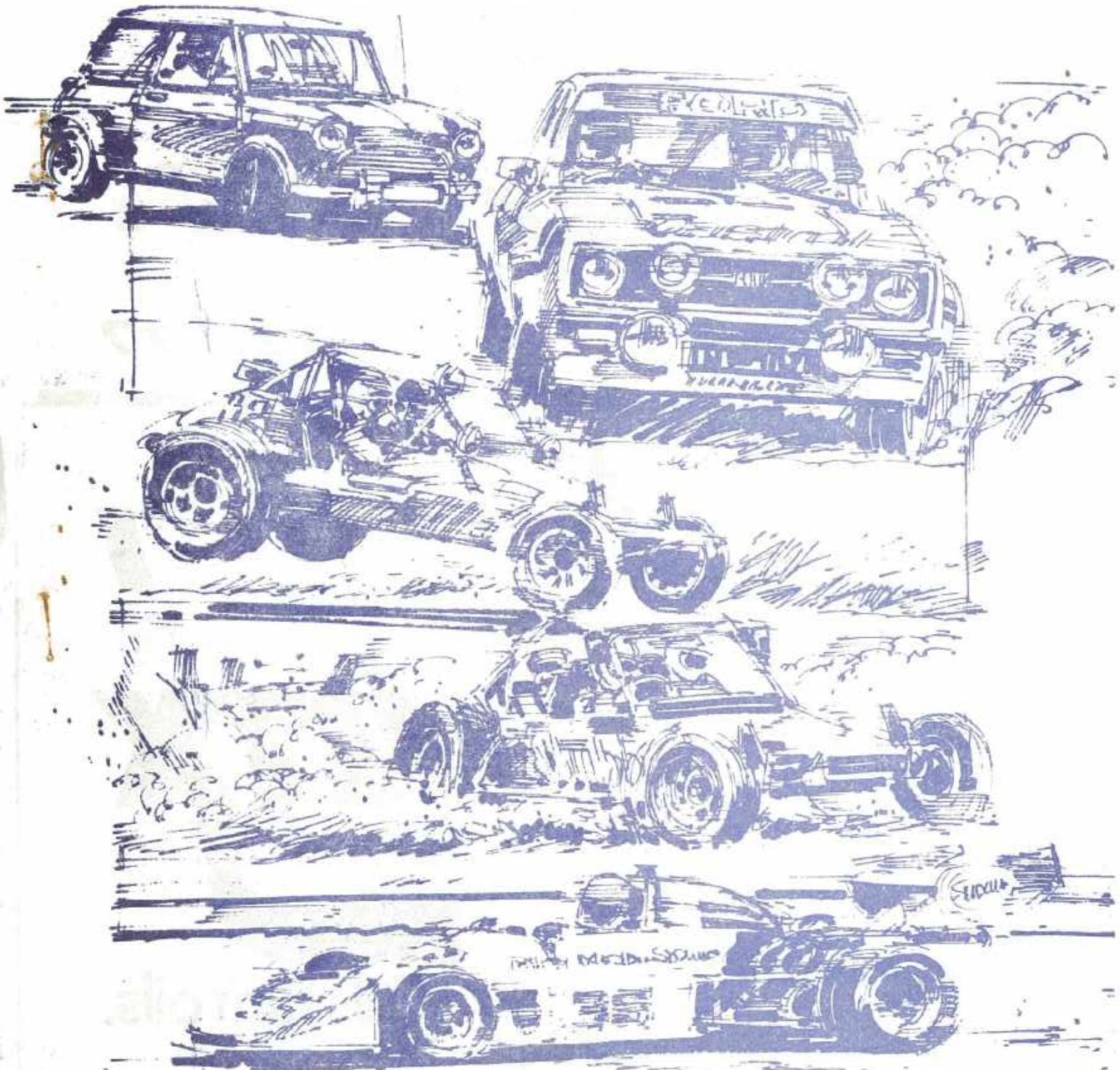




# BRISBANE SPORTING CAR CLUB MAGAZINE

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OCT 1983



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By CASTROL

BRISBANE SPORTING CAR CLUB Ltd  
MAGZINE - OCTOBER 1983

Contents

Page	1	-	Contents
	2	-	Editorial
	3	-	Major Forthcoming Event, Mazda Centre Springwood Rally
	4	-	Major Forthcoming Event, Stanfield Automatics Ladies Long Course Off Road Enduro
	5 - 6		1983 Australian Motorkhana Championship by Alan McConnell
	7 - 13		James Hardie National Rally, Part 3 Major Forthcoming Event - Tegs Night Run October 26th
	14 - 19		CAMS' Plans for Development of Motor Sport in Australia
	20	-	New Members (Where is the reprint on the) Auto Action Old Man Emu 400 CAMS News More Than A One Night Stand TRSAHBB
	21	-	Major Forthcoming Event - B.S.C.C. Christmas Party
	22	-	Motorkhana News For Sale - Elfin 620B Formula Ford Honda Civic/Accord Rally Car Datsun 1600 Rally Car Forthcoming Event - Short Course Off Road Event at Macleay
	23 - 24		Club Motorkhana 11th September by Peter Garbett For Sale - Mazda RX2 Rally Car
	25 - 28		Yokohama Short Course Off Road Event - Part 2 Night Run - 28th September
	29 - 39		Gleanings from the CAMS Report
	31 - 32		Championships 1983
	XX	-	How we Score the 1983 Championships
	33	-	Notice of Annual General Meeting
	34	-	Annual General Meeting Nomination Form
	35	-	Club Officers 1983
	36	-	Coming Events

## Editorial

On the back of this magazine you'll find a NOMINATION FORM for the Annual General Meeting, this will take place at the Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, at 8pm on DECEMBER 7th. Any club member can nominate himself for any position on the Board, from President all the way down the chain of command to the lowest of the low - Magazine Editor. If you'd like to help run the club, then fill in the form and leave it for Esme at the club or post it via P.O.Box 347, Woolloongabba, Q 4102.

In the past we've had 11 magazines a year, on the third Wednesday of each month from February to December. Well this year I'm making a change, the last magazine for 1983 will come out on November 30th, and the next edition will be available when the club re-opens after the Christmas break (I imagine this will be on January 18th). This means that after a month free of the B.S.C.C. members will not have to wait 4 weeks before finding out what's going on. This is, of course, unless I'm pushed out because of chronic incompetence at the A.G.M. The New Editor (Boyd Ovens ? Peter Garbett ? Coral Taylor ? Pat McCreery ?) could well bring the magazine out weekly - or even bi-weekly.

Last month I said that Bob Butter and Robert Butter had appeared twice in the magazine as the same person in two places at once. (I hope this is clear) Well Bob phoned me to say that Robert is a different person, his brother to be exact. I said "Isn't it confusing to have everybody in the family called Robert ?" and Bob explained that he's only called Bob by everybody - his real name his Alfonso de Bougainville Butter (I think I'd stick to Bob too with a handle like that).

Within this magazine, like the first dark cloud on the horizon, there's a lengthy, well 7 page, report by CAMS on the future of Motor Sport in Australia as CAMS see's it for the masses. Not a word shall pass my lips as things are changing and we'll just have to change with them, all I can say is that I'm 38 years old - and the proposals send us back to an era before my time.

There's only 1 more magazine before the years end and the CHRISTMAS PARTY - now I know it's not cheap but please let's all get together just once a year. Even if the worse comes to the worse you can always try to eat and drink your moneys worth before everybody else - and if your single and currently partner-less there's no earthly reason why you shouldn't enjoy yourself, indeed I spend half the evening trying to lose my missus, there's not even any need to wear a tie as long as your wearing something loud in the way of shirts. Come along and Letsbe Avenue.

In next months magazine we should have a test of the new Nissan Pulsar Turbo, will it make a good Production Rally Car, or will asking the front wheels do all the work be too much for it ? Having spent ten glorious years navigating in Cooper 'S's your Editor is of course totally unbiased.

Big Ed

IT WON'T BE LONG BEFORE



IS REPLACED BY



SO LET'S GET WHAT WE CAN WHILE WE CAN.  
MAZDA CENTRE SPRINGWOOD RALLY - 3rd/4th DECEMBER 1983  
Organised by JIM REDDIEX for the Brisbane Sporting Car Club Ltd  
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If your not on our Regulation mailing list, phone Esme Gibson at the  
 Car Club : 9.30-2.30 (Not Weds, weekends) - CLASSES FOR ALL SORTS OF  
 OFF ROAD AND ROAD VEHICLES. \*391 8881

## 1983 Australian Motorkhana Championship

by Our Ace Cub Reporter      ALAN McCONNELL

Thursday 1st September, late night shopping and my parents waited patiently for me to arrive home from work in order to pack our gear into the Mazda for the trip south to Melbourne, and the Australian Motorkhana Championship. 11.30pm and the three of us were ready and away we went, out through Warwick and Goondiwindi, down the Newell Highway through beautiful green pastures until finally, at 6pm on a wet and cold Friday evening, we arrived in Melbourne. We booked into the Keilon Motel, a short drive from the event which was being held in the car park of the Highpoint Shopping Centre, a hilltop site giving a panoramic view of the city.

Scrutineering was held on Saturday afternoon, followed by a few minutes practice for each competitor, this gave everyone plenty of time to renew old acquaintances and to suss out the opposition. Only five Queenslanders had journeyed south to compete in this competition, possibly the \$300 total prize money compared to the \$3000 offered in Brisbane last year had abearing on that. We were represented by Phil and Carol Griffin, Alan Wheeley and Malcolm Ryan, all in specials, and myself being the lone production vehicle in my Class 'C' Mazda RX2. Our group had a few minor hassles at scrutineering, rubbers had to be fitted to brake pedals on specials, and a wheel nut removed in order to check on the number of threads engaging the stud! Racing slicks had just been banned for production cars in Victoria, which meant I would have to run on my brand new Yokohama 352 radials, a new experience for me, but we found out on the day of the event that it was OK to use radialcases retreaded with treadless slick compound as some Victorians did, for the writing on the tyre wall did not say "Racing" and was therefore not a racing tyre! They did say at the drivers briefing that they had made it as difficult as possible for the interstaters!

A slight drizzle and the cold gusty wind had made Saturday somewhat uncomfortable, but Sunday dawned fine and mild so once again all vehicles lined up again for scrutineering, followed by a drivers briefing and the event was officially on. With 120 entries and three different tests set up for simultaneous running, a certain amount of confusion became evident as drivers of multiple entry cars sorted themselves out, but sanity prevailed and the day progressed quite smoothly.

After four tests had been run, the main contenders for each class became apparent, and these were the ones to watch as they produced some brilliant driving displays, where one error could put them right out of contention. The day ended with eight of the proposed ten events being run, and when the scores were added, Victorian Geoff Thomson driving the very potent Delta S, a Subaru automatic special which looks great and goes better was declared the winner and new Australian Motorkhana Champion. Phil Griffin, who had been in second place outright at the halfway mark, and Alan Wheeley, both suffered flag penalties, thus putting them out of the running for a major placing. Carol Griffin found difficulty in keeping the special in a straight line on the slippery surface, and Malcolm Ryan, a newcomer to specials, could not match the pace of the leaders. I found the Yokohamas great to drive on, but certainly different to the slicks I use in

Queensland, and unfortunately was not able to retain my Class C crown and finished third to two Victorians, John Rosengrave and Larry Bensch.

Presentation of trophies was held on Sunday evening at the Light Car Club (very nice) where a supper was provided at a 'moderate' cost (\$8.50 per head, not so nice).

Monday found us on the road to Mt. Hotham and the snow fields, spent the night at Bright, and on Tuesday drove over the Alpine Way to Thredbo, Jindabyre and on to Cancerra for an overnight stay. We had all four seasons on the Tuesday, plus rain, hail, sleet, snow and even some sunshine. After a quick look around the Nations Capital we headed for home, arriving in the early hours of Thursday morning. The RX2 did not miss a beat on the 2700 mile trip, but we did use up one or two gallons of fuel.

Alan McConnell

Interesting Times

<u>Plumb Crazy</u>		<u>Cross 4 Point</u>		<u>Gate Slalom</u>	
Geoff Thomson	23.14	Phil Griffin	18.85	Geoff Thomson	20.24
Phil Griffin	23.40	Alan McConnell	20.81	Phil Griffin	21.18
Alan Wheelley	26.39	Alan Wheelley	21.50	Carol Griffin	22.28
Alan McConnell	26.39	Carol Griffin	22.23	Alan Wheelley	22.33
Carol Griffin	30.98	Malcolm Ryan	31.30	Malcolm Ryan	30.69
Malcolm Ryan	32.90			Alan McConnell	24.91

<u>Crazy Square</u>		<u>Manoeuvring</u>		<u>Waltz Slalom</u>	
Phil Griffin	16.64	Geoff Thomson	24.37	Bruce Mills	24.38
Carol Griffin	17.65	Phil Griffin	25.62	Phil Griffin	33.19
Alan McConnell	20.10	Alan Wheelley	26.39	Alan McConnell	36.16
Alan Wheelley	22.83	Alan McConnell	28.21	Alan Wheelley	38.52
Malcolm Ryan	24.38	Carol Griffin	29.57	Carol Griffin	41.56
		Malcolm Ryan	41.19	Malcolm Ryan	53.01

<u>Oppostie Garages</u>		<u>Hopkirk</u>		<u>Results</u>		
Bill McCarthy	22.96	David Beames	23.40	Geoff Thomson	180.71	1stF
Phil Griffin	27.43	Phil Griffin	29.96	Phil Griffin	196.27	5thF
Alan McConnell	28.29	Carol Griffin	30.67	Alan McConnell	218.96	3rdC
Malcolm Ryan	46.64	Alan McConnell	32.85	Carol Griffin	242.68	4thH
Alan Wheelley	47.74	Malcolm Ryan	49.64	Alan Wheelley	257.38	8thG
Carol Griffin	47.78	Alan Wheelley	51.68	Malcolm Ryan	309.75	10thG

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# JAMES HARDIE NATIONAL RALLY - XXIII/VII/MCMLXXXIII

## Part 3

(The story so far :- Months ago this club, under the guidance of Peter Marshall, organised the Queensland round of the A.R.C. - Since then the editor hasn't had the time to do justice to it, however his determination to record the event for prosperity is undiminished)

### Stage 6

1 Wayne Hill	G 8.01	17 Peter Sudiro	C 9.19	33 Dale Payne	R 9.53
2 Peter Glennie	G 8.08	18 R.W.Anderson	N 9.21	34 P Johnson	U 9.54
3 Marc Roach	C 8.09	=19 Norm Fritter	R 9.25	=35 Michael Scot	N 9.58
4 Peter Phillips	G 8.36	Simon Passlow	C 9.25	Caroline O'S	C 9.58
5 Ron Marks	U 8.38	21 Neil Jory	C 9.28	Paul Bergman	N 9.58
6 Ross Dunkerton	G 8.41	22 Tim Hotley	C 9.29	38 Robert Crase	N 10.05
7 John Berne	G 8.46	23 Peter Nelson	U 9.30	39 Peter Lockhart	C 10.07
8 Adrian Taylor	R 8.55	24 Barry Mann	C 9.37	40 S Morland	N 10.12
9 George Kahler	R 8.58	25 Barrie Hayward	C 9.42	41 R Worthington	R 10.17
10 Colin Bond	G 9.00	26 Grant Lilley	N 9.43	42 Brad Morris	N 10.20
11 Grant Miller	R 9.07	27 Rod Bailey	N 9.45	43 Alan Hill	N 10.21
12 Peter Marcovich	U 9.10	=28 Kevin Harvey	C 9.46	44 B Porteous	N 10.23
13 Chris Brown	G 9.12	Frnz vn dn Br	N 9.46	45 P McLoughlin	R 10.29
14 David Officer	U 9.15	=30 Allan Cutts	R 9.47	46 John Sibley	C 10.36
15 Peter Thompson	U 9.17	Simon Kabel	C 9.47	47 Pat O'Kane	N 10.41
16 Murray Coote	G 9.18	32 Rod Cross	C 9.50	48 Graham Nilsen	N 11.39

It was here that we lost Greg Carr when the Abarth slid off the track and into a shallow ditch. All attempts to drive out were fruitless and the only winchable tree was across the road, and therefore out of bounds until the last competitor had been through. Other retirements were Peter Johnson/Laurie Streitberg with engine problems, Bruce Reville/Raymond Edwards - valve guide and Andrew Johnstone/Mike Neely - gearbox.

### After 6 Stages

1 Wayne Bell	G 44.17	17 Norm Fritter	R 49.37	33 Grant Miller	R 52.21
2 Ross Dunkert	G 44.53	18 Simon Passlow	C 50.00	34 R Worthington	R 52.46
3 P Phillips	G 45.01	19 Tim Hotley	C 50.14	35 C O'Shanesy	C 53.03
4 Ron Marks	U 45.03	20 P Johnson	U 50.23	36 Allan Hill	N 54.56
5 P Glennie	G 45.15	21 Kevin Harvey	C 50.32	37 P Bergmann	N 54.59
6 John Berne	G 45.26	22 Barrie Haywd	C 50.38	38 R W Anderson	N 55.12
7 Marc Roach	C 45.34	23 P McLoughlin	R 50.50	39 Brad Morris	N 55.29
8 D Officer	U 46.04	24 Barry Mann	C 50.57	40 Pat O'Kane	N 56.48
9 Colin Bond	G 46.34	25 Neil Jory	C 51.00	41 Graham Neilsen	N 58.46
10 P Thompson	U 46.43	26 Dale Payne	R 51.02	42 Michael Scot	N 59.53
11 G Kahler	R 47.09	27 Simon Kabel	C 51.05	43 S Morland	N 61.56
12 Murray Coote	G 47.10	28 Rod Bailey	N 51.25	44 Robert Crase	N 67.45
13 P Marcovich	U 47.15	29 Grant Lilley	N 51.28	45 F vn dn Brnk	N 68.55
14 Adrian Taylor	R 47.22	30 Rod Cross	C 51.37	46 Chris Brown	G 77.47
15 Peter Nelson	U 48.13	31 Allan Cutts	R 51.43	47 Bill Porteous	N 93.37
16 Peter Sudiro	C 49.05	32 P Lockhart	C 52.19	48 John Sibley	C 105.09

Our very own Peter Phillips a strong third 14 seconds ahead of Peter Glennie. George Kahler was having a top day holding the Reco class 13 seconds in front of Adrian Taylor and 2½ minutes away from Norm Fritter. The ever improving Peter Sudiro was top clubman, and surprise second place holder was Simon Passlow. After 51 minutes of rallying only 3 seconds separated the top two Novices, Rod Bailey and Grant Lilley.

Halfway (Cont)

31	Anderson/Under	Fiat	N	86.27	40	Worthington/ Mazda	R	99.20
32	O'Shanesy/Davi	Fiat	C	86.45	41	Fritter/Read Datsun	R	104.42
33	Jory/Walker	RX2	C	87.50	42	van den Brin RX2	N	105.27
34	Bergmann/O'She	RX3	N	89.38	43	Morland/Hock Datsun	N	205.42
35	Morrison/Campb	Escort	N	90.15	44	Crase/Yarrow Capri	N	107.21
36	Hill/Hill	Mazda	N	90.23	45	Brown/RichardCommod	G	109.02
37	O'Kane/Briscoe	RX3	N	92.15	46	Porteous/Kir Escort	N	130.14
38	Scott/Farmer	Datsun	N	93.42	47	Sibley/Bruce Lancer	C	140.41
39	Neilsen/Wright	Mazda	N	95.55				

Class Top 3

Gods		Upper		Recognized	
Bell/Boddy	71.39	Marks/Roser	73.00	Taylor/Ambrose	76.52
Dunkerton/Kortlang	72.42	Officer/Hobson	75.47	Kahler/Weale	79.09
Phillips/Young	73.39	Marcovich/Stewart	76.02	Miller/Clair	81.55

Clubman

Clubman		Novice	
Mann/Young	77.27	Bailey/Bailey	82.38
Passlow/Ovens	81.22	Lilley/Tindal	83.05
Hatley/Hatley	81.25	Anderson/Underwod	86.27

Figures that speak for themselves, Peter Phillips didn't come out after the break - having crunched his sumpguard in a gully the car retaliated by blowing a head gasket. Also out were Barry Mann/Ian Young, Neil Jory/Hugh Walker retired when Hugh stood in the boot to provide a bit of traction, Neil braked and Hugh shot through the back window! they also suffered from a broken battery cable, a puncture and they got stuck in a creek. Bill Porteous/Wayne Kirby didn't continue, so it was a slightly depleted field that came out for the second half.

Stage 9

1	Bell/Boddy	G	12.52	15	Bond/Dawson-	G	14.20	29	van den Brin	N	15.48
2	Dunkerton/Kort	G	13.07	16	Harvey/Seden	C	14.29	30	O'Shanesy/Da	C	15.49
3	Officer/Hobson	U	13.13	=17	Thompson/Sco	U	14.43	31	Morland/Hock	N	15.55
4	Marcovich/Stew	U	13.15		Passlow/Oven	C	14.43	32	Worthington/	R	16.10
5	Glennie/Smith	G	13.23	=19	Sudiro/Julie	C	14.47	33	O'Kane/Bris	N	16.19
6	Coote/Marsden	G	13.26		Anderson/Und	N	14.47	34	Cross/Stean	C	16.22
7	Berne/Fullerto	G	13.34	31	Bailey/Baile	N	14.48	35	Scott/Farmer	N	16.25
8	Roach/Price	C	13.43	22	McLoughlin/C	R	14.56	36	Neilsen/Wrig	N	16.54
9	Miller/Clair	R	13.51	23	Lilley/Tinda	N	15.02	37	Fritter/Read	R	18.14
10	Nelson/Moule	U	13.53	24	Kabel/Kabel	C	15.07	38	Sibley/Bruce	C	18.43
11	Taylor/Ambrose	R	13.57	=25	Payne/Drummo	R	15.16	39	Morrison/Cam	N	24.04
12	Kahler/Weale	R	14.06		Lockhart/Tre	C	15.16	40	Bergman/O'She	N	65.33
13	Brown/Richards	G	14.14	27	Cutts/Best	R	15.34	41	Marks/Roser	U	123.26
14	Hatley/Hatley	C	14.19	28	Johnson/Jone	U	15.41				

Hatley/Hatley pass Passlow/Ovens for the lead in the Clubmans class and Ron Marks has a disaster.

Stage 10

1	Bell/Boddy	G	12.44	15	Harvey/Seden	C	14.24	29	Cutts/Best	R	15.44
2	Dunkerton/Kort	G	13.07	16	Lilley/Tinda	N	14.26	30	Cross/Stean	C	15.53
= 3	Coote/Marsden	G	13.13	17	Bailey/Baile	N	14.28	31	Scott/Farmer	N	16.22
	Berne/Fullert	G	13.13	18	Passlow/Oven	C	14.29	32	Morrison/Cam	N	16.23
5	Glennie/Smith	G	13.19	19	Hatley/Hatle	C	14.45	33	Bergman/O'Sh	N	16.27
6	Marks/Roser	U	13.21	=20	Johnson/Jone	U	14.55	34	Fritter/Read	R	16.35
7	Officer/Hobso	U	13.23		Sudiro/Julie	C	14.55	35	Neilsen/Wrig	N	16.48
8	Thompson/Scott	U	13.29	22	Kabel/Kabel	C	15.09	36	Sibley/Bruce	C	17.01
9	Roach/Price	C	13.37	23	Anderson/Und	N	15.17	37	O'Kane/Bris	N	17.13
10	Kahler/Weale	R	13.45	24	Lockhart/Tre	C	15.20	38	Marcovich/St	U	22.08
11	Miller/Clair	R	13.46	25	Worthington/	R	15.22	39	Morland/Hock	N	25.18
12	Nelson/Moule	U	13.48	26	van den Brin	N	15.24	40	McLoughlin/C	R	43.03
13	Brown/Richard	G	14.00	27	Payne/Drummo	R	15.35	41	Taylor/Ambro	R	160.39
14	Bond/Dawson-D	G	14.14	28	O'Shanesy/Da	C	15.43				

Stage 7

1	Wayne Bell	G	11.00	17	Neil Jory	C	12.07	33	Peter Lkht	C	12.55
2	Murray Coote	G	11.02	=18	Marc Roach	C	12.11	34	S Morland	N	13.06
3	Ross Dunkerto	G	11.05		Tim Hotley	C	12.11	35	P Sudiro	C	13.07
4	John Berne	G	11.07		Rod Bailey	N	12.11	=36	C O'Shanesy	C	13.09
5	Ron Marks	U	11.09	21	Simon Passlw	C	12.20		M Scott	N	13.09
6	Peter Phillips	G	11.16	22	F v d Brink	N	12.22	38	Allan Cutt	R	13.12
7	Peter Glennie	G	11.19	23	Kevin Harvey	C	12.24	39	P Bergmann	N	13.25
8	Grant Miller	R	11.20	24	Barry Mann	C	12.28	=40	B Porteous	N	13.36
= 9	P Marcovich	U	11.31	=25	David Officer	U	12.33		R Crase	N	13.36
	Peter Thompso	U	11.31		P McLoughlin	R	12.33	42	Allan Hill	N	13.37
11	George Kahler	R	11.32	=27	Dale Payne	R	12.34	=43	Pat O'Kane	N	13.41
12	Adrian Taylor	R	11.35		Grant Lilley	N	12.34		B Norrison	N	13.41
13	Colin Bond	G	11.40	29	P Johnson	U	12.40	45	John Sible	C	13.57
14	R W Anderson	N	11.55	30	Simon Kabel	C	12.41	46	G Cringe	N	14.15
15	Peter Nelson	U	11.57	31	R Worthingtn	R	12.50	47	Norm Fritr	R	28.41
16	Chris Brown	G	11.58	32	Rod Cross	C	12.53				

Stage 8

1	Barry Mann (O Yeah !)	C	14.02!	17	Tim Hotley	C	19.00	33	Brad Morriso	N	21.05
2	Wayne Bell	G	16.22	=18	Simon Passlw	C	19.02	34	Paul Bergman	N	21.14
3	Ross Dunkerto	G	16.44		Rod Bailey	N	19.02	35	John Sibley	C	21.35
4	Ron Marks	U	16.48	20	Grant Lilley	N	19.03	36	Kevin Harvey	C	21.41
5	David Officer	U	17.10	21	Chris Brown	G	19.17	37	Pat O'Kane	N	21.46
6	Peter Glennie	G	17.12	22	R.W.Anderson	N	19.20	38	Allan Hill	N	21.50
=7	John Berne	G	17.16	23	P McLoughlin	R	19.25	39	Peter Sudiro	C	22.17
	P Marcovich	U	17.16	24	Dale Payne	R	19.29	40	G Neilsen	N	22.54
9	P Phillips	G	17.22	25	Simon Kabel	C	19.34	41	B Porteous	N	23.01
10	Murray Coote	G	17.30	26	P Johnson	U	19.45	42	F v d Brink	N	24.10
11	Marc Roach	C	17.52	27	Rod Cross	C	20.04	43	Neil Jory	C	24.44
12	Adrian Taylor	R	17.55	28	C O'Shanesy	C	20.18	44	Robert Crase	N	26.00
13	Peter Thompsn	U	17.56	29	George Kahler	R	20.28	45	Norm Fritter	R	26.24
14	Colin Bond	G	18.01	30	Michael Scot	N	20.40	46	Stewart Morl	N	30.43
15	Peter Nelson	U	18.03	31	Allan Cutts	R	20.57	47	R Worthingtn	R	33.44
16	Grant Miller	R	18.14	32	Peter Lockht	C	21.00				

I was going to say that after a stage like that Barry Mann would probably be living in Melbourne next year and driving for somebody BIG, but come to think of it he'll end up in Monaco driving for someone even BIGGER. Rod Bailey began to prise himself away from Grant Lilley, and Colin Bonds times were well off the pace. Lets have a look at the halfway totals, but first we lost Barrie Hayward/D Hill with a broken diff.

Halfway

1	Bell/Boddy	Toyota	G	71.39	16	Kahler/Weale	Escort	R	79.09
2	Dunkerton/Kort	Stanza	G	72.42	17	Passlow/Oven	Datsun	C	81.22
3	Marks/Roser	R5 Tur	U	73.00	18	Hatley/Hatley	Subaru	C	81.25
4	Phillips/Young	Datsun	G	73.39	19	Miller/Clair	RX7	R	81.55
5	Glennie/Smith	Datsun	G	73.46	20	Bailey/Bailey	Lancer	N	82.38
6	Berne/Fullerto	Escort	G	73.52	21	Johnson/Jone	RX7	U	82.48
7	Roach/Price	Datsun	C	75.37	22	McLoughlin/C	Toyota	R	82.49
8	Coote/Marsden	Datsun	G	75.42	=23	Lilley/Tinda	RX3	N	83.05
9	Officer/Hobson	Galant	U	75.47		Payne/Drummo	RX2	R	83.05
10	Marcovich/Stew	Escort	U	76.02	25	Kabel/Kabel	Mazda	C	83.20
11	Thompson/Scott	Stanza	U	76.10	26	Sudiro/Julie	Datsun	C	84.29
12	Bond/Dawson Da	TR8	G	76.15	27	Cross/Stean	Datsun	C	84.34
13	Taylor/Ambrose	Civic	R	76.52	28	Harvey/Seden	Datsun	C	84.37
14	Mann/Young	Datsun	C	77.27	29	Cutts/Best	Lancer	R	85.52
15	Nelson/Moule	TR7	U	78.13	30	Lockhart/Tre	Esuzu	C	86.14

Simon Passlow closes to just 7 seconds behind Tim Hatley for the clubmans lead. Adrian Taylor loses heaps, Peter Marcovich has a puncture just at the start of the stage and George Kahler sweeps into the Reco. lead.

#### Stage 11

1	Berne/Fullerto	G	6.54	=13	Glennie/Smith	G	7.54	27	Morland/Hock	N	8.26
2	Bell/Boddy	G	6.57	15	Lockhart/Tread	C	7.55	28	Morrison/Cam	N	8.38
3	Dunkerton/Kort	G	6.59	16	Hatley/Hatley	C	7.56	29	O'Kane/Brisco	N	8.54
4	Thompson/Scott	U	7.03	17	Brown/Richards	G	7.59	30	Bergmann/O'S	N	8.59
5	Coote/Mrasden	G	7.04	=18	Kahler/Weale	R	8.05	31	Fritter/Read	R	9.00
6	Marks/Roser	U	7.06		Sudiro/Julien	R	8.05	32	Neilsen/Wrig	N	9.17
7	Officer/Hobson	U	7.13	=20	Miller/Clair	R	8.08	=33	Sibley/Bruce	C	9.29
8	Lilley/Tindal	N	7.39		Payne/Drummond	R	8.08		Anderson/Und	N	9.29
9	Passlow/Ovens	C	7.40	22	Kabel/Kabel	C	8.12	35	McLoughlin/C	R	9.34
=10	Marcovich/Stew	U	7.41	23	Nelson/Moule	U	8.15	36	Johnson/Jone	U	10.19
	Bailey/Bailey	N	7.41	24	Cutts/Best	R	8.16	37	O'Dhanesy/DaC		62.00
12	Harvey/Seden	C	7.46	25	Worthington/Ka	R	8.20				
=13	Bond/Dawson-Da	G	7.54	26	Cross/Steane	C	8.21				

What a top stage from Rod Bailey, he would have been the first Novice in the top ten if it wasn't for Grant Lilley being 2 seconds quicker! Simon Passlow was also pouring on the coals and put another 16 seconds between himself and Hatley. A fastest time overall to John Berne who had the 'Kenmore Lip' Bruce Fullerton navigating for him.

#### After 11 Stages

1	Bell/Boddy	G	104.12	14	Marcovich/Ste	U	119.06	27	Neilsen/Wr	N	138.49
2	Dunkerton/Kor	G	105.55	15	Bailey/Bailey	N	119.35	28	Worthington	R	139.12
3	Berne/Fullert	G	107.35	16	Lilley/Tindal	N	120.12	29	Morrison/C	N	139.20
4	Officer/Hobso	U	109.36	17	Harvey/Seden	C	121.16	30	Brown/Rich	G	145.15
5	Glennie/Smith	G	110.22	18	Kabel/Kabel	C	121.48	31	Fritter/Re	R	148.31
6	Coote/Mrasden	G	110.25	19	Payne/Drummon	R	122.05	32	McLoughlin	R	150.22
7	Thompson/Scot	U	111.25	20	Sudiro/Julien	C	122.16	33	Morland/Ho	N	155.21
8	Bond/Dawson-D	G	112.43	21	Johnson/Jones	U	123.43	34	O'Shanesy/	C	180.26
9	Nelson/Moule	U	114.09	22	Lockhart/Trea	C	124.45	35	Bergmann/O	N	180.37
10	Kahler/Weale	R	115.05	23	Cross/Steane	C	125.10	36	Sibley/Bru	C	185.54
11	Miller/Clair	R	117.40	24	Cutts/Best	R	125.56	37	Marks/Rose	U	216.53
12	Passlow/Ovens	C	118.14	25	Anderson/Unde	N	126.00				
13	Hatley/Hatley	C	118.25	26	O'Kane/Brisco	N	134.41				

#### Class Top Threes

##### Gods

		Upper	Recognized
Bell/Boddy	104.12	Officer/Hobson	109.36
Dunkerton/Kortlang	105.55	Thompson/Scott	111.25
Berne/Fullerton	107.35	Nelson/Moule	114.09
		Kahler/Weale	115.05
		Miller/Clair	117.40
		Payne/Drummond	122.05

##### Clubman

	Novice	
Passlow/Ovens	118.14	
Hatley/Hatley	118.25	
Harvey/Seden	121.16	
	Bailey/Bailey	119.35
	Lilley/Tindal	120.12
	Anderson/Underwood	126.00

Wayne Bell has a handy lead of 103 seconds, George Kahler leads the Reco's by over 2 minutes and nice to see Dale Payne come into the Reco class top three. In the really close classes Simon Passlow led Tim Hatley by 11 seconds and Rod Bailey had dragged 37 seconds from Grant Lilley.

We were about to lose John Berne/Bruce Fullerton from the list of runners, plus Ron Marks/Graeme Roser, Adrian Taylor/Dave Ambrose had given up at the end of Stage 10, Norm Fritter/Henry Read were about to crash out again, previous Clubman leaders Marc Roach/Mick Price had run out of petrol.

### Stage 12

1	Officer/Hobson	U	11.44	12	Passlow/Oven	C	13.25	23	O'Shanesy/Dav	C	14.37
2	Dunkerton/Kort	G	12.03	13	Payne/Drummo	R	13.35	24	Bergman/O'She	N	14.50
3	Coote/Marsden	G	12.21	14	Johnson/Jone	U	13.42	25	Morland/Hokci	N	14.56
4	Glennie/Smith	G	12.28	15	Kabel/Kabel	C	13.50	26	O'Kane/Brisco	N	15.22
5	Thompson/Scott	U	12.29	16	Lockhart/Tre	C	13.57	27	Miller/Clair	R	15.41
6	Marcovich/Stew	U	12.42	17	Harvey/Seden	C	14.03	28	Neilsen/Wrigh	N	15.49
7	Bell/Boddy	G	12.45	18	Cutts/Best	R	14.07	29	Morrison/Camp	N	15.51
8	Brown/Richards	G	12.54	19	Cross/Steane	C	14.15	30	Bond/Dawson-D	G	16.02
9	Nelson/Moule	U	13.06	20	Worthington/	R	14.16	31	Sibley/Bruce	C	16.13
10	Kahler/Weale	R	13.12	21	Bailey/Baile	N	14.22	32	McLoughlin/Cl	R	24.53
11	Hatley/Hatley	C	13.23	22	Sudiro/Julie	C	14.31				

### Stage 13

1	Coote/Marsden	G	43.38	12	Johnson/Jone	U	50.04	23	Morrison/Camp	N	63.12
2	Dunkerton/Kort	G	44.16	13	McLoughlin/C	R	50.34	24	Bailey/Bailey	N	63.14
3	Glennie/Smith	G	44.22	14	Cross/Steane	C	52.20	25	Payne/Drummon	R	63.44
4	Marcovich/Stewa	U	44.44	15	Worthington/	R	52.33	26	Brown/Richard	G	69.03
5	Officer/Hobson	U	45.18	16	Lockhart/Tre	C	53.53	27	Morland/Hocki	N	70.09
6	Bond/Dawson-Da	G	46.09	17	Hatley/Hatle	C	54.00	28	O'Shanesy/Dav	C	70.37
7	Miller/Clair	R	46.11	18	Bell/Boddy	G	56.54	29	Neilsen/Wrigh	N	72.38
8	Nelson/Moule	U	46.39	19	Passlow/Oven	C	58.05	30	Bergman/O'She	N	85.53
9	Thompson/Scott	U	47.02	20	Kabel/Kabel	C	59.08	31	Sibley/Bruce	C	87.02
10	Kahler/Weale	R	47.30	21	O'Kane/Brisco	N	61.20	32	Harvey/Seden	C	125.21
11	Sudiro/Julien	C	49.06	22	Cutts/Best	R	62.33				

As they say when the going gets tough, the tough get going. A really top long stage for Murray Coote in the improbable Datsun 1200 (allbeit of 7.2 litres), and I'm afraid that Simon Passlows efforts came to nought when Peter Sudiro put in a blinder no less than 9 MINUTES faster. Wayne Bell dropped amost a quarter of a hour and dropped away from the front.

### Stage 14

1	Coote/Marsden	G	12.21	12	Sudiro/Julie	C	13.47	23	Hatley/Hatley	C	14.31
2	Dunkerton/Kort	G	12.25	13	Nelson/Moule	U	13.48	24	Cross/Steane	C	14.53
3	Officer/Hobson	U	12.26	14	Kabel/Kabel	C	13.50	25	Morrison/Camp	N	15.26
4	Glennie/Smith	G	12.28	15	Harvey/Seden	C	13.56	26	Passlow/Ovens	C	15.29
5	Thompson/Scott	U	12.47	16	Lockhart/Trea	C	14.00	27	Sibley/Bruce	C	15.35
6	Marcovich/Stew	U	12.57	17	Worthington/	R	14.04	28	O'Kane/Brisco	N	15.41
7	Kahler/Weale	R	13.04	18	Payne/Drummo	R	14.09	29	O'Shanesy/Dav	C	15.52
8	Brown/Richards	G	13.05	19	McLoughlin/C	R	14.10	30	Neilsen/Wrigh	N	17.01
9	Bond/Dawson-Da	G	13.34	20	Morland/Hock	N	14.14	31	Bell/Boddy	G	20.18
	Bailey/Bailey	N	13.34	21	Johnson/Jone	U	14.16				
11	Miller/Clair	R	13.46	22	Cutts/Best	R	14.30				

### After 14 Stages

1	Dunkerton/Kor	G	174.39	12	Sudiro/Jul	C	199.40	23	Harvey/Seden	C	224.36
2	Coote/Marsden	G	178.42	13	Hatley/Hat	C	200.19	24	O'Kane/Brisco	N	227.04
3	Officer/Hobso	U	179.04	14	Hohnson/Jo	U	201.05	25	Morrison/Cam	N	233.49
4	Glennie/Smith	G	179.40	15	Passlow/Ov	C	205.13	26	McLoughlin/C	R	239.59
5	Thompson/Scot	U	183.43	16	Lockhart/Tr	C	206.35	27	Brown/Richar	G	240.17
6	Nelson/Moule	U	187.42	17	Cross/Steane	C	206.38	28	Neilsen/Wweig	N	244.17
7	Bond/Dawson-D	G	188.28	18	Kabel/Kabel	C	208.36	29	Morland/Hock	N	254.40
8	Kahler/Weale	R	188.51	19	Bailey/Bail	N	210.45	30	O'Shanesy/Da	C	281.32
9	Marcovich/Ste	U	189.29	20	Payne/Drummo	C	213.33	31	Sibley/Bruce	C	304.44
10	Miller/Clair	R	193.18	21	Cutts/Best	R	216.36				
11	Bell/Boddy	G	194.09	22	Worthington	R	220.05				

### First 3 in Classes

Gods		Upper		Recognized	
Dunkerton/Kortlang	174.39	Officer/Hobson	179.04	Kahler/Weale	188.51
Coote/Marsden	178.42	Thompson/Scott	183.43	Miller/Clair	193.18
Glennie/Smith	179.40	Nelson/Moule	187.42	Cutts/Best	216.36

Clubman	Novice
Sudiro/Julien 199.40	Bailey/Bailey 210.45
Hatley/Hatley 200.19	O'Kane/Briscoe 227.04
Passlow/Ovens 205.13	Morrison/Campbell 233.49

Somewhere along the way Franz van den Brink had lost his front end bolts - enough to make Frankenstein jealous. Phil McLoughlin/Graham Clark retired at this point with an unwell car (Aaar !-!) and Paul Bergman/Kelvin O'Shea also retired so near to the finish.

Peter Sudiro had caught all that he'd lost and taken the clubmans lead by 38 seconds from Tim Hatley and poor old Simon Passlow had slipped to the back of beyond. Following Grant Lilleys demise Rod Bailey could have stopped for dinner.

#### Stage 15

1 Bell/Boddy G 23.32	11 Passlow/Ovens C 26.15	21 Cutts/Best R 28.20
2 Glennie/Smith G 24.06	12 Bailey/Bailey N 26.25	22 Morland/Hock N 28.24
3 Dunkerton/Kort G 24.08	13 Miller/Clair R 26.29	23 O'Shanesy/Da C 29.36
4 Officer/Hobson U 24.27	14 Johnson/Jones U 26.56	24 O'Kane/Brisco N 30.48
5 Bond/Dawson-Da G 24.46	15 Kabel/Kabel C 27.17	25 Morrison/Cam N 31.43
6 Thompson/Scott U 25.06	16 Payne/Drummon R 27.32	26 Coote/Marsde G 32.28
7 Marcovich/Stew U 25.14	17 Worthington/K R 27.35	27 Harvey/Seden C 32.44
8 Nelson/Moule U 25.19	18 Lockhart/Trea C 27.51	28 Neilsen/Wrig N 33.19
9 Kahler/Weale r 25.29	19 Cross/Steane C 27.52	29 Sibley/Bruce C 38.55
10 Brown/Richards G 25.37	20 Sudiro/Julien C 27.58	

#### Stage 16

1 Bell/Boddy G 7.33	11 Nelson/Moule U 8.19	=20 Lockhart/Tre C 9.03
2 Glennie/Smith G 7.38	12 Harvey/Seden C 8.32	22 Morland/Hock N 9.08
=3 Dunkerton/Kortl G 7.51	13 Passlow/Ovens C 8.34	23 Sudiro/Julie C 9.22
Officer/Hobson U 7.51	=14 Johnson/Jones U 8.35	24 Cross/Steane C 9.29
5 Coote/Marsden G 7.53	Miller/Clair R 8.35	25 O'Shanesy/Da C 9.59
6 Marcovich/Stewa U 8.02	16 Bailey/Bailey N 8.36	26 O'Kane/Brisco N 10.06
=7 Thompson/Scott U 8.04	17 Worthington/K R 8.38	27 Sibley/Bruce C 10.16
Kahler/Weale R 8.04	18 Kabel/Kabel C 8.45	28 Morrison/Ca N 10.45
9 Bond/Dawson-Dam G 8.10	19 Cutts/Best R 8.55	29 Neilsen/Wri N 11.39
10 Brown/Richards G 8.17	=20 Payne/Drummon R 9.03	

A sad penultimate stage for Murray Coote, this dropped him from 4th to 5th but didn't affect his class placing.

#### Results

1st	Ross Dunkerton / David Kortlang	Datsun Stanza	206.38	1st NatClas
2nd	Peter Glennie / Brian Smith	Datsun 200B	209.24	2nd NatClas
3rd	David Officer / Kate Hobson	Mit Galant	211.22	1st Clas
4th	Peter Thompson / Simon Scott	Datsun Stanza	216.53	2nd Clas
5th	Murray Coote / Brian Marsden	Datsun 1200	218.03	3rd NatClas
6th	Wayne Bell / David Boddy	Toyota T18	221.02	NatClas
7th	Peter Nelson / Graham Moule	Triumph TR7	221.20	3rd Clas
8th	Colin Bond / John Dawson-Damer	Triumph TR8	221.24	NatClas
9th	Peter Marcovich / Iain Stewart	Ford Escort	221.37	Clas
10th	George Kahler / Greg Weale	Ford Escort	222.24	1st Reco
11th	Grant Miller / Mark Clair	Mazda RX7	228.22	2nd Reco
12th	Simon Passlow / Boyd Ovens	Datsun	236.57	1st Club
13th	Peter Sudiro / Ross Julien	Datsun	237.00	2nd Club
14th	Peter Johnson / Geoff Jones	Mazda RX7 'A'	237.16	Clas
15th	Rod Bailey / Errol Bailey	Mit Lancer	237.32	1st Nov
16th	Simon Kabel / Tony Kabel	Mazda 323	240.30	3rd Club
17th	Dale Payne / Noelle Drummond	Mazda RX2	241.23	3rd Reco
18th	Peter Lockhart / Steven Treadwell	Isuzu PF60 'A'	243.59	Club



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PLEASE DO NOT USE ANY OTHER ENTRANCE.

SEE YOU THERE.....

DON'T FORGET TO KEEP SUNDAY 27<sup>th</sup> NOVEMBER FREE FOR THE  
LAST DAY RUN/MOTORKHANA/ B.B.Q. DETAILS WILL BE ON THE  
NOTICE BOARD SOON. SO KEEP YOUR EYES OPEN



19th	Rod Cross / Alan Stean	Datsun	243.59	Club
20th	Russell Worthington / Gary Kabel	Mazda 626 'A'	245.34	Reco
21st	Caroline O'Shanesy / Meg Davis	Fiat 'A'	254.21	Club
22nd	Stewart Morland / Ralf Hockings	Datsun	261.19	2nd Nov
23rd	Patrick O'Kane / Allan Briscoe	Mazda RX3	261.38	3rd Nov
24th	Brad Morrison / Chris Campbell	Ford Escort	263.01	Nov
25th	Graham Neilsen / Alan Wright	Mazda	271.37	Nov

Excluded as their Group 'A' cars were found to have, at least, quadruple turbo-chargers and 32" wheels ...

Chris Brown / Noel Richards	Commodore	235.08
Allan Cutts / Tony Best	Mit Lancer	246.18

A Recap of the Class Top Threes

<u>NatClas</u>		<u>Clas</u>	
Ross Dunkerton/David Kortlang	206.38	David Officer/Kate Hobson	211.22
Peter Glennie /Brian Smith	209.24	Peter Thompson/Simon Scott	216.53
Murray Coote/Brian Marsden	218.03	Peter Nelson/Graham Moule	221.20
<u>Reco</u>		<u>Clubman</u>	
George Kahler/Greg Weale	222.24	Simon Passlow/Boyd Ovens	236.57
Grant Miller/Mark Clair	228.22	Peter Sudiro/Ross Julien	237.00
Dale Payne/Noelle Drummond	241.23	Simon Kabel/Tony Kabel	240.30

Novice  
 Rod Bailey/Errol Bailey 237.32  
 Stewart Morland/Ralf Hockings 261.19  
 Pat O'Kane/Allan Briscoe 261.38

A very good outing for some of our members. Brian Marsden, George Kahler/Greg Weale who took the Recognized class - and Dale Payne Noelle who were third. Busiest

men of the night must have been Simon Passlow/Boyd Ovens who just pipped Peter Sudiro/Ross Julien for the Clubmans class, a class win by 3 seconds ! Simon Kabel/Tony Kabel were third 3 minutes or so behind. The Novice class was another B.S.C.C. benefit. Rod and Errol Bailey won as they pleased, almost 24 minutes ahead of Stewart Morland/Ralf Hockings - but only 19 seconds away in third spot were Pat O'Kane/Allan Briscoe.

A few notes from the night - Rod Bailey says he spotted 3 or 4 ring tailed Wallabies during the night (any animal spotted by Rod Bailey on a rally must be an endangered species). Errol went horribly green at one point but retained his interior intact. Rod came off twice, on the second occasion he followed some lights only to find that they were in the ditch !

Stewart Morland and Palph Hockings were 2nd Novice in a Dazda (Rotary engined Datsun) and the car only fell on its side once.

Paul Bergman and Kelvin O'Shea were bogged for 30 minutes, then they ran out of late time 2 sections from the end while pushing people about, they were helped in this task by Neil Jory.

A fine event well worth the wait, a warm B.S.C.C. well done to Peter Marshall, Mike Mitchell and the hundreds of helpers on the night.

-0-

Major Forthcoming Event

I remember the last WARREN/KATHSTRINE TEGG NIGHT RUN I did - it was horribly tricky, the swine used every Dead End south of the river, TIMS and I were driving around with our brains in a flat spin. Well this time Kathstrine has taken the reins, and the event will run on OCTOBER 26th - it starts from the clubrooms at 8pm, bring a torch and a friend, it costs \$4 to enter, a Basic Licence willdo - and it should be greta fun.....you don't know Greta Fun the well known typing error, you haven't lived !

Our President gave me this CAMS report to do a Precis for the magazine, however such is its importance to our Club that I find it very hard to leave any of it out. So this may look long and boring, but I'd recommend reading it.

Big Ed

CAMS' PLANS FOR DEVELOPMENT OF MOTOR SPORT IN AUSTRALIA 1/

Keynote address by President of CAMS, Mr J.M. Large, to Car Club Presidents at a series of meetings held nationally during September/October 1983.

The Confederation of Australian Motor Sport was founded in some haste 30 years ago, following the sudden abandonment of motor sport control by its original administrators, the Australian Automobile Association (AAA). Since then CAMS has been motor sport controlling body and for these past 30 years has observed a democratic structure. Delegates from affiliated car clubs form State Councils, and a National Council. Through these Councils and their advisory committees, members are able to contribute to the overall government of the sport.

However, while this democratic system has provided CAMS members across the nation with an opportunity to contribute their views, at times it has led to a lack of continuity in the membership of the National Council, and this in turn has tended to impede the development of long term policies.

...in today's environment of intense competition and the added risks related to maintaining economic viability in the 1980's...In 1983 the National Executive of CAMS commissioned a Research Group...The role of this Group was to study the past 30 years; to define our present position with the objectivity of outside observers; and to offer advice to the executive in regard to planning for the future. The findings of the Research Group are aptly summarised by their statement -

"It is important to establish some positive destination, even if that transpires in time to have been only a stage in a further journey" (Big Ed is forced to say - "What ??" at this juncture)

These findings have led in turn to the creation of goals, and objectives, together with an outline of the strategies and plans necessary to attain them.

In the process of determining the goals and objectives of CAMS, the Research Group and the National Council have identified a number of important questions. These include :

- \* In what business is CAMS engaged?. In what business should we be engaged today; a year from today; in 5 years, and in 10 years ?
- \* How will the future of motor sport be affected by such factors as international political situations, competition for the spectator and sponsor dollar, inflation, unemployment, environmentalists and Government intervention ?
- \* Why has CAMS membership since 1973 remained static, with an actual decline of activity in lower order events ?
- \* Has CAMS allowed its attention to contract into the high level and sophisticated areas of national competition, causing car clubs to perceive CAMS Administration as neither relevant nor appropriate to their needs.

These are just some of the important questions considered. In answering those questions, the National Council has concluded that the survival of our sport depends on growth. To attain that growth we must seek ways and

## CAMS' PLANS FOR DEVELOPMENT OF MOTOR SPORT IN AUSTRALIA 2/

means of expanding the base upon which our sporting pyramid is constructed. Much of the development plan is therefore directed towards supporting the activities of our existing car clubs; developing new activities to cater for those seeking to use their motor vehicles in sporting and recreational pursuits which will not cause it to be damaged; then to expand both the existing and newly developed forms of our sport into geographic areas where there is no present activity.

At the same time, the National Council recognises the importance of national and international competition to attract attention and create interest in motor sport at base level. Accordingly, high on the list of goals are plans to "encourage and support the organisers of motor sporting events at Club, State, National and International level". Much of this will be achieved by improving the working relationship between CAMS and its members and member clubs. We are shortly to consider existing arrangements relating to the election and appointment of the various National and State committees, and the various methods of communication between these specialists committees and the clubs and general membership of CAMS.

### BEST PERSON FOR THE JOB

Essential to the improved operation of the Confederation is an increasingly high standard of performance by its governing councils and committees. And if I may be forgiven for making a general observation - which I hasten to point out is not aimed in any particular direction - I must say that while the democratic system of Government is undoubtedly better than many of the alternatives, it does not necessarily produce the right representative on the State Council. Furthermore, this seems to apply regardless of whether the State Councillor is elected by voting or is simply the only volunteer - or dare I say it, the only man on the club's committee who hasn't yet got a job.

Accordingly, CAMS is seeking comment and support for the proposal that - all other things being equal - the President of the club is the person who should represent his club on the State Council of CAMS. After all, the President is - or ought to be - the chief motivating force in the club.

The President is also likely to be the person possessed of the most decision making experience and authority. That being so, I believe Club Presidents have a duty to their club to personally express the views and aspirations of that club at State Council level. If this proposal receives support, the Constitution of CAMS would need to be altered to provide that one of the two club delegates on the State Council of CAMS must be the President of that Club.

CAMS itself, and consequently the whole of our sport, will obviously benefit if we can encourage our sporting leaders at club level to extend the benefit of their leadership into the higher levels of our sport.

### TOO MANY RULES ?

Human nature being what it is, we often tend to over-regulate our activities. Certainly the conduct of meetings and competition events requires rules, but when something unforeseen occurs we have tended to add another rule to cover it. And another to cover something else, and so on until the whole organisation appears to be devoted to the observance of rules rather than the conduct and enjoyment of our sport.

This is particularly relevant to the car club movement. Not that the operation of the club itself is fettered by too many rules. On the contrary ! The conduct of many club level events and the eligibility of competitors by rules which really only exist to control the sport at much higher competition levels.

CAMS has already commenced a program of de-regulation, and in the immediate future, it is proposed to appoint a one man "razor gang" to examine all rules, regulations, and codes; to identify areas of over-regulation; and to make recommendations both to the National Council, and to bodies directly involved in relation to onerous, oppressive and unnecessary rules.

#### The Competition Structure of our Sport

As the years go by and clubs and organisers continue to frame their annual competition and social calendars, its all too easy for those who have been around for some time to become blase about certain events. "It's all been done before", they say, "the members won't want that again" forgetting that in all probability about half the membership has "rolled over" since that particular activity was last programmed, and to the new members, it is likely to prove interesting and appealing.

Similarly, with the events themselves, variations and modifications adopted over the years have in some cases changed the original character. In such cases, a return to the earlier concept can provide an interesting alternative.

...CAMS will examine all aspects of the development, management and administration of the "competition structure" of motor sport at all its levels ...whether the present system of event categories, licences, permits, insurance ratings and so on, is appropriate for the future development and continuing enjoyment of our sport...

Your clubs will be earnestly encouraged to provide input to this project. ..Recent years have seen the disappearance from many club calendars of once popular social-competition events like observation trials, economy runs, treasure hunts, shortest distance trials, chalk chasers, cryptic trials, and so on. Many of these have disappeared because of pressures, real or imagined - which have forced our activities off public roads and into closed or controlled areas. This is both unfortunate and unnecessary. Such events can provide great appeal and enjoyment without causing any inconvenience whatsoever to other road users. In fact, CAMS envisages a whole new era of motor sport based on a 'touring assembly' concept with the addition of competitive elements based on consistency and precision driving as distinct from speed, mechanical destruction, or both. I will be making further and more detailed reference to that later.

...close management of such events at club level is essential. It is all too easy for some over-enthusiastic organiser to inject some 'spice' into the event to "add interest", such as a quick special stage through a couple of creeks in the middle of a touring assembly for the Classic Jaguar Owners Club. This is about appropriate as a jokebook at a funeral...

...CAMS will seek to produce a special package, by which clubs will be able to develop and promote their own new event concepts...these concepts will be quickly promulgated to other clubs, and will have uniform descriptions and conditions so that inter-club - or even inter-state - competition can be readily undertaken.

...CAMS intends to devise special conditions for such club events so as to exempt them from various constraints which are essential at higher levels. Such items as licences, driver apparel, and special vehicle equipment (such as roll cages) will be closely examined in this program.

#### Strength in Numbers

It would be impossible to overstate the importance of membership numbers when dealing with Governments and Government instrumentalities. Accordingly,

CAMS proposes to embark on a program aimed at increasing total CAMS membership from its present level of 30,000 in 1982 to an all time record level of 100,000 by Australia's Bicentenary Year in 1988.

...Starting immediately, CAMS is seeking input from Clubs to assist in the development and production of membership promotion programs, particularly those which can be aimed directly towards the general public. Some plans are already in hand including:

- \* Motor sport "Open Days", in which prospective members can "try themselves out" in motor sport oriented events, while car club officials are on hand to advise and assist them and to recruit their membership.
- \* Motor Sport "Trade Fairs", in which vehicles and competition equipment are on display and demonstrated, again with a recruiting force on hand to provide information about appropriate car clubs.
- \* Safety drives like the former "Castrol Safety Drive" but also including safety "tours" covering non-metropolitan areas. Entries will be canvassed from the general public, who will compete on even terms against existing car club members.
- \* Precision driving days, in which motorkhana-type events are used, both as a "tryout" for potential members, and also to demonstrate to the general public, the skills developed by car club members.
- \* A media publicity program utilising well known leading racing and rally drivers during telecasts of events to spread the word of the advantages and skills which can be developed through car club membership.

An essential element of the development of a membership promotion program is the establishment of guidelines defining just what a car club is, what it does, and how it does it. I am sure you will agree that many beliefs held by new members as to just what they will find in their new club are not realised, and in too short a time they leave, disappointed. With co-operation and input from clubs across the nation, CAMS will survey the various activities of clubs - both competition and social - and will create a "Club Handbook" presenting a wide range of suggestions and options from which clubs can draw programs and activities to suit their own particular requirements and interests. Included in such a Handbook will be descriptions and conditions for the conduct of a wide variety of appropriate events; how to conduct club meetings; how to negotiate in a business like manner with Governments and other authorities; how to manage the media; how to organise film nights, guest speakers, visits to factories and other activities of value to members.

#### Discounts on Goods and Services

...CAMS membership promotion program will comprise the development of an extensive range of goods and services upon which members of CAMS car clubs will receive a discount on presentation of their CAMS licence.

It is ... anticipated that the average member will be able to take advantage of sufficient discount offers to pay for the cost of his CAMS licence several times over...local and regional car clubs...will be encouraged and assisted to develop parallel local programs by approaching the business and commercial operators in their own region.

Keep Current Clubs - Create New Clubs

...National Council has been aware of the demise of too many of our clubs...

...CAMS will investigate and evaluate these reasons...it is rarely the members themselves who cause the demise of a club. It is usually the inability of the clubs' officers...CAMS believes its new programs will be of significant assistance to club officers in correcting such downturns in their early stages.

...opportunities will arise to establish new clubs in areas which have not previously been serviced by our sport...CAMS also believes there are significant sections of the population for whom motor sport has a relevance which has not previously been recognised.

Such categories include pre-driving age adolescents, and perhaps even younger groupings, not to mention ageing members of our community who recognise the need to retain their driving skills and see special interest car clubs as one means of doing this. Another significant special purpose group comprises disabled drivers, for whom a motor vehicle is fundamental to their movement. It requires little imagination to appreciate the obvious value of sporting and recreational useage of such vehicles to enhance the quality of life of these people. Such a program may also assist in demonstrating to Governments that motor sport, far from being the anti-social activity sometimes perceived, can make an important valuable social contribution to the community.

CAMS of course is also very well aware of the existence of motor-oriented clubs who have not chosen to become affiliated. CAMS will be establishing a task force in every state of Australia to identify these clubs, approach them, and spell out the advantages of affiliation. These advantages will include the importance of maximum membership numbers when dealing with Governments; the new development of "non-destructive" or "recreational" events especially oriented towards the preservationist car clubs; the tangible value of the proposed discount on goods and services program, and other benefits which CAMS intends to develop in the future using the expanded membership base as a basis for discussion.

To Rally - Or To Tour ?

It is a matter of some concern to CAMS, that motor sport is being denied the use of more and more roads, tracks and forests for the pursuit of rallying, which is an extremely important facet of our sport.

CAMS believes we can argue with justification that motor sportsmen, being ordinary citizens, have every right to use those public roads provided they are constrained by the same laws as other ordinary citizens. However, the fact is that certain aspects of rallying have made its pursuit both difficult and inappropriate in public areas. Although arrangements can be made to continue rallying at higher levels in certain "closed" areas, and under specific conditions even on some public roads, there is growing difficulty facing clubs in organising such events.

CAMS therefore believes it is important to develop new forms of roads events which avoid damage to roads, and which cannot be alleged to inconvenience other road users or local residents or authorities. Having considered the matter in some depth, CAMS believes that such events can be designed which will prove interesting, less costly, enjoyable to a wide range of people not currently prepared to use their motor vehicles in traditional rallies, and also a valuable aid in the development of the membership promotion scheme.

Accordingly, CAMS is seeking comment and support for a proposal to develop a new concept of road event based on precision-related competitive touring, together with basic navigation, and using road surfaces appropriate to and specially selected for types of vehicles competing. This activity will be categorised as "recreational", as distinct from "competitive". The events will be referred to as "tours" and will vary in length and complexity from "one hour after the club meeting", right through to a "grand Tour of Australia". The Grand Tour will include some aspects of rallying, such as various types of average speed, secret controls, and perhaps a requirement not to exceed a specified rate of fuel consumption - but no special stages as we know them. Navigation would conform to a new code which would eliminate the use of unmapped roads, local knowledge, navigation traps, complex instructions and all those other matters which long ago caused frustrated drivers to demand that navigation be abolished.

This concept of touring is not new. Such events formed the backbone of the average clubs calendar for many years. They do not require any special vehicle modifications and they enable newcomers to the sport to compete with a fair chance of success - certainly without crushing their spirit and enthusiasm to try again. The acceptability of "conventional" or unmodified vehicles in such events will also support the transition process of the club member who aspires to compete in National rallies, because the development of competition touring events will parallel the transition to production rally cars during the same development period.

Of course none of this is intended to suggest that there is not a continuing place for "blood and guts" rallying as we know it today. Although "closed road" special stage rallying will inevitably suffer some curtailment at the hands of the various authorities, it will undoubtedly continue. "Rallysprint" will also be developed as an alternative competition form appropriate for existing highly modified rally cars. "All Terrain" or off road motor sport continues to grow under its own impetus, and CAMS will encourage and foster that growth whilst seeking at the same time to ensure the continued availability of appropriate terrain for this important area of activity.

#### Climbing the Ladder

...CAMS has not lost sight of the need for some club members to be able to progress to higher levels of the sport...our plans take account of the knowledge that there are many disappointed club members who have found in the past that event club-level sport was too costly while still in the learning process...we are committed to creating a system in which costs only increase as the competitor moves higher in the sport...

#### ITS YOUR FUTURE - AND CAMS IS YOU !

The way is open for an exciting future in Australian motor sport. However, we are completely dependent upon co-operation and contribution from our car clubs and their members. Very soon you will be asked to provide this co-operation and contribution in a tangible form. Let me take this opportunity to urge you to be ready to give it.

CAMS needs your help.

CAMS asks you to make your personal contribution to this motor sport development program.

(NEXT MONTH IN THE MAGAZINE WE WILL HAVE EXCEPTS FROM THE "BRIEFING DOCUMENT ISSUED TO CAMS CAR CLUB PRESIDENTS ON A PLAN FOR THE DEVELOPMENT OF MOTOR SPORT IN AUSTRALIA").

### New Members

A warm welcome is extended to:

Tony Tipper.....Holland Park  
Neil Stacey.....Beenleigh  
Susan Madden.....Oxley (Associate)  
Wayne Saul.....Rochedale  
Ian Watt.....Hawthorne  
Wilfried Promnitz.....Camira  
Kitch Collins.....Chandler  
Mark Hockey.....Jindalee  
Gordon Laing.....Bellbowrie  
Russell Northington.....Holland Park  
Wayne O'Donnell.....Petrie  
David Crane.....Holland Park  
Fiona Michelle.....Receptionist (Associate)  
Craig James.....Corinda  
John Holden.....Hawthorne  
Chris Scharf.....Chermside  
Julie Brooke.....Moggill (Associate)  
Bob Menrath.....Eight Mile Plains  
Maggi Harris.....Beenleigh  
Robert Harris.....Beenleigh (Associate)  
Andy Troy.....Seven Hills  
John Ellis.....New Farm

### Auto Action Old Man Emu 400

I wanted to get at least a foothold on this our clubs largest Off Road Event that was successfully run at Goondiwindi on October 8th/9th, but I didn't follow up why nobody sent me any results - next month we'll have the works.

PS - I did hear that Rod Brand broke his head, Christine will have to get plenty of vinegar and brown paper.

### CAMS News

As well as the lengthy CAMS articles that appear within these hallowed pages, there are plenty of things which have had to be carried over to next month - it may not be wildly entertaining copy but it's something that's important to our competitive members.

### More Than A One Night Stand

Everybody who has won a S.S.C.C. medallion over the years will agree with me that whilst the medallions are very handsome, the box that they come in doesn't allow you to display them to best advantage. Well now we have Plastic Stands designed to put your Championship or Event medallions Right Up Front....

\$1.50 each from Esme Gibson (391 8881 bus.hrs.Not Weds) or John Hall

### The Royal Society for the Appreciation of Heinz Baked Beans News

Our Ace Reported News (European Branch) Reporter, Coral Taylor and the Man in the Background - Mark Taylor, arrived back from Europe on the 13th Oct. Coral is writing a report on the San Remo Rally - which was even better than the Thousand Lakes (Groan!). The first thing I asked Coral was "Did you, while you were away for 6 months, consume any baked bean other than the Heinz Baked Bean?" and the swine - President of the Society - said "Yes" she'd consumed an inferior brand purchased by somebody else. Just goes to show, you get amongst the wogs and your going native bef ore you know it. I think she, like Idi Amin, should be blackballed.



### Motorkhana News

With the Motorkhana Championship poised for the Big Finish to the year, with Alan McConnell and Ian Fink equal on points, we have a temporary hiccup with regards to a suitable ground to hold the final two 1983 events on.

We haven't yet got authority to use Lakeside, and the Holden Car Club ground is shortly to come up for sale, so we're currently in the doldrums.

If YOU have a few more-or-less local hectares that we could run our small club events on, please contact Peter Garbett on 392 1177 during working hours.

Any future news with regards to when and where our final two 1983 events will be held, will be posted on the notice board at the clubrooms.

### FOR SALE

ELFIN 620B FORMULA FORD...FACTORY MOTOR...HEWLAND GEARBOX WITH SOME SPARE RATIOS...NEAR NEW RACING TYRES...NUMEROUS SPARES...FULLY ENCLOSED TRAILER...\$7500 FOR THE CAR, TRAILER AND SPARES.

The Car will be sold separately if required.

For further information and photos etc, Phone (07) 224 2686 B/H  
Or Write : Lee Nightingale, 5 Oxford St, West End, Brisbane 4101

### For Sale

Adrian Taylor offers for sale his Honda Civic 3 door Accord engined Rally Car. Engine Torque Figures Doubled, 5 speed gearbox, Bilstein Gas Shocks, Cibie Lights, Mugen Racing Brakes, Full Alloy Rollcage, Twinmaster, Seam Welded Body, Dural Alloy Sumpguard, 12 Mag Wheels fitted with brand new steel belted winter treads, READY TO RALLY OR RALLYSPRINT/SHORT COURSE OFF ROAD - \$5300 ono

Phone Adrian Taylor 369 2200 (work) 369 6039 (A/Hrs)

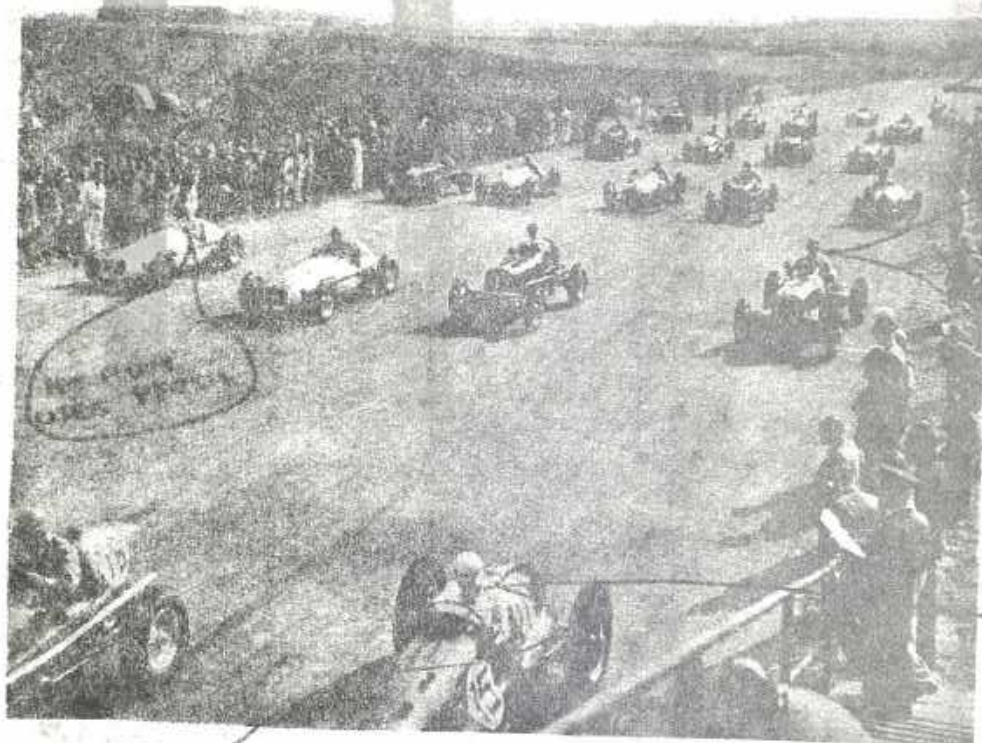
### For Sale

PLANTS AUTO CENTRE - DATSUN 1600 - Fully Prepared for Rallving and the deal includes Intercom Helmets - \$2700 the lot

Phone Trevor Plant - 352 5210 (work) 205 6900 (A/Hrs)

### Forthcoming Event

Closed Invitation Public Short Course Off Road Event - 13th November '83  
Organised by the Kempsey Macleay Off Road Club at the Dondingalong Circuit via Kempsey. Entry Fee : \$25 per vehicle plus \$5 per driver  
The event is open to vehicles in groups "G" and "F" Category 4  
Classes for Buggies <1200cc <1600cc<, Baja, Touring, 4WD  
Event Secretary : Maurie Fuller 065 621351 (Work) 065 627087 (Home)



I SAY WHERE'S EVERYBODY GALLOPING OFF TO

TICKETS FOR THE BSCC CHRISTMAS PARTY ARE NOW ON SALE

I BET IT'S BEING HELD IN SOME DAGGY TEMPERANCE HALL

FAR FROM IT!

SATURDAY DECEMBER 10<sup>TH</sup>  
 PACIFIC GOLF CLUB  
 CREEK RD  
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 SMÖRGÄSBÖRD DINNER  
 BEER - WINE - SPIRITS  
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~~SHIRTY SQUALOR IN BUBBLES~~

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 FEELING GLUM  
 A FRIEND TO NONE  
 A PAIN IN THE BUM

COME OUT WHERE  
 YOU WON'T GET THINNER

THE BSCC DINNER  
 A SUREFIRE WINNER



A MAN ABOUT TO BECOME A PAIN IN THE BUM

CLUB MOTORKHANA - 11th SEPTEMBER 1983

Despite the Sandown telecast as well as the Short Course Off-Road event run by the Brisbane Sporting Car Club at Purga Creek on the same day, ten Club members contested 1982 Club Champion Alan McConnell's Motorkhana run on the Holden Sporting Car Club ground at Vienna Woods. A handful of invited drivers boosted the entry to fourteen with eleven different models running.

Noteable absentees were Ian Pink, Lin Melton, Phil Stephan and Pete Smith - the latter was using his journalistic talents for the benefit of the Off-Road fraternity on the day. For those who may not have attended in favour of the telecast, we appear to have an abundance of portable televisions at motorkhanas these days - the competitors view the racing on one set whilst the children watch Star Trek on another.

Steward Ross Walsh kindly donated his rally RX 2 for brother-in-law Peter Garbett to take to his first Motorkhana win (if his memory serves him correctly), in only nine years of trying.

Ray Kemp, placed third outright, was outdone by the owner of his competition vehicle, Alan Ball, who took second in a brilliant display of car control.

David Martin brought his Datsun Ute home into fifth between Alan Clunes and Michael Warren. Clunes' Hunter incidentally is boasting an improvement in handling of late following the disposal of the locker diff which was the cause of massive amounts of understeer for which the car was famous.

Director McDonnell's RX 2 was not destined to lie idle for the duration for, as well as Alan's demonstration runs, Del Garbett commandeered it in place of the Smith Suzuki and in spite of her advanced state improved in this car consistently to be in eighth place at the finish.

Thanks to Alan McConnell, Kerrie and Ross Walsh, Del Garbett and of course, the Holden Sporting Car Club. The venue for the next event is unclear at this point in time and will be printed in the magazine and/or on the notice board at the Clubrooms.

Peter Garbett

RESULTS -MOTORKAHANA-11<sup>th</sup> SEPTEMBER 1983

<u>TEST ONE</u>	<u>CROSSOVER</u>	<u>TEST TWO</u>	<u>CROSSED FOUR POINT</u>	<u>TEST THREE</u>	<u>ECCENTRIC</u>
Peter Garbett	55.6	Peter Garbett	26.9	Peter Garbett	144.4
Alan Ball	61.4	Alan Ball	28.2	Alan Ball	145.8
David Martin	61.6	Alan Clunes	28.5	P.Stapleton	147.6
Michael Warren	62.2	Ray Kemp	28.8	Alan Clunes	148.4
P.Stapleton	62.2	Mark Lewis	29.0	Michael Warren	148.5
Mark Lewis	62.6	Del Garbett	30.1	Del Garbett	148.8
Alan Clunes	64.3	David Martin	30.5	David Martin	149.0
Del Garbett	64.6	Paul Stapleton	30.7	Ray Kemp	149.7
Ray Kemp	64.6	Michael Warren	31.2	Mark Lewis	155.5
Cameron Neilson	65.1	Cameron Neilson	36.3	Cameron Neilson	158.1
Ross Walsh	61.6	Ross Walsh	27.3	Ross Walsh	148.0
Alan McConnell	54.9	Alan McConnell	26.1	Alan McConnell	142.0

TEST FOUR    OPPOSITE  
GARAGES

Peter Garbett	33.5
Michael Warren	36.1
Alan Ball	36.5
Ray Kemp	36.7
David Martin	37.7
Cameron Neilson	39.0
Del Garbett	39.1
Alan Clunes	39.7
Mark Lewis	40.0
Paul Stapleton	41.0
Ross Walsh	36.7
Alan McConnell	31.2

TEST FIVE    CLOVERLEAF

Peter Garbett	31.2
Alan Ball	32.2
Ray Kemp	32.7
Alan Clunes	32.8
David Martin	34.1
Paul Stapleton	34.6
Mark Lewis	36.0
Michael Warren	36.1
Cameron Neilson	36.8
Del Garbett	38.4
Ross Walsh	33.8
Alan McConnell	36.0

TOTALS

1. Peter Garbett/RX 2	236.0
2. Alan Ball/1600	242.7
3. Ray Kemp/1600	247.9
4. Alan Clunes/Hunter	249.4
5. David Martin/Datsun 1200	251.3
6. Michael Warren/1600	251.9
7. Paul Stapleton/Sigma Auto	253.9
8. Del Garbett/RX 2	256.4
9. Mark Lewis/Cortina Wagon	260.5
10. Cameron Neilson/Cortina	270.2

FOR SALE

FULLY PREPARED MAZDA RX 2 RALLY CAR.

Peripheral ported engine - 13B Gearbox - 4 wheel ventilated discs - balance bar and handbrake - 4.9 = 1 strengthened L.S.D. - Halda twin master - Bilstein all arelind - Marsh seat - Heaps of spares (includes 2 shells)

For FULL details of equipment and spares RING BRAD SKINNER 286 3434

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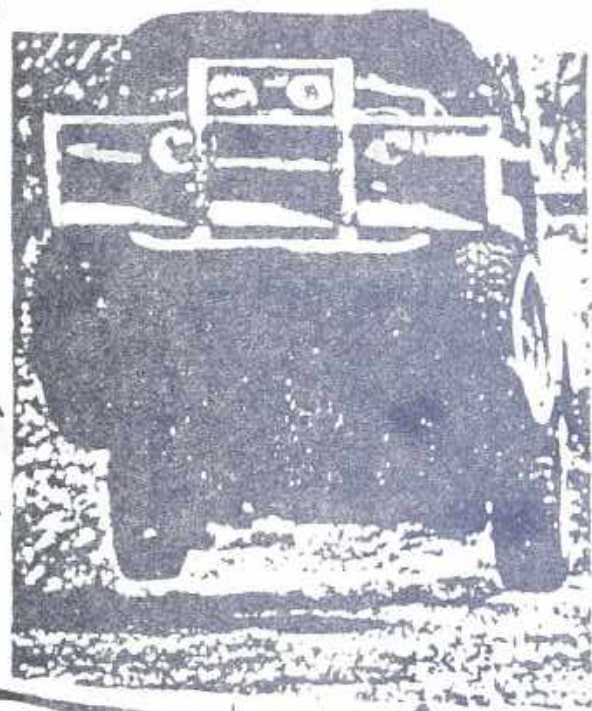
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Yokohama Short Course Off Road Speed Event - 11th Sept.Part 2

(The story so far - It's a fine day at the Purga Creek Course and so far the four morning heats have been run. What will the afternoon bring?)

After a bite at the stunning lunch prepared by Fiona Dein it was back across the track for the commencement of the afternoon runs. I went with Phil Unicom who'd also consumed a portion of Fionas Pineapple and Strawberry Pie, and Mrs Unicom and his poor half starved little children listened with drooling mouths agape as Phil related our luncheon excesses. I only eat so much all the time because I'm terrified of getting anorexia nervosa, and being unaware of it.

Soon the cars could be heard leaving the start and they burst into sight sliding round the first long righthand corner in a fountain of dust. Dave Westwood was first just ahead of Bill McCarthy, then in a desperate dive into the inside line George Croucher just pips Brian Kennedy. Greg Byrne took a place from Ron Lange by keeping alongside him until he had an inside line.

On the next lap Greg Byrne came through late after an unseen mishap, two laps later he pulled off the track and crossed over to the course marshall area, shouting to me as he passed "Short Cut, Short Cut!" - which I didn't beleive.

But out on the pitch, Neil Jorys Mazda rotary rally car was catching the Kennedy cut and shut VW, Ric Edwards pulled his Class 7 car off with a rear wheel deranged, and then dragged his wounded charger across the course to the pits - I'm glad the car didn't fall apart on the track or things would have been exciting.

The heat ran out with Dave Westwood in the Class 3 buggy still ahead of the pack. Michael Collins passed 4 cars on his way from the back of the grid just failing to come up with Neil Jory.

Heat 5

Collins	84	Collins	79	Lange	79	Croucher	82	Jory	82	Croucher	81
Westwood	85	Byrne	79	Collins	80	Jory	82	Westwood	83	Jory	81
Croucher	86	Lange	81	Byrne	81	Westwood	85	Croucher	83	Westwood	82
Edwards	86	Jory	83	Croucher	85	Collins	85	Collins	85	Collins	85
Jory	87	Westwood	84	Jory	87	Lange	91	Lange	90	Kennedy	87
Kennedy	94	Croucher	85	Westwood	88	McCarthy	93	McCarthy	91	Lange	87
Lange	98	Kennedy	85	Kennedy	91	Kennedy	98	Kennedy	93	McCarthy	91
McCarthy	98	McCarthy	96	McCarthy	92						
Byrne	105	Edwards	88								

Collins	81	1st	Mike Collins	1	9.39
Jory	81	2nd	Neil Jory	6	9.43
Croucher	82	3rd	George Croucher	4	9.44
Westwood	83	4th	Dave Westwood	3	9.50
Lange	89	5th	Ron Lange	2	10.13
Kennedy	90	6th	Brian Kennedy	6	10.41
McCarthy	93	7th	Bill McCarthy	3	10.54

By now everything that could break had already broken, so in the next heat we had 8 finishers from 8 starters.

Chris Brand used her grunt and grip to put Jim Reddix into her dust as the

first corner, Lance Zivec just edged the swaying Baja of Nev Taylor out, and the fast starters at the back saw Laurence Svenson ahead of David Geers. A remarkable performance as Laurence was stopping at every pair of markers to ensure that the buggy was EXACTLY in the middle of the track (this was after being 'spoken to' for a supposed short cut in the morning).

On Lap 3 Jim Reddiex had closed up on Chris Brand (filthy beast) and onto the straight after the wooded section Chris was fighting the oversteer, while Jim took the smoother understeering line and they exited side by side with Jim taking the advantage at the gulley. This corner was the only one to cut up during the day, it developed a rut about 6 inches deep near the apex.

David Geers was closing on Nev Taylor when he spun in a cloud of dust, and the only real action was from Laurence Svenson as he carved his way past Nev Taylor and Lance Zivec.

#### Heat 6

Svenson 80	Keddiex 81	Reddiex 79	Svenson 76	Reddiex 80	Reddiex 80	Svenson 7
Zivec 84	Shields 81	Svenson 79	Reddiex 79	Brand 84	Svenson 80	Reddiex 8
Brand 86	Geers 82	Zivec 81	Wilson 82	Wilson 84	Shields 81	Brand 8
Geers 86	Svenson 83	Wilson 83	Zivec 82	Shields 84	Brand 83	Shields 8
Shields 37	Zivec 84	Shields 83	Shields 83	Zivec 84	Wilson 83	Geers 8
Reddiex 89	Taylor 84	Geers 85	Brand 84	Taylor 86	Taylor 84	Wilson 8
Taylor 93	Brand 85	Taylor 88	Geers 84	Svenson 86	Geers 86	Zivec 8
Wilson 96	Wilson 85	Brand 90	Taylor 85	Geers 89	Zivec 87	Taylor 8

1st	Laurence Svenson	1	9.23
2nd	Jim Reddiex	6	9.28
3rd	Dale Shields	2	9.42
4th	Lance Zivec	2	9.46
5th	Chris Brand	1	9.52
6th	David Geers	1	9.55
7th	Ron Wilson	3	9.57
8th	Nev Taylor	4	10.03

For the next heat I wat down to Gulley Corner, and was delighted to see Noel Dalton in The Beast come through, doubtless with straightened steering. Although Noel was taking it rather easy, he stayed in front throughout the heat.

Ian Reddiex bounced through the gulley a couple of times before learning to take the broad sweep into the pile of loose stuff on the outside of the corner.

By the third lap Desley Collins, Clinton Linneweber, Kev White and Rod Brand had closed up to a solid dusty gaggle and Wayne Hawkins had gone missing.-

On the final lap Barry Macfarlane dives inside of Kev White on the approach to the corner, and they both ended up all over the place, both with power hard on and dust everywhere. Ian Reddiex was only seconds behind and he took to the boardwalks where the visibility was.



## Heat 7

Brand	82	Brand	76	Dalton	82	Dalton	83	Dalton	83
White	86	Macfarlane	82	Macfarlane	82	Reddiex	83	Linneweber	86
Dalton	87	Dalton	83	Reddiex	83	Collins	86	Collins	86
Macfarlane	90	White	85	Brand	89	Macfarlane	86	White	86
Collins	91	Linneweber	88	White	90	Linneweber	88	Reddiex	87
Linneweber	94	Collins	88	Collins	93	White	90	Macfarlane	89
Hawkins	96	Reddiex	88	Linneweber	94	Brand	90m	Brand	91
Reddiex	110	Hawkins	95						

Brand	83	Dalton	83	1st	Noel Dalton	1	9.45
Dalton	84	Brand	83	2nd	Rod Brand	1	9.54
Linneweber	85	Macfarlane	84	3rd	Barry Macfarlane	4	10.01
Reddiex	86	Linneweber	85	4th	Desley Collins	1	10.16
White	86	Collins	85	5th	Clinton Linneweber	3	10.20
Collins	87	Reddiex	87	6th	Ian Reddiex	6	10.24
Macfarlane	88	White	120	7th	Kev White	6	10.43

## Feature Race

The race for the fastest and bravest, they started in the order ;  
 Dave Westwood, Lance Zivec, Noel Dalton, George Croucher, Dale Shields,  
 Neil Jory, Mike Collins, Rod Brand, Laurence Svenson, Jim Reddiex.

I went and joined my mate in the rescue vehicle in the dip opposite the pits. The fast left, flat right, medium slow left were a very tricky sequence and this seemed to be the place to observe the creme de la creme.

Rod Brand pulled off after 1 lap, saying that the dust was impossible and that it was no fun in the ensuing conditions, what we could do with is a water truck. The only other heat retirement was Noel Dalton in the Beast again.

First of all Michael Collins ran wide with the back out to the edge of the stumps, then Jim Reddiex Citroen slid bodily to the outside of the fast lefthander, until it was off the edge of the track and it smacked hard into a stump. The stump was shattered into tiny pieces, and Jim had a stamp on the brakes and a joggle of the steering wheel as a systems check. Where do they make Jims rally cars, at the Panzer factory ?

Two Laps later and Lance Zivec is into the stumps, the car earing up onto two wheels. Jim was the only driver to turn into the slow medium left without braking, flicking the Citroen sideways and really pushing the dust into the air.

Svenson	80	Collins	80	Svenson	79	Svenson	77	Reddiex	77	Croucher	80
Dalton	84	Reddiex	80	Reddiex	81	Reddiex	78	Westwood	80	Jory	81
Collins	84	Dalton	81	Jory	82	Croucher	80	Collins	80	Reddiex	81
Shields	84	Westwood	82	Westwood	83	Jory	82	Shields	81	Svenson	81
Westwood	86	Svenson	82	Collins	83	Shields	82	Croucher	81	Collins	82
Croucher	86	Croucher	82	Shields	83	Zivec	83	Svenson	82	Zivec	83
Zivec	87	Zivec	86	Zivec	85	Collins	83	Jory	83	Shields	83
Jory	87	Shields	86	Croucher	85	Westwood	84	Zivec	85	Westwood	87
Brand	89	Jory	88								

Shields	81	1st	Laurence Svenson	1	9.23
Croucher	81	2nd	Jim Reddiex	6	9.31
Jory	82	3rd	Mike Collins	1	9.34
Collins	82	4th	Dale Shields	2	9.40
Westwood	83	5th	Dave Westwood	3	9.45
Svenson	83	6th	Neil Jory	6	9.45
Reddiex	84	7th	George Croucher	4	9.45
Zivec	86	8th	Lance Zivec	2	9.55

Fastest Heat Time

1	Svenson	1	9.23	= 8	Westwood	3	9.45	17	Lange	3	10.06
2	J Reddiex	6	9.28	10	Zivec	2	9.46	18	I Reddiex	6	10.08
3	M Collins	1	9.34	11	Macfarlane	4	9.51	19	D Collins	1	10.13
= 4	R Brand	1	9.40	12	C Brand	1	9.52	20	Linneweber	3	10.20
	Shields	2	9.40	13	Geers	1	9.55	21	Edwards	7	10.27
5	Jory	6	9.43	14	Wilson	3	9.57	22	Kennedy	6	10.41
6	Croucher	4	9.44	=15	White	6	10.03	23	McCarthy	3	10.54
= 8	Dalton	1	9.45		Taylor	4	10.03	24	Hawkins	5	11.40

Fastest Individual Laps

= 1	L Svenson	1	76	=10	Dale Shields	2	81	23	Desley Collins	1	84
	Rod Brand	1	76		Lance Zivec	2	81	=24	Ric Edwards	7	85
3	Jim Reddiex	6	77	=14	Ron Wilson	3	82		C Linneweber	3	85
= 4	Mike Collins	1	79		S McKinlay	6	82	26	Brian Kenned	6	87
	Ron Dormer	1	79		Kev White	6	82	=27	James Sams	3	91
	Ron Lange	2	79		David Geers	1	82		Bill McCarth	3	91
	Greg Byrne	1	79		Noel Dalton	1	82	29	Wayne Hawkin	5	95
= 8	Dave Westwood	3	80	=19	Ed van Amstel	2	83	30	Bradley Roac	3	96
	George Croucher	4	80		Ian Reddiex	6	83	31	Andy Davis	6	98
=10	Barry Macfarlane	4	81		Nev Taylor	4	83	32	Carl Misso	6	101
	Neil Jory	6	81		Chris Brand	1	83				

The end to a long and successful day - a great days sport thanks to Pat Collins, Roberta Barbe and the ladies in the H.Q. tent, and the battery of timekeepers - plus of course all those people round the track, and that bloke I've forgotten who'se thinking "No Thanks Again !"

-0-

Night Run - 28th September

Quite a large crowd of the faithful turned up for this Charlie Blake Night Run - doubtless attracted by the reputation of the old master.

What a pity Charles himself knew nothing about it !

So there we were, 8pm on a Wednesday Night, raring to go and no Night Run arranged. But suddenly there's a light bulb over Big Eds head, and Peter Marcovich and I go through the old night runs from years gone by (neatly filed away by our obsessively tidy Administrative Officer, Esme Gibson) and we come up with the event for March 1981 which had been organised by Paul Williamson. A general consensus of opinion was taken and we thought we'd give this old event a bash, so I ran off a few copies and off we went

This really was a stab in the dark as we knew some old 'clues' would now be missing, and goodness knows what changes to the road system - in the way of traffic lights and roundabouts - had been carried out.

Being in part responsible for sending everybody off into the gloom I was delighted when the first few clues were in place. The cryptic "Where is 43?" sounded very doubtful after 2½ years, but there it was on the side of a postbox. The only real problem was "Whose Phone Number is 398 1762" and by the people driving up and down the road looking the answer must be "Now - Nobodys", we took a mark from the only shopping centre available and the route worked from thereon - although at one point Kelvin-the-Light and I were trying to 'age' a pair of traffic lights to see if they'd been introduced since 1981.

Great Fun, our thanks to the Organisers - (Wherever they are now).

## Gleanings from the CAMS REPORT

A Lot of relevant stuff for us in this months organ - here's a selection.--.

### Batteries

The recent advent of 'low maintenance' or 'no maintenance' batteries has brought with it a few attendant problems, more particularly in rally cars. ...it is the misuse and abuse of batteries which causes problems such as case splitting and - in some instances - explosion....The most prevalent cause of problems is the tendency to "fiddle" with regulators in rally cars in order to enhance the intensity of lights...Other problems can be caused by arcing when a jumper lead - frequently used in motor sport events of all kinds - is inadvertently connected to the wrong terminal. This can generate very rapid temperature rise within the battery case...Whilst 'low' and 'no' maintenance batteries are very convenient in the sense of not requiring the addition of water or electrolyte, they do demand extra care in their conditions of use.

### Crash Helmets

From the 1st Jan '84 the minimum acceptable standard for crash helmets in rallies will be AS1538.

### Rental Cars

It has come to our attention that the practice of using hire cars or rental cars in events is becoming somewhat prevalent...If a competitor is detected in a rental car, he/she will be excluded from the meeting and is likely to be charged with a breach of the rules.

### 1984 Australian Motorkhana Championship

...has been allocated to the Mini Car Club of Western Australia for an event to be conducted near Perth. The proposed date is 2nd September.

### Interstate Challenge Shield

...the National Council has resolved to institute an Inter-state Challenge Shield for the Australian Rally Championship...The points gained by the three highest placed finishers from each state will be aggregated, and become that States score for each round of the A.R.C.

### Rally Cars Noise

...using the standard test method, the maximum noise level will be 96dba ...the microphone position will be 525mm rearward of the exhaust pipe outlet, at an angle of 35 to 55 degrees from the direction of travel, on the side nearest to the pipe. The engine speed is increased from idling to 4000rpm for a four cylinder engine, to 3000rpm for a six cylinder and 2500rpm for eight cylinder, is held for one second then returned to idle. Cars with rotary engines are treated as six cylinder cars.

### Off Road Head Restraints

...from 1st Jan '84 off road cars should be fitted with head restraints similar to those fitted on open wheel racing cars. The restraint should generally be capable of restraining 17kgs under rearward acceleration of 5g and its dimensions should be such that in no case can the drivers head be trapped between the roll bar and the restraint itself. The recommended fitting is a restraint supported around its perimeter, and horizontally across its centre, mounted on a structure of the same specification as the roll bar or on the roll bar itself, and being steel plate of a minimum thickness of 3mm and covered with a padding of minimum thickness of 25mm.

### Off Road Seat Design

...competitors are urged to look at the seats they use in their off road cars, make sure they are safe and of a strong design, are comfortable to ride in and are well padded.

### Off Road Courses

...May meeting the National Council...adopted...proposal that the entire course of off road events must be under observation while even single seat cars are participating...Council has been made aware of the difficulties which this would cause to competitors and organisers alike, and that such a move is not necessary on the grounds of safety...rescinded that earlier decision...referred the question to the National Off Road Committee...should off roaders wish to put a point of view before the Council, they are invited to write to Head Office.

### Off Road National Championship 1984

...Class 7 (4WD Stock) will be discontinued in 1984. Hence, all 4WD vehicles will be incorporated into one Class (8). However, Class 7 will be retained for non-championship events and will be available to event promoters if desired...Events comprising the National Championship for 1984 will be; Griffith - 22nd April, Sea Lake - 10th June, Riverland - 26th August, Goondiwindi - 7th October.

### Off Road First Aid Kit

The Council has adopted a recommendation from the Committee that all cars be required to carry a weatherproof/waterproof first aid kit containing the following items; Elastic Bandage 80mm x 50mm, Light Surgical Dressing, 2 small surgical dressings, small box tissues, adhesive tape 25m roll, triangular bandage, adhesive dressing strips, first aid booklet, pair of scissors. The Council has also agreed to include in regulations a strong recommendation that safety nets be fitted to both sides of the passenger compartment on all vehicles, with a notation that they may become compulsory.

### Off Road Towing Points

It has been agreed that, as an alternative to towing eyes...vehicles may have towing points, in whatever form, be distinctively painted pillarbox red...it is recognised that on some vehicles, there are other points equally or more suitable to which to attach a tow rope than an eye, hence the change in regulations.

### Baja Class

...Baja class cars be required to be derived from a Type one hardtop sedan. There has been some contention that type one convertibles should be eligible.

### Off Road Competition Numbers

...that Competition numbers for Open Events be allocated by CAMS on an annual basis, the first number of which denotes the class of the vehicle...it has been necessary to introduce four digit numbers for Class 2, with over 100 vehicles registered. We are also fast approaching 100 in Class 1, and shortly these cars will have an "11" prefix.

### Course Observation

...adopted...recommendation...any event where single seat cars are competing it be required that the entire course be under observation at all times...In a two seat vehicle, the likelihood of both driver and navigator being trapped in the vehicle is not great, hence the need for the whole of the course to be under observation...is not seen to be essential.

### Future Rally Cars

The time for comment on the six year plan for the regulations governing cars participating in rallies having been extended to 31st August...A significant number of comments have been received...The National Rally Committee will now re-examine its plan and make adjustments as considered desirable.

Rally Cars - Group A modified rally cars...now known as Production Rally Cars.

Club Championships 1983

Night Run Championship

= 1	Peter Garbett	71
	Del Garbett	71
3	Alan McConnell	68
= 4	Alan Ball	66
	Rod White	66
6	Mark Lewis	48
7	Peter Johnson	46
8	Greg Yeoman	41
= 9	Ross Walsh	38
	Kerry Walsh	38
=11	Cameron Neilson	37
	Pete Smith	37
	Kelvin Taylor	37
14	Laurie Streitberg	28
=15	Neil Jory	25
	Sharon Gaylord	25
17	Leigh Yeoman	24
=18	Alan Mitchell	22
	Ron Wilkins	22
=20	Neil Bennink	21
	Craig Read	21
=22	Chris Wall	19
	Dwayne McClintock	19
=24	Wilson Boyd	17
	Beryl Boyd	17
26	Paul Williamson	13
27	Greg McIntosh	11
=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
=36	Peter Marcovich	7
	Tricia Marcovich	7
	Daryll Wheeley	7
=39	Colin Duckworth	5
	Craig Warren	5
	Graham Offer	5
	S Brooke	5
=43	Scott Hunter	4
	David Barlow	4

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 Anstel	8
	Rod Brand	8
=11	Kev White	7
	Lance Zivec	7
	Dale Shields	7

Speed Event (Cont)

=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

Motorkhana Championship

= 1	Ian Fink	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 Neilson	11
	Tony Krebs	11
=17	John Holster	10
	Simon Kabel	10
=19	Jim Reddiex	9
	Tony Best	9
	Laurie Streitbg	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
=36	Wayne Hickey	3
	Richard Schilpzd	3
	Garv Kabel	3
	Pat O'Brien	3
	Mark Lewis	3
41	Garv 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

Rally Champ (Cont)

= 8	Tony Best	11
	Simon Passlow	11
	Boyd Ovens	11
=11	Greg Whitaker	10
	Alan Staib	10
	Garv Kabel	10
=14	Peter Phillips	9
	Bill Dillon	9
	Coral Taylor	9
	Tony Kabel	9
	Peter Marshall	9
	Mike Mitchell	9
=20	Garv 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 Wrthington	2
=44	Andrew McGraa	1
	Lachlan Foord	1
	Grant Lilley	1
	Bill Porteous	1
	Wayne Kirby	1
	Glen Law	1
	Richard McColm	1
	Paul Bergman	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

Rally Champ (Cont)

Andrew Johnstone	1
Stewart Morland	1
Allan Briscoe	1
Brad Morrison	1
Chris Campbell	1

Off Road Championship

These do not include points gained from G'windi as I haven't been sent any results.

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
Voel 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
Dennis Denning	5
=36 Stephen Hawkins	4
Jeff Shepherd	4
Rod Billing	4
Bryan Verrall	4
Ron Wilson	4
Barryl James	4
Brian Kennedy	4
=43 Stephen Sullivan	3
Paul Lewis	3
Paul Jeffreys	3
David Henry	3
Dale Shields	3

Off Road (Cont)

=43 Chris Hamlin	3
=49 David Blackmore	2
Richard Janiak	2
Alwyn Boyle	2
Carl Misso	2
Robert Linnewbr	2
Warren Seed	2
Barry Massey	2
Jeffrey Best	2
John Evans	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
David Miller	1
Stephen Jenkins	1
John Torney	1
David Brown	1

Ladies Championship

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

Club Championship 1983

1 Peter Garbett	21
= 2 Alan McConnell	20
Del Garbett	20
4 Phil/Unicomb	17
6 Rod Brand	14
= 7 Alan Ball	12
Michael Collins	12
Ed van Amstel	12
=10 Peter Marcovich	11
Iain Stewart	11
Ian Fink	11
Jim Reddiex	11
5 Laurence Svenson	16
14 George Croucher	10
=15 Greg Byrne	9
Brian Marsden	9
Lloyd Prescott	9
=18 Errol Bailey	8
Pete Smith	8
Geoff Dein	8
Greg Weale	8
=22 Brian Swinton	7
Pat Collins	7
Mark Lewis	7
Rod White	7
Kelvin Taylor	7
=27 Ashton Bradley	6
Patricia Bradley	6
Janelle Svenson	6
Peter Johnson	6
George Kahler	6
Ross Perry	6
=33 Tony Best	5
Lin Melton	5
=35 Simon Passlow	4
Boyd Owens	4
Greg Yeoman	4
Ross Walsh	4
=39 Steve McCabe	3
Ron Lange	3
Kerry Walsh	3
=42 Steve Arlidge	2
Christine Brand	2
Dale Shields	2
Laurie Streitberg	2
John Spencer	2
Paul Healy	2
Neil Jory	2
Gary Kabel	2
Tony Kabel	2
Simon Kabel	2
Tony Krebs	2
Cameron Neilson	2
Nev Taylor	2
Lance Zivec	2

### 1983 Championships

In the magazine each month you will find an up-to-date list of point scores for the Club Championship. Each month we will explain the scoring system.

In 1983 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be Motorkhanas, Night Runs, Off-Road Events, Rallies and Speed Events.

Points may be scored in all B.S.C.C. ORGANISED Motorkhanas, Night Runs, Off-Road Events, Rallies and Speed Events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member come 17 outright in an event but this is the best result for a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way, for night runs, (Long Course) off-road events and rallies; 11 points for the winner (remembering that winner means best BSCC result), 10 for second etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. For Motorkhanas and Speed Events points will only be awarded down to 2 points for tenth place. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 9 points for their efforts, however, these points can only be gained on two occasions per type of event.

Finally, the top ten placegetters in each of the five types of events (Motorkhanas, Off-Road events, Night Runs, Rallies and Speed Events) will receive a points allocation of 11, 10, 9, 8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1983 Club Championship.

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

Pete Smith (208 1721 home, 379 6182 work, 15 Laurel Street, Woodridge, Q. 4114) has volunteered his services as Registrar again this year and organisers of all club events are asked (nay demanded) to provide Peter with a copy of the results as soon as possible after the results are compiled to ensure that the point scores are always as up to date as possible.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 7th December 1983 at 8 p.m.

The business to be conducted at the Annual General Meeting shall be:

- (1) The consideration of the accounts, balance sheets and reports of members of the Board and auditors as are prescribed by the Act.
- (2) The election of members of the Board, auditor or auditors and life members (if any).
- (3) Consideration of motions of which notice has been given.
- (4) Any other general business.

In accordance with the Articles of Association, the President, Vice-President, Secretary, Assistant Secretary, Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. Wednesday 23rd November at the latest).

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine and are available from the Club Secretary - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are also enclosed with this Magazine - please use one if you cannot attend in person.



BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

---

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

---

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

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BRISBANE SPORTING CAR CLUB LIMITED

I.....of.....

being a member of the Brisbane Sporting Car Club Limited

hereby appoint.....of.....

as my proxy to vote for me and on my behalf at the General Meeting of the Company to be held on the 7th day of December, 1983 and at any adjournment thereof. My proxy is hereby authorised to vote in favour of/against\*the following resolutions:

Signed this.....day of.....19

In the presence of.....Witness

Note: In the event of the member desiring to vote for or against any resolution he shall instruct his proxy accordingly. Unless otherwise instructed, the proxy may vote as he thinks fit.

\*Strike out whichever is not desired.



## COMING EVENTS

- October 21st - Off Road Meeting at the Clubrooms  
Monster Gathering - Drinks and Snacks  
Meat Tray Raffles - Why can't the Rally  
Mob have top get togethers like this ?
- 26th - Night Run from the Clubrooms at 8pm  
Organised by Kathstrine and Warren Tegg  
Everybody Welcome to try their wits
- November 1st - Committee Meeting at the Clubrooms 7.30pm  
(Seven Thirty Pee Emma, 1930 hrs  
Don't Be Late)
- 2nd - Social Night at the Clubrooms, 8pm
- 6th - Club Motorkhana Organised by Kelvin Taylor  
Venae In Doubt - See Notice Board at the  
Clubroom for latest details.
- 9th - Rally Night at the Clubrooms, 8pm  
Everybody Welcome.
- 13th - Interclub Motorkhana for Nominated Teams  
Organised by I.W.M.A.C. near Ipswich  
Contact Peter Garbett 394 1723 for details.
- 16th - Off Road Night at the Clubrooms, 8pm  
Everybody Welcome.
- 19th - Alpine Rally - "Best event in Australia"  
In the wilds of Victoria/N.S.W.  
See Motoring Press for Details
- 20th - Ladies Long Course Off Road Event at Purga Creek  
Organised by Ross Stanfield for STANFIELDS AUTO-  
MATIC.
- 23rd - Night Run from the Club Rooms Organised by ALAN BALL.  
Starts at 8pm - Bring a Torch, Bring a Friend, pay  
your \$4 and Off You Go (And the best of luck)
- 30th - Social Night at the Clubrooms, 8pm
- December 3rd/4th Mazda Centre Springwood Rally  
Organised by Jim Reddiex  
Starts Mazda Centre Springwood around midday  
A Round of the Queensland Rally Championship
- 6th - Committee Meeting at the Clubrooms, 7.30pm
- 7th - ANNUAL GENERAL MEETING AT THE CLUBROOMS, 8pm
- 10th - Christmas Party - See Ad Within
- 14th - Close of the Year at the Clubrooms, 8pm  
Gala Night - Snacks, Lets Send '83 Off With a bash.

CLUB OFFICERS

		Phone Number	
		Home	Work
PATRON.....	The Hon.Sir James Killen, K.C.M.G. M.P.		
PRESIDENT.....	Jim Reddiex	264 1738	52 7177
VICE PRESIDENT.....	Brian Swinton	48 4558	44 8061
IMMEDIATE PAST PRESIDENT.....	Mike Mitchell	59 8785	52 5391
SECRETARY.....	Warren Tegg	48 3889	394 1922
ASSISTANT SECRETARY.....	Ron Wilkins		227 8546
TREASURER.....	Errol Bailey	48 0546	372 3777
CLUB CAPTAIN.....	Ian Goldsworthy	390 6245	390 6245
BOARD MEMBERS.....			
	Chris Brand,		
	John Hall		
	Peter Marshall,		
	Peter Smith		
	Terry Conneely		
	Peter Marcovich		
	Ian Preston		
	Phil Unicomb		
	Dennis Brown		
CAMS DELEGATE.....	Peter Marcovich		349 4733
CAMS OBSERVER.....	Peter Marshall	202 6932	202 6932
ASSISTANT TREASURER.....	Noelle Drummond	398 3947	225 3060
AUDITOR.....	Nev Johnston	266 8241	358 1022
PROMOTIONS OFFICER.....	Phil Unicomb	208 5564	208 5564
ASSISTANT PROMOTIONS OFFICER..			
BUILDING & PROPERTY OFFICER....	Brian Swinton	48 4558	44 8061
REGISTRAR.....	Peter Smith	208 1721	379 6182
MAGAZINE EDITOR.....	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER.....	John Hall	345 5751	
ART UNION PROMOTOR.....			
FINANCE COMMITTEE CHAIRMAN....	Errol Bailey	48 0546	372 3777
SPORTING SUB C'TEE CHAIRMAN...	Peter Marcovich	343 8443	349 4733
MOTORKHANA OFFICER.....	Del Garbett		
OFF ROAD OFFICER.....			
RALLY OFFICER.....			
ADMINISTRATION OFFICER.....	Esme Gibson		391 8881

CLUBROOMS

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

POSTAL ADDRESS:

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

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

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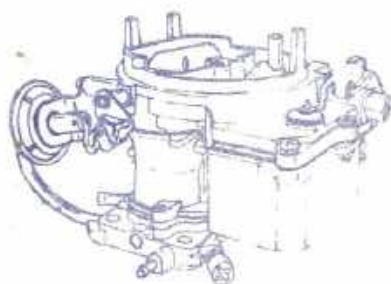
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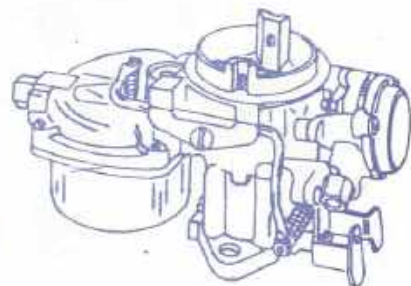
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