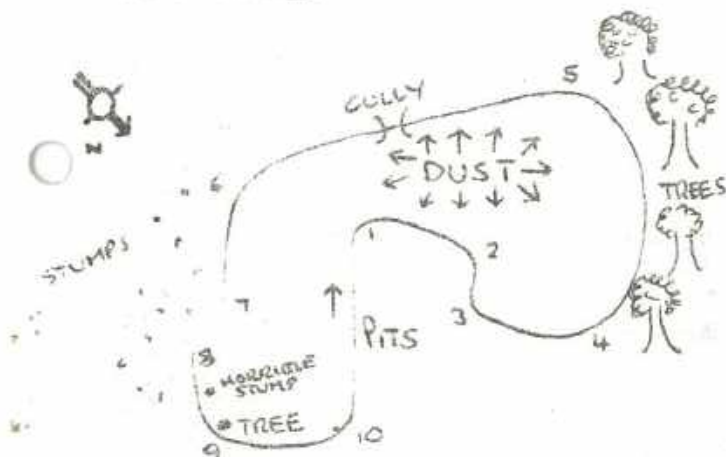
Philip Hutchison
Philip Hutchison
(Hon. Secretary)

YOKOHAMA SHORT COURSE OFF ROAD EVENT

Organised by Pat Collins for the B.S.C.C. Ltd

11th September 1983

Let's dispose of The Moan first of all. Running a field of 8 cars in reverse grid order (ie :- with the fastest at the back) doesn't work on dusty days - after all surely the last thing the competitors want, is for the field to bunch up so that only the front man can see what he's doing.



Pat Collins had fashioned a marvelous and smooth course for the event. Three bold rallymen dipped their tootsies cautiously in. Our President, Jim Reddiex, Neil Jory and Steve McKinlay. After practice Neil said of the course "It's far smoother than Esk and being a lot faster it's much more exciting". This was really the first time we'd had fast Off Roaders facing fast rallymen on an equal footing (after 7 years already), although we must acknowledge that Buggies can go very fast in places rally cars could only look at. But on

a course like this I cannot understand why the rally people will traipse upto Esk for a squirt in 2nd gear when they could be shutting their eyes and just snatching top past the pits - guts stuff.

Entered in the Off Road Class 1 buggies, the ones with the big engines and the steering gear made out of Kelvar, were such notables as Laurence Svenson, Greg Byrne, Rod and Christine Brand, Desley and Michael Collins and Ron Dormer/Noel Dalton in a vehicle called "The Beast".

Some more of the latter; it's a silver buggy with a huge 7 litre Ford V8 in the rear facing backwards so that the giant gearbox is between the crew members (who must communicate with each other by waving above the tunnel), of course by now all the powers at the wrong end so a prop-shaft then takes the power back to where it started from. Very interesting, but unlike most of these hybrid things which look great on paper but look horrible in the execution (because of poor weight distribution etc) The Beast is most impressive on the go.

In all Pat had 34 entries in 6 classes, a good total and a reflection of the trust we have in Pat 'producing the goods'.

Your Editor rolled up at 10.30am as the Prologue was in progress. I was just in time to see Kerry McKelvey from Tweed Heads thud into a large pole and rearrange the front end - later the offending piece of wood (although lord knows the poor thing was only sitting there minding it's own business) was loaded onto the McKelveys truck prior to having 'things' done to it.

Pat had arranged 137 time keepers, all with Waltons clocks. When I asked Pat if I could trespass on his infield he said to sign the Officials Book and I was in Volume IX. In the H.Q. Tent all the ladies were chewing Panadols, Pat was chewing his beard, and some dead Chinamen were Chou En Lai.

Jory	83	Croucher	83	Total -	Neil Jory	10.18
Croucher	85	Sheidls	85		Dale Shields	10.21
Shields	86	Jory	86		George Croucher	10.32
Kennedy	96	Kennedy	91		Brian Kennedy	10.53

At the beginning of the next runs I wrote "Rally cars lack initial acceleration" but a little bird whispered that it would be nice if everybody waited for the instruction to "Go" before actually leaving !

Fastest starters in the second heat, and therefore at the back, were Ron Dormer in the mighty "Beast" and Barry Macfarlane the noted Baja artiste.

One full lap and Ron Dormer slams past the Class 3 buggy of Ron Wilson. The next time round the two 3's of Bradley Roach and Bill McCarthy appear in close proximity. Bill lines the Editor up in his sights and Whammo he fires a front wheel at me. The Buggy disappears in a cloud of dust stage right and I run round like a terrified rabbit, first this way and then back that way. The speed of something bounding towards you is very deceptive, in a split second I remembered that in the wars of old there was nothing unusual in somebody loosing a foot when they put it out to stop a rolling cannonball. So I ran and covered behind the 4WD rescue vehicle and bold Steve Barbe planted his Size 12 in its side as it came past in mid-air looking very menacing. (I wish Barnes Wallace had been there, he'd have got the idea for something from the episode). When we retrieved the wheel we found that the brake drum and stub axle were still attached, a very nasty thing to have drop in your lap.

A mop of the brow and a check that the yellow streak down my back was straight, then Ron Dormer comes past, the huge power of The Beast being applied in short stabs.

Next to go was Bradley Roach (A proper Editor would have scurried round the pits finding out what had happened to all these people - which speaks volumes) then Ron Dormer reeled David Geers in as his next victim. I'm sorry but I missed earlier the fact that Ian Reddiex was also a rally car competitor (what a pain it can be living in the shadow of a noted public figure, one of the main reasons I left the U.K. was because everybody knew me as 'Mick Smiths brother') and I thought Ian was most impressive, to the naked eye the progress of the car looked the same and you had to peer hard to see if J or I was at the helm.

Ron Dormer was just lining Ian up as his next victim when he pulled off. Although he hadn't hit anything the steering gear was bent like a banana, time for 'tricky bits' perhaps.

Heat 2

Dormer	82	Dormer	79	Macfarlane	82	Dormer	82	Macfarlane	81
Geers	87	Reddiex	88	Taylor	84	Wilson	82	Dormer	82
Taylor	89	Taylor	88	Dormer	85	Taylor	82	Taylor	84
Macfarlane	90	Macfarlane	88	Reddiex	86	Macfarlane	83	Reddiex	85
Roach	96	Geers	89	Geers	86	Geers	85	Wilson	86
Reddiex	97	Roach	96	Wilson	98	Reddiex	86	Geers	8
Wilson	99	Wilson	96						
McCarthy	101								

Reddiex	83	Reddiex	83	Total -	Barry Macfarlane	9.51
Macfarlane	83	Wilson	83		David Geers	10.03
Geers	84	Geers	84		Nev Taylor	10.05
Wilson	85	Macfarlane	84		Ian Reddiex	10.08
Taylor	89	Taylor	88		Ron Wilson	10.29

The next heat was full of action, quite on my toes a couple of times. And mostly thanks to Andy Davis in the Valiant Charger. The car had been set up for Serious Off Roothing and comparing it with Steve McKinlays RX2 was like seeing who was quickest round a patio, a greyhound or a race horse. It seemed to me that the Charger suffered from roll oversteer (doubtless aided by the fact that the body at the rear was 7 feet in the air), and couple that with Andys keenness to catapult himself down the next straight, and the Valiant was usually revolving in the middle of the track. Afterwards there were even rumours of 'Dangerous Driving' but it was a lot less dangerous than what Gilles Villeneuve used to get upto, and everybody thought he was lovely.

I walked across to the fast right after the pits for this heat, where Phil Unicomb et familiale were officiating.

Steve McKinlay did the right thing in his RX2, he beat the Charger to the first corner. Then Ric Edwards and Ron Lange careered round side by side and it was all on for young and old.

At the end of the first lap Andy spun on Turn 1, then again on Turn 5. This closed the field up somewhat, Ron Lange skipped past him and by the time Andy was powering through the gully he had Jim Reddiex and a positively mercurial Rod Brand inches behind him. On the fast left the Valiant takes Charge again and slews broadside across the road, Jim stands on the anchors but still T bones the Charger and Rod Brand, all but blind in the dust, performs a phenominal avoidance to miss the big chicane - hereinafter refered to as the Curva del Davis. Andy gets mobile again and Jim pulls off with the bodywork scraping a tyre.

A couple of quiet laps while my blood pressure returns to normal. Then Andy comes past with the port side front wheel gradually loosing contact with the rest of the car.

But Andy wasn't going to stop - no sir ! he'd paid his money and he was going to get his moneys worth. The poor thing was dragged round, complaining audibly, until it finally expired on the infield - its spirits like this that made Australia great.

In the meantime Rod Brand was carving his way through the field, passing Lance Zivec and Ric Edwards. Then on the last lap Steve McKinlays car comes past making ticka-ticka noises and he pulls off axle-less, and Edwards/Zivec do a grandstand finish as they drag past the pits.

Heat 3

Brand	81	Brand	86	McKinlay	82	Brand	87	Brand	83	Brand	81
Zivec	85	Lange	86	Brand	82	McKinlay	88	Edwards	85	Lange	85
Reddiex	91	McKinlay	88	Zivec	86	Zivec	88	Lange	85	McKinlay	86
Lange	94	Edwards	89	Edwards	86	Lange	88	McKinlay	88	Zivec	86
McKinlay	95	Zivec	90	Lange	86	Edwards	90	Zivec	91	Edwards	89
Edwards	97	Davis	133	Davis	98						
Davis	105										

Brand	90	Total -	Rod Brand	9.40
Lange	82		Ron Lange	10.06
Zivec	87		Lance Zivec	10.18
Edwards	91		Ric Edwards	10.27

For the next heat I walked across to the gully - now I know that rally people imagine that an off road gully has vertical walls 1500ft deep and at the bottom there's 30m of water full of crocodiles, well on this occasion that's just not an accurate description. Neil Jory said he used 1st gear but it was a quick 1st as it had gently sloping sides.

The hot-shots in this race were Laurence Svenson and Greg Byrne. Chris Brand caused the first excitement when she slid sideways into the gully and took to the grass on the exit. Kev White in the exciting red Karmann Ghia stormed past Wayne Hawkins in the Toyota Hi-Lux (another Long Course vehicle rather out of its depth), I'm afraid Wayne was passed in short order by Clinton Linneweber, Chris Brand, Laurence Svenson and Greg Byrne - still he must be the best ducker-out-the-way that the club possesses.

Dave Westwood retired here, Desley Collins was fighting the Collinsmobile taking to the undergrowth on Turn 5 in a half spin. Kev Whites KGVW leans out of Turn 5 onto the straight with the kitchen foil bonnet flapping. Laurence Svenson came onto the straight inches behind Chris Brand, he chopped off of the track and came storming down on the grass but Chris gets totally crossed up under brakes for the gully forcing Laurence to back off - all good stuff.

Half a lap later and Laurence has swept past both Chris and Wayne Hawkins. Desley had got her spinning act together and revolved properly on Turn 5 this time. Clinton Linneweber and Laurence Svenson came yumping down the straight together and Chris Brand/Greg Byrne were sideways in unison. We lost Greg Byrne just before the end.

Heat 4

Svenson	84	Svenson	83	White	84	White	82	Svenson	79
Brand	87	Byrne	85	DCollins	88	DCollins	87	White	83
DCollins	89	DCollins	89	Byrne	89	Linneweber	88	DCollins	85
White	90	Linneweber	89	Brand	91	Svenson	92	Linneweber	85
Byrne	90	Brand	92	Svenson	91	Byrne	93	Byrne	91
Westwood	94	White	93	Linneweber	93	Hawkins	99	Hawkins	104
Linneweber	100	Hawkins	98	Hawkins	97	Brand	100	Brand	92
Hawkins	106								

Svenson	78	Svenson	79	Total -	Laurence Svenson	9.46
White	84	Collins	84		Kev White	10.03
Linneweber	85	Brand	85		Desley Collins	10.13
Brand	87	Linneweber	87		Clinton Linneweber	10.27
DCollins	91	White	87		Chris Brand	10.34
Hawkins	103	Hawkins	96		Wayne Hawkins	11.40

LUNCHEON MENU

Chicken, Roasted in the Provencale' manner	2 Bottles - Sauternes
Green Salad	Appellation Controlé 1980
Beetroot, Tomatoes, Celery and the fruits of the garden	Bottled in the Vinsoge area of France.
Cottage Cheese	
Condiments	Mount Pleasant Riesling
Pineapple Pie with Strawberries and Cream	

This was the lunch prepared by Fiona (Dein ?) for James Dein, Geoff Dein, Paul Watkinson, Phil Unicomb and Drunken Hangers On

..... and us Woodridge inhabitants were having to make do with a rough old duck sandwich !

In the lunch break Laurence Svenson was 'spoken to' for short cutting. Well I was the closest person to the incident and nobody asked my opinion. It must have been when he caught Christine Brand on the fast right after the pits, Christine got well crossed up again and Laurence dived off the track (safest place too) and ran alongside the flags - as a short cut it was a non-event, my idea of a speakable shortcut would be going from Turn 1 to the gully direct.

Peter Marshall had furnished Jim Reddiex with the tools he needed to make his car a runner again - a 6foot crowbar and a 6 foot peice of 4 x 2. Jim actually hadn't hit Andy too hard but the Citroen is crammed full of machinery and even a small dent dislodges something somewhere. But damage was slight and we were delighted to see Jim and Ian in the afternoon runs.

(I'm sorry but I've run out of time to finish this report now, it will be in next months edition).

-0-

James Hardie National Rally - the continuing story

(The story so far ... Sheila has met Gregory on the S.S. Moondust en route between Liverpool - Calcutta. She falls wildly in love with him and his pet goat Wally. But off of Oporto a giant yabby is sighted....)

1983 CON-ROD CRUCHER RALLY (Or the James Hardie National)

by Laurie Streitberg

The Southern states have their "Cam-Crusher" Rally and after our little foray in the J.H.N. I propose that from now on we should call the event the "Con-Rod Crusher", the reason for which is probably fairly obvious already.

Anyway, here we were in early April (we being myself and the man who does all the dirty jobs plus pays all the bills, Peter Johnson), working furiously on Peter's 1600 Datsun and thinking that if we made it, it would be a bloody miracle.

We finished the car on the Sunday afternoon before the event and were standing in the rain wondering whether we rally did need to be ready by April 30th. We didn't, and the rain managed to stop all events for two and a half months, with only a rally sprint thrown in to satisfy the growing need for a good hard thrash in the bush.

July 23rd however finally saw the start of the James Hradie National Rally, much to the relief of more people than just ourselves.

We finally got through scrutineering by applying a large and heavy piece of metal to the horn to gently persuade it to work. Fourteen days of paperwork and then the drivers briefing out of the way and we were at the start at Mt.Coot-tha. Millions of people and lots of T.V. cameras - great - shame we were car No.53. Grade 4 competitors we may be, but we have done a few rallies (we rolled on this event last year), and we high hopes for the new improved beastie. We weren't disappointed, Mt. Coot-tha was a good section, we took it easy and enjoyed the drive to come in sixth in class.

Coming Events

- September 21st - Off Road Night at the Clubrooms
everybody welcome
- 25th - N.D.S.C.C. Rally Sprint, Esk
- 28th - Night Run from the Clubrooms at 8pm
Organised by those 'old' favourites, C Blake and T Hazel
- October 2nd - Multicap Spring Car Day Run, 10am Garden City
Bathurst, Hardie 1000, great on the box.
- 4th - Committee Meeting, 7.30pm
- 5th - Social Night at the Clubrooms, 8pm
- 8th/9th - Auto Action Old Man Emo 400, Goondiwindi
- 8th - D.D.S.C.C. Economy Run - Toowoomba
- 12th - Rally Night at the Clubrooms, 8pm
Everybody Welcome
- 16th - Renault Rally
- 19th - Off Road Night at the Clubrooms, 8pm
Everybody Welcome
- 26th - Night Run from the Clubrooms, Kathstrine and Warren Tegg.
- 30th - Club Motorkhana- Kelvin Taylor
- November 1st - Committee Meeting at the clubrooms, 7.30pm
- 2nd - Social Night at the Clubrooms, 8pm
- 9th - Rally Night at the Clubrooms, 8pm
Everybody welcome
- 13th - I.W.M.A.C. Interclub Motorkhana.
- 16th - Off Road Night at the Club rooms
Everybody Welcome
- 19th/20th - Alpine Rally
- 20th - Ladies Short Course Off Road Event, Purga
- 23rd - Night Run from Alan Ball
- 26th/27th - QRC Rally from Jim Reddiex
- 30th - Social Night at the Clubrooms, 8pm
- December 6th - Committee Meeting at the Clubrooms, 7.30pm
- 7th - Annual General Meeting
- 10th - CHRISTMAS PARTY AT Mt. GRAVATT.
- 11th - Club Motorkhana from Kathstrine Tegg
- 14th - Close Down for the Year, Gala Night at the Clubrooms
from 8pm.

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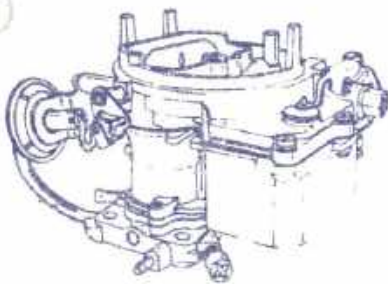
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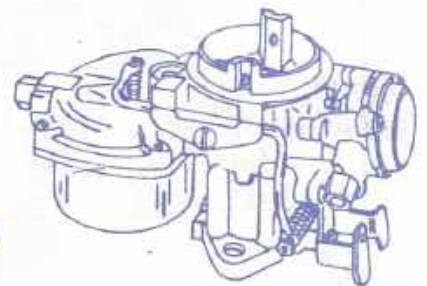
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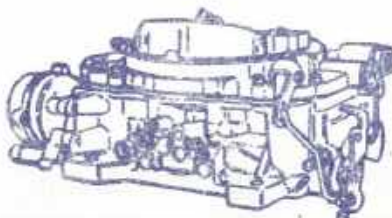
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