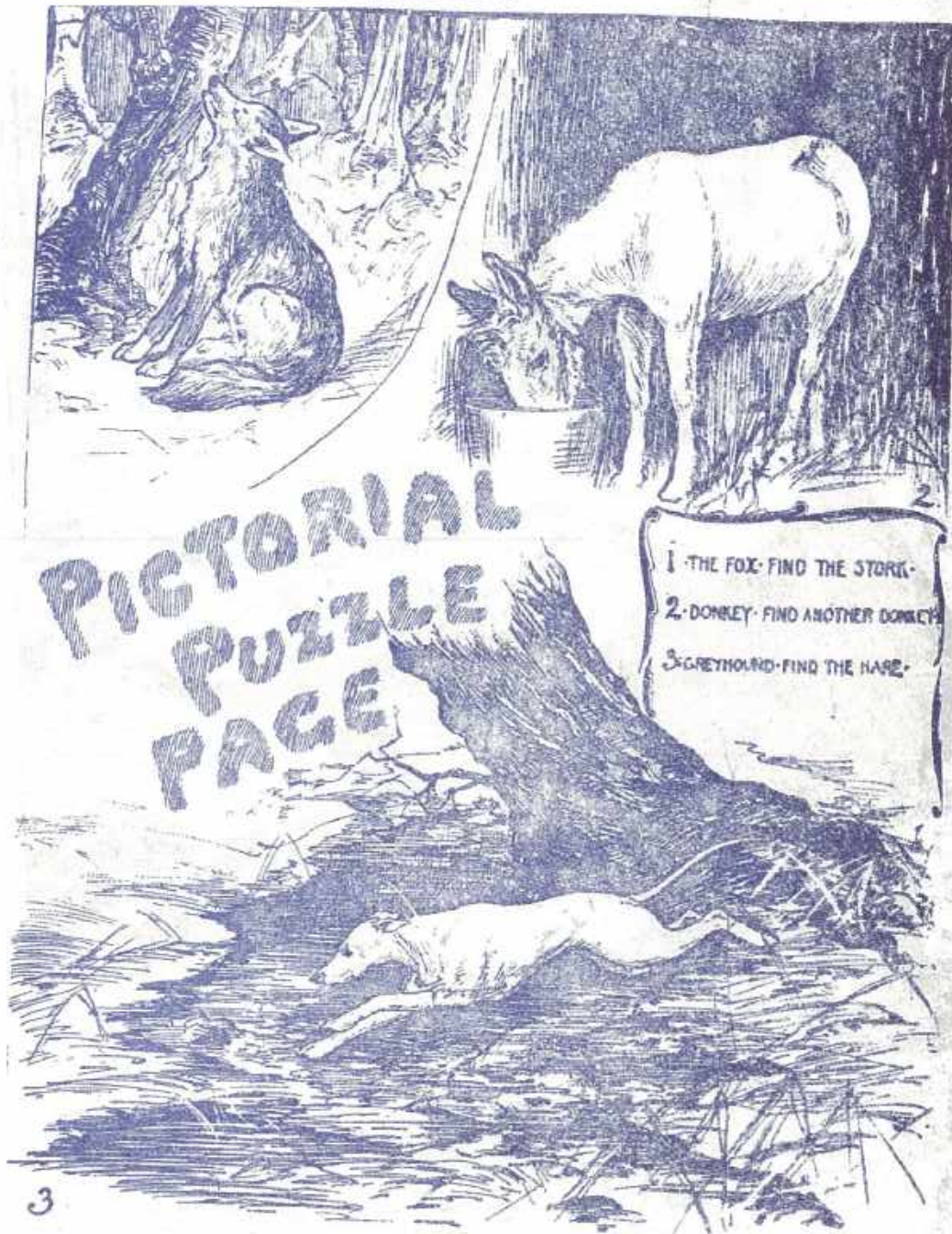




# BRISBANE SPORTING CAR CLUB MAGAZINE

Registered by Australia Post  
Publication No. QBH 1880

NOVEMBER 1983



A MERRY CHRISTMAS  
TO ALL OUR READER

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CHRISTMAS "HUMBUG" COVER



"AN' DON'T YOU MOVE, YER LITTLE  
BUGGER"

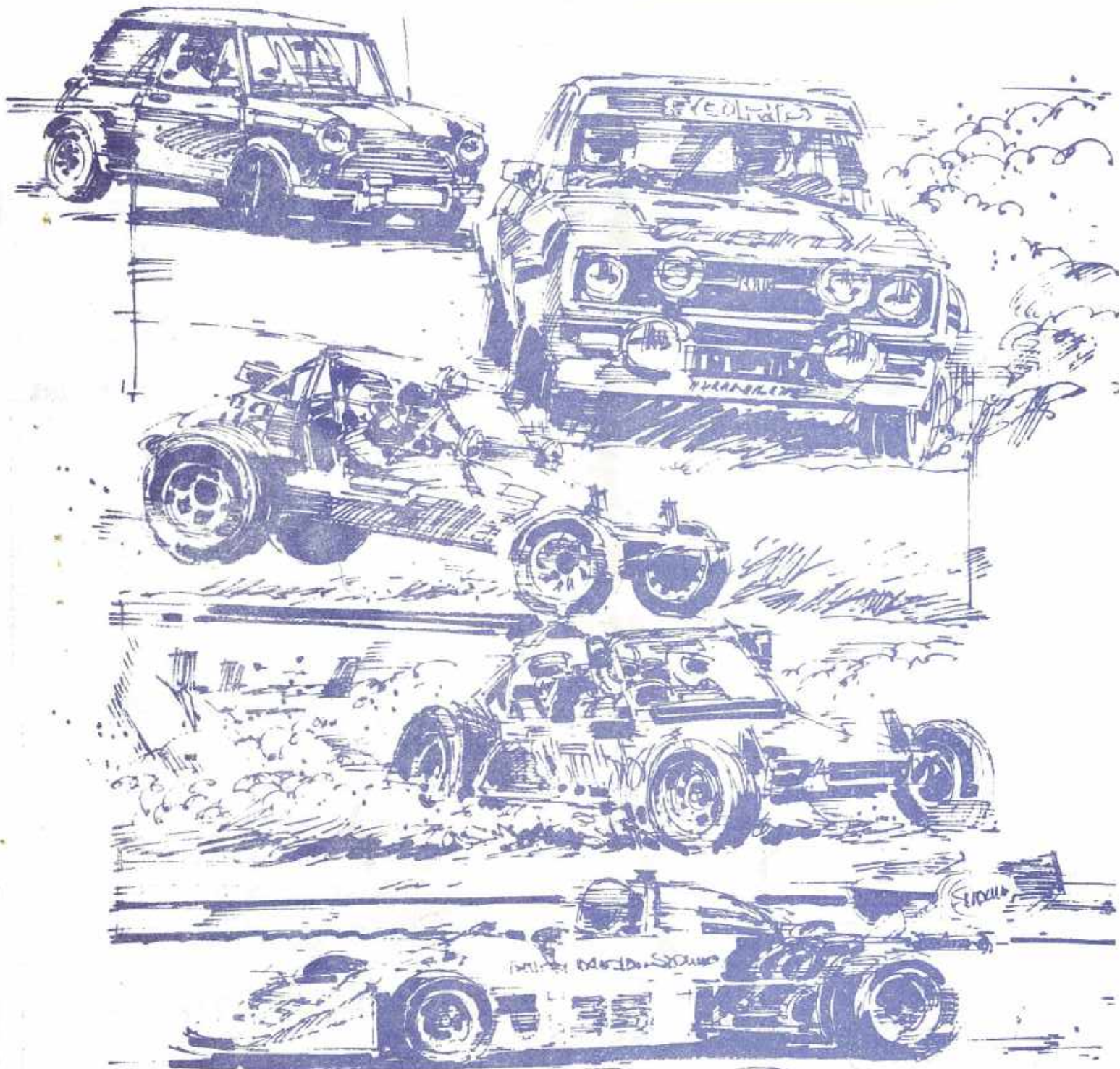


# BRISBANE SPORTING CAR CLUB MAGAZINE

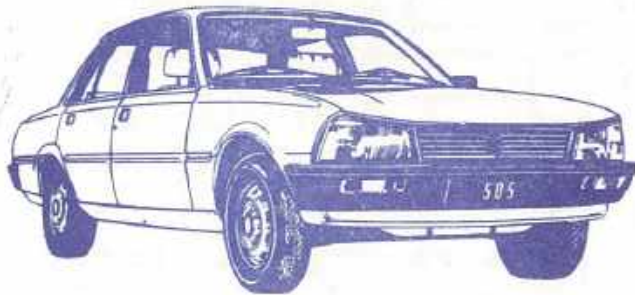
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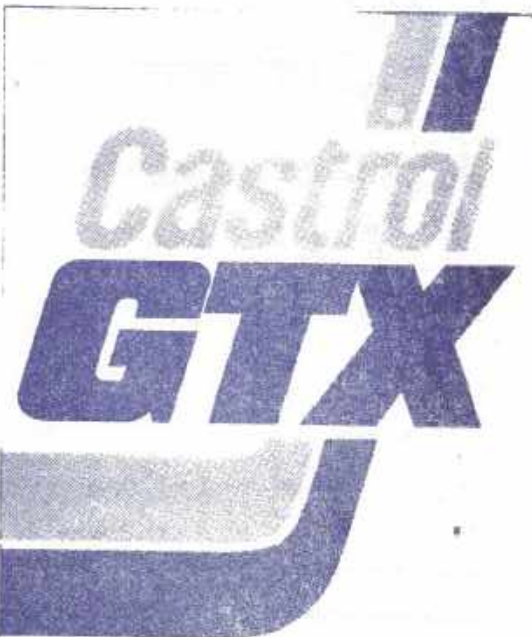
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## Oils ain't oils.

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HAVE YOU BOUGHT YOUR TICKET YET????

JUST TIME TO DO SO BY PHONING

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OR  
ESME GIBSON 391 8881

LAST CHANCE TO JOIN THE PARTY

CLOSING DATE 7TH DEC 1983.



**BRISBANE SPORTING  
CAR CLUB LIMITED**

### CHRISTMAS PARTY

SATURDAY 10th DECEMBER 1983  
7:00 PM ==> 12:00 PM

PACIFIC GOLF CLUB  
PINE MOUNTAIN ROAD, HT. GRAVATT

SNORBARROW FROM 8:00 PM  
MUSIC - DISC JOCKEY

SINGLE \$20.00  
(INCLUDED DRINKS)

BRISBANE SPORTING CAR CLUB Ltd  
(S)Nooze Letter - November '83

Editorial

Line up youse blokes it's let's get a new Editor time.

Out there somewhere there's a bloke with fire in his belly and a quiver in the fore-finger. "We've heard enough from this pox-brained pommie bastard" is his cry, "Australian Car Club Magazines for the Austealians is his aim - AND DON'T YOU AGREE WITH HIM ? Act now and drive this blot from office - VOTE "GARBETT XXXXX" ON AGM NIGHT.

I look around me on a Wednesday Night at the Clubrooms and I think this club is falling apart - the only crowd who bother to turn up are the Motorkhana crowd (Who may change their title to the "Harmonious Group" for 1984). As Julian Sumner Miller would say; "Why is This So ?"

I think the Annual General Meeting set for 7th December is probably the most crucial in the clubs existence, we need YOU along to air your views - if YOUR committee isn't doing the right thing it's only because we don't have enough communication with everybody - well December 7th is Communication Time, if you can't attend then send a note to be read out, if your a bit shy and don't like addressing a room full of people (and almost nobody does - apart from a few Big hEaDs like me) I'm sure that a signed letter could be read out and the writers name suppressed - I know this sounds unusual but I think that the current state of the club makes communication an overwhelming factor. So let's see you there on the 7th at 8pm, and don't come along conciliatry, come along for an argument - because if there's one thing the Poms left behind it's the ability to 'agree to differ', so you can disagree with people and still be friendly.

The first of the Christmas Functions are getting underway, DON'T drink and drive, avoid (with difficulty) those who do drink and drive, and watch out for all the prunes on the road who only come out once a year - their ability to make the wrong decision at the wrong time, is breathtaking. And do try to remeber that if your falling down drunk and the host offers his sofa for the night, the host and hostess DO NOT want to hear your rendering of the livelier parts of the "Hallelujah Chorus" coming from your anus, thank you and a very Merry Christmas and a Happy New Year.

Big Ed

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

YOUR NEXT NIGHT RUN

The 1983 Season finishes on a real high note with tons of people lusting for more.

Weell the mon to assuage your lust is ..... Neil Jory  
on JANUARY 25th - O Roll On O Happy Day.

## 1983 AUTO ACTION / OLD MAN EMU 400 - GOONDIWINDI 8th/9th OCTOBER

Organised by Gary Connelly for the Brisbane Sporting Car Club Ltd

It takes a full year to organise something like the clubs premier Long Course Off Road event, and Gary Connelly, Neil Howard, Peter Stockton, Phil Unicomb and a host of others were more than worthy of our thanks.

At the event Prize Ceremony Gary said that this would be the last event organised by Neil and himself, this is rather like God telling Moses that prescription or not, there just aint no more tablets. I understand that the experienced hands of Phil Unicomb will be at the helm in 1984, let's give him all the support we can.

It seems impossible for a week to go by without rain this year, and the week before the big event was no exception. With visions of last years event when the Ambulance was invaded with people suffering from mud in the eye, we waited with baited breath but the event itself was dry and (comparitively) free of dust.

Over 140 cars lined up for the prologue on the Saturday afternoon, this was after competitors had arrived from the four corners of Australia and participated in a Grand Parade through the streets of Goondiwindi. The 'tent city' in the heart of the bush was enormous but well behaved, our continued use of the 'Kinden' property was solely on the understanding that no litter at all was left behind - a hard thing to police over such a large area but we seemed to manage it.

Prologue Times (Driver/Co-Driver, Class, Time)

1	Martin/Milton	1	293	33	Collins/Smith	2	343	=64	Power/Peregrina	2	378
2	Poole/Walker	1	297	34	Stansfield/Mic	6	346		Cheers/Page	2	378
3	Owen/Goodall	1	300	35	Trees/Graham	1	348		Kelleher/Kell	1	378
4	Ingram/Hancock	1	302	36	Macfarlane/Va	4	349		Lowe/Rose	2	378
5	Brown/Haas	1	312	=37	Cambie/Huebne	8	351	=69	Fiske/Beacham	5	379
6	Gill/Metcrum	1	313		Cuthbert/Armi	2	351		Bowley/Kriede	2	379
7	Brand/Brand	1	314	=39	Hamlin/Shield	2	353	=71	Casagrande/Ha	3	380
8	Pfitzer/Pfitzer	1	317		Shephard/Bill	2	353		O'Brien/Scott	6	380
9	Albins/McClellan	2	320	=41	Phelps/Caley	2	354		Fowbert/Powe	2	380
10	Svenson/Svenson	1	322		Ware/Ware	2	354	=74	James/Kennedy	6	381
=11	Adness/Meiers	1	323	43	Jeffery/Jeffe	4	356		Carney/Morris	1	381
	Dormer/Dolton	1	323	=44	Johnson/Strou	3	357	76	Ogilvie/Gooda	5	382
=13	Collins/Collins	1	324		Schultz/Elswo	6	357	=77	Penning/Fubel	2	383
	Croucher/Presco	1	324	=46	Johnson/Johns	2	359		Sams/Sams	3	383
15	Dein/Dein	2	325		van Amstel/Mi	2	359	=79	Baker/O'Grady	3	384
16	Geers/Scharf	1	326	=48	Wilson/Dennin	3	360		Campbell/Camp	4	384
17	Burrows/Hozen	2	327		Wightman/Gard	1	360	=81	Dempsey/Fordh	1	385
18	Bentley/Bentley	1	328	=50	Lange/Swingle	2	361		Rowney/Mannin	6	385
19	Bradley/Bradley	1	329		Sotheran/Mugr	2	361	83	Daley/Wastell	2	386
20	Boyes/Shadlow	1	330	52	Guy/Guy	2	362	=84	Smith/Lees	8	387
21	Corbett/Crowe	1	331	=53	Irons/Walker	2	364		Fletcher/Flet	3	387
22	Glover/Atkins	5	332		Powe/Robinson	1	364	86	Fitzgerald/Th	2	388
23	Bond/Moloney	8	333	55	Moedt/Barbe	8	367	=87	Westland/Glem	2	389
24	Hall/Bunker	1	335	=56	Haeusler/Haeu	2	368		Hoy/Cheers	4	389
=25	Ryan/Guest	4	337		Chaff/Chaff	2	368		Whitbread/Dav	2	389
	Croft/Heather	2	337	=58	Hegarty/Schim	3	371	=90	Cooper/Dawkin	6	390
27	McLaurin/Tolhur	1	339		Buchanan/Buch	2	371		Carter/Clarks	6	390
=28	Hopkins/Baker	1	341	=60	Yates/Hutchin	1	373		Collis/Calcut	4	390
	Johnson/Johnson	1	341		Brown/Lewis	2	373	93	Hoy/Jennison	4	391
	Harris/Noble	2	341	62	Howard/Robins	6	375	=94	Shute/Elliot	6	393
	Zacka/Zacka	8	341	63	Taylor/Reeves	4	376		Siviour/Garbu	7	393
	Zivec/McDougall	2	341	=64	Burchall/Smith	1	378		Murphy/Murphy	6	393

## Prologue (Cont)

=94	Burt/Fowler	2	393	=113	Schmidt/Doleza	4	413	=129	Roach/Newman	3	432
98	Hinz/Hinz	8	395		Welch/Rowe	2	413		Muldoon/Ryan	8	432
=99	Kesby/Kesby	6	396	115	Johnston/Corle	8	414	131	Friend/Black	5	434
	Massey/Best	7	396	=116	Kirkman/Kyle	5	416	132	Kenah/Willia	3	435
	Hudson/Selkirk	2	396		Gibbon/Mackenz	5	416	133	Carroll/Carr	4	450
=102	Boyle/Misso	6	398		Lennox/Kuipers	2	416	134	Wilkinson/Sh	8	451
	Jeffreys/Henry	5	398		Feyer/Husieux	8	416	135	Lawson/Spink	4	463
=104	Abrahamson/Mac	8	403	=120	Bush/Shadlow	5	417	136	Brackenrig/D	5	480
	Haslam/Hardie	1	403		Smith/Orcher	8	417	137	Gall/Gall	1	487
	Alderton/Alder	2	403	122	Carey/Spinks	6	418	138	Walliss/Wals	4	489
107	Sullivan/Papad	3	405	=123	Irons/Sullivan	2	421	139	Carpenter/Pre	7	497
=108	Briggs/Fuller	1	406		Briggs/Wiseman	4	421	140	Mansell/Nock	8	522
	Hawkins/Nelson	8	406		Barron/Evans	6	421	141	Verrall/Hold	8	1015
=110	Berends/Mills	5	410		Wilson/Matusch	8	421	142	Saul/Saul	2	1053
	Myers/Bernadin	2	410	127	Pillidge/O' Lau	1	426	143	Morley/Pilst	2	2439
112	Cheers/Kucinsk	8	411	128	Loy/Loy	7	431				

## Top 3 In Each Class

Class 1		Class 2		Class 3	
Martin/Milton	293	Albins/McClelland	320	Johnson/Stroud	357
Poole/Walker	297	Dein/Dein	325	Wilson/Denning	360
Owen/Goodall	300	Burrows/Hozen	327	Hegarty/Schimkat	371
Class 4		Class 5		Class 6	
Ryan/Guest	337	Glover/Atkins	332	Stansfield/Mickle	346
Macfarlane/Vhary	349	Fiske/Beacham	379	Schultz/Elsworthy	357
Jeffery/Heffery	356	Ogilvie/Goodall	382	Howard/Robins	375
Class 7		Class 8			
Sivious/Garbutt	393	Bond/Moloney	333		
Massey/Best	396	Zacka/Zacka	341		
Loy/Loy	431	Cambie/Huebner	351		

And as dusk turned to full night the event got underway, the fastest and toughest course in Australia - 180kmph in the dark on dirt, mere words cannot convey the guts needed, especially Craig Martin who was no less than 3 MINUTES, 10 SECONDS away in the lead - formidable.

## Loop 1

1	Martin/Milton	1	86.18	22	Yates/Hutchi	1	81.54	43	Burchall/Sm	2	85.44
2	Poole/Walker	1	89.29	23	van Amstel/M	2	82.04	44	Brown/Lewis	2	86.09
3	Brown/Hass	1	72.02	24	Zivec/McDoug	2	82.21	45	Phelps/Cale	2	86.11
4	Pfitzner/Pfitz	1	73.51	=25	Hopkins/Bake	1	82.35	46	Sams/Sams	3	86.29
5	Adness/Meiers	1	74.29		Stansfield/M	6	82.35	47	Zacka/Zacka	8	87.33
6	Gill/Matram	1	74.54	27	Wilson/Denni	3	82.36	48	Campbell/Ca	4	87.51
7	Albins/McClell	2	75.05	28	Macfarlane/V	4	82.56	49	Foubert/Pow	2	87.54
8	McLaurin/Tolhu	1	76.23	29	Harris/Noble	2	82.58	50	Haeusler/Ha	2	88.24
9	Svenson/Svenso	1	76.26	30	Trees/Graham	1	83.10	51	Saul/Saul	2	89.36
10	Collins/Collin	1	77.52	31	Schultz/Elsw	6	83.27	52	O'Brien/Sco	6	89.37
11	Boyer/Shadlow	1	78.36	32	Taylor/Reeve	4	83.28	53	Massey/Best	7	89.39
12	Glover/Atkins	5	78.54	33	Ryan/Guest	4	83.38	54	Power/Perei	2	89.42
13	Burrows/Hazen	2	79.04	34	Johnson/Stro	3	83.44	55	Cooper/Dawk	6	89.45
14	Bond/Moloney	8	79.13	35	Sotheran/Mug	2	84.05	56	Jenson/Zieg	8	90.02
15	Bentley/Bentle	1	79.20	36	Cambie/Hueb	8	84.33	57	Hawkins/Nel	8	90.08
16	Croucher/Presc	1	79.59	37	Irons/Walker	2	84.35	58	Smith/Lees	8	90.39
17	Dein/Dein	2	80.27	38	Lange/Swingl	2	84.42	59	Fiske/Beach	5	91.01
18	Jeffrey/Jeffre	4	80.57	39	Ogilvie/Good	5	84.53	60	Collins/Calc	4	91.08
19	Bradley/Bradley	1	81.06	40	Sivious/Garb	7	85.00	61	Kelleher/Ke	1	91.45
=20	Hall/Bunker	1	81.46	41	Moedt/Barbe	8	85.08	62	Howard/Robin	6	91.50
	Corbett/Crowe	1	81.46	42	Bowley/Kried	2	85.29	63	Johnson/Joh	2	92.17



## Loop 1 (Cont)

64 Casagrande/H	3	92.42	87 Hinz/Hinz	8	100.12	110 Carpenter/	7	120.08
65 Friend/Black	5	93.08	88 Croft/Heather	2	100.28	111 Mansell/No	8	120.38
66 Geers/Scharf	1	93.13	89 Kesby/Kesby	6	100.33	112 Kenah/Will	3	121.15
67 Dormer/Dalto	1	93.33	90 Cheers/Kiansk	8	100.35	113 Hoy/Jennis	4	121.27
68 Hamlin/Shiel	2	93.44	91 Loy/Loy	7	100.37	114 Irons/Sull	2	124.50
69 Daley/Wastel	2	93.47	92 Briggs/Wisema	4	100.39	115 Feyer/Husi	8	126.46
70 Fletcher/Fle	3	93.57	93 Hoy/Cheers	4	101.17	116 Hudson/Sel	2	126.51
71 Carter/Clark	6	94.47	94 Penning/Fubel	2	101.24	117 Walliss/Wa	4	127.06
72 Burt/Fowler	2	94.55	95 Carney/Morris	1	102.57	118 Cheers/Pag	2	129.33
73 Alderton/Ald	2	95.04	96 Gibbon/Macken	2	104.36	119 Shute/Elli	6	130.18
74 Wilson/Matsu	8	95.05	97 Muller/Jenkin	8	104.58	120 Wilkinson/	8	146.20
*75 Lennox/Kuipe	2	95.25	98 Collins/Smith	2	105.21	121 Rowney/Man	6	150.21
Barrow/Evans	6	95.25	99 Kirkman/Kyle	5	106.10	122 Westland/G	2	165.48
77 Smith/Orcher	8	95.53	100 Lowe/Rose	2	106.18	123 Swan/Dale	1	170.03
78 Guy/Guy	2	96.35	101 Carey/Spinks	6	106.42	124 Welch/Rowe	2	183.13
79 Johnston/Cor	8	97.24	102 Cuthbert/Armi	2	107.04	125 Shepard/Bi	2	191.09
80 Abrahamson/M	8	97.45	103 Schmidt/Dolez	4	109.04	126 Wightman/G	1	208.53
81 Whitbread/Da	2	98.11	104 Lawson/Spinks	4	109.38	127 Dempsey/Fo	1	217.13
82 Boyle/Misso	6	98.13	105 Roach/Newmann	3	111.07	128 Chaff/Chaf	2	222.02
83 Pillidge/O'L	1	98.34	106 Carroll/Carro	4	111.29	129 Jeffreys/H	6	288.02
84 Powe/Robins	1	98.37	107 James/Kennedy	6	112.10	130 Sullivan/P	3	300.00
85 Bush/Shadlow	5	99.37	108 Muldoon/Ryan	8	113.33	131 Baker/O'Gr	3	558.78
86 Briggs/Fulle	1	99.47	109 Gall/Gall	1	114.04			

## Top 6 In Each Class

Class 1		Class 2		Class 3	
Martin/Milton	66.18	Albins/McClelland	75.05	Wilson/Denning	82.36
Poole/Walker	69.28	Burrows/Hozen	79.04	Johnson/Stroud	83.44
Brown/Haas	72.02	Dein/Dein	80.27	Sams/Sams	86.29
Pfitzner/Pfitzner	73.51	van Amstel/Miller	82.04	Casagrande/Hahn	92.42
Adness/Meiers	74.29	Zivec/McDougall	82.21	Fletcher/Fletcher	93.57
Gill/Mettram	74.54	Harris/Noble	82.58	Roach/Newmann	111.07
Class 4		Class 5		Class 6	
Jeffrey/Jeffrey	80.57	Glover/Atkins	78.54	Stansfield/Mickle	82.35
Macfarlane/Vahry	82.56	Ogilvie/Goodall	84.53	Schultz/Elsworthy	83.27
* Taylor/Reeves	83.28	Fiske/Beacham	91.01	O'Brien/Scott	89.37
Ryan/Guest	83.38	Friend/Blackburn	93.08	Cooper/Dawkins	89.45
Campbell/Campbell	87.51	Bush/Shadlow	99.37	Howard/Robinson	91.50
Collins/Calcutt	91.08	Kirkman/Kyle	106.10	Carter/Clark	94.47
Class 7		Class 8			
Sivious/Garbutt	85.00	Bond/Moloney	79.13		
Massey/Best	89.39	Cambie/Huebner	84.33		
Loy/Loy	100.37	Moedt/Barbe	85.08		
Carpenter/Prescott	120.08	Zacka/Zacka	87.33		
		Jenson/Ziegenfusz	90.02		
		Hawkins/Nelson	90.08		

And that sorted people out ! Jim Adness was right up there supporting 'our mob'. In Class 2 we had the Deins, Ed van Amsteland Lance Zivec. In Class 3 Ron Wilson, Rod Sams, Rico Casagrande and Bradley Roach were showing what the B.S.C.C. could do. Class 4 was a club benefit with Jeffrey, Macfarlane and Taylor doing the honours. In Class 6 O'Brien/Scott were in 3rd place and 75% of Class 7 were clubmembers, that didn't include the class leader though. In Class 8 we had Wayne Cambie doing very well in stiff competition, along with Gary Moedt and Wayne Hawkins.

After the Night Loop everybody settled down to get what rest they could before the early start Sunday morning.

Loop 2

1	Poole/Walker	1	60.26	35	James/Kennedy	6	73.28	69	O'Brien/Scot	6	83.05
2	Martin/Milto	1	60.54	36	Carney/Morriso	1	73.47	70	Brown/Lewis	2	83.08
3	Pfitzner/Pfi	1	64.13	37	Cuthbert/Armit	2	74.14	71	Campbell/Cam	4	83.13
4	Gill/Metcram	1	64.47	38	Haeusler/Haeus	2	74.24	72	Hoy/Gheers	4	83.59
5	Ryan/Guest	4	65.23	39	Howard/Robins	6	74.30	73	van Amstel/M	2	84.16
6	Collins/Coll	1	65.39	40	Hamlin/Shields	2	74.36	74	Swan/Bale	1	85.06
7	Brown/Haas	1	65.53	41	Sivious/Garbut	7	74.52	75	Loy/Loy	7	85.07
8	Bentley/Bent	1	66.04	42	Wightman/Gardn	1	74.54	76	Smith/Orcher	8	85.13
9	Hall/Bunker	1	66.06	43	Harris/Noble	2	74.56	77	Carey/Spinks	6	85.45
10	Gears/Scharf	1	66.14	44	Murphy/Murphy	6	75.32	78	Kenah/Willia	3	86.07
11	Burrows/Hoze	2	66.17	45	Penning/Fubell	2	75.45	79	Hudson/Selkir	2	86.10
12	Zacka/Zacka	8	66.32	46	Sams/Sams	3	75.50	80	Friend/Black	8	86.31
13	Bond/Moloney	8	66.46	47	Collins/Smith	2	76.03	81	Muldoon/Ryan	8	88.03
14	Croft/Heathe	2	68.08	48	Baker/O'Grady	3	76.34	82	Lennox/Kuip	2	89.46
15	Bradley/Brad	1	68.36	49	Carter/Clarks	6	77.05	83	Wilson/Matus	8	92.55
16	McLaurin/Tol	1	68.41	50	Fletcher/Fletch	3	77.10	84	Carroll/Carr	4	94.03
17	Zivec/McDoug	2	69.15	51	Johnston/Corle	8	77.15	85	Casagrande/H	3	97.13
18	Glover/Atkin	5	69.22	52	Ogilvie/Goodal	5	77.28	86	Alderton/Ald	2	98.09
19	Boyer/Shadlo	1	69.25	53	Moedt/Barbe	8	77.29	87	Sullivan/Pa	3	101.28
20	Jeffery/Jeff	4	69.54	54	Cooper/Dawking	6	77.46	88	Schmidt/Dal	4	102.07
21	Stansfield/M	6	69.56	55	Daley/Wastell	2	77.53	89	Johnson/John	2	102.55
22	Hopkins/Bake	1	70.42	56	Burt/Fowler	2	77.54	90	Dormer/Dalt	1	105.11
23	Yates/Hutchi	1	70.44	57	Johnson/Stroud	3	77.59	91	Cheers/Page	2	106.12
24	Sotheran/Mug	2	71.00	58	Collis/Calcutt	4	78.12	92	Jenson/Zieg	8	106.18
25	Cambie/Hueb	8	71.33	59	Lowe/Rose	2	78.42	93	Carpnetter/P	7	107.01
26	Irons/Walker	2	71.59	60	Hinz/Hinz	8	79.47	94	Wilkinson/S	8	110.27
27	Power/Pereir	2	72.02	61	Saul/Saul	2	79.56	95	Smith/Lees	8	115.46
28	Wilson/Denni	3	72.15	62	Guy/Guy	2	80.12	96	Barron/Evan	6	124.25
29	Shepard/Bill	2	72.19	63	Whitbread/Davi	2	80.31	97	Burghall/Sm	1	131.32
30	Taylor/Reeve	4	72.59	64	Fiske/Beacham	5	80.48	98	Westland/Gl	2	132.55
31	Lange/Swingl	2	73.01	65	Abrahamson/Mac	8	81.26	99	Walliss/Wal	4	133.40
32	Schultz/Els	6	73.07	66	Bush/Shadlow	5	81.40	100	Hawkins/Ne	8	140.20
33	Phelps/Zaley	2	73.20	67	Massey/Best	7	82.22	101	Berends/Mil	5	141.19
34	Fowbert/Powe	2	73.22	68	Cheers/Kucinski	8	82.29	102	Pillidge/O	1	206.33

Top 3 From Each Class

Class 1			Class 2			Class 3		
Poole/Walker	60.26		Burrows/Hozen	66.17		Wilson/Denning	72.15	
Martin/Milton	60.54		Croft/Heather	68.08		Sams/Sams	75.50	
Pfitzner/Pfitzner	64.13		Zivec/McDougall	69.15		Baker/O'Grady	76.34	
Class 4			Class 5			Class 6		
Ryan/Guest	65.23		Glover/Atkins	69.22		Stansfield/Mickle	69.56	
Jeffery/Jeffery	69.54		Ogilvie/Goodall	77.28		Schultz/Elsworthy	73.07	
Taylor/Reeves	72.59		Fiske/Beacham	80.48		James/Kennedy	73.28	
Class 7			Class 8					
Sivious/Garbutt	74.52		Zacka/Zacka	66.32				
Massey/Best	82.22		Bond/Moloney	66.46				
Loy/Loy	85.07		Cambie/Huebner	71.33				

So far from the different classes wh'e lost the following club members.  
 Class 1: Jim Adness/Peter Mieirs, George Croucher/Lloyd Prescott, Rod Brand/Christine Brand, Laurence Svenson/Janelle Svenson, Class 2: Geoff Dein/James Dein, William Buchanan/Michael Buchanan, Class 3: Tim Hegarty/Sabina Schimkat, Bradley Roach/Dale Newmann, Class 4: Wayne Briggs/John Wilson, Barry Macfarlane/Syd Vahry, Class 6: Paul Jeffreys/Peter Henry, Alwyn Boyle/Carl Misso. Class 8: Brian Verrall/John Holden.

After 2 Sections

1	Martin/Milton	1	127.12	35	Hohnson/Str	3	161.43	69	Cheers/Kucin	8	183.0
2	Poole/Walker	1	129.54	36	Power/Perei	2	161.44	70	Lowe/Rose	2	185.0
3	Brown/Haas	1	137.55	37	Sams/Sams	3	162.19	71	Lennox/Kuip	2	185.1
4	Pfitzner/Pfit	1	138.04	38	Ogilvie/Goo	5	162.21	72	Hoy/Cheers	4	185.1
5	Gill/Metoram	1	139.41	39	Moedt/Barbe	8	162.37	73	James/Kenned	6	185.3
6	Another Cockup by B/ED			40	Haeusler/Ha	2	162.48	74	Loy/Loy	7	185.4
6	Collins/Colli	1	143.31	=40	van Amstel/	2	166.20	75	Wilson/Malus	8	188.0
7	McLaurin/Tolh	1	145.04		Howard/Robi	6	166.20	75	Casagrande/H	3	189.5
8	Burrows/Hozen	2	145.21	42	Cooper/Dawk	6	167.31	76	Carey/Spinks	6	192.2
9	Bentley/Bentl	1	145.24	43	Hamlin/Shie	2	168.20	77	Alderton/Ald	2	195.1
10	Bond/Moloney	8	145.59	44	Croft/Heath	2	168.36	78	Johnson/John	2	195.1
11	Hall/Bunker	1	147.52	45	Brown/Lewis	2	169.17	79	Jenson/Ziege	8	196.2
12	Boyes/Shadlow	1	148.00	46	Collis/Calc	4	169.20	80	Dormer/Dalto	1	198.4
13	Glover/Atkins	5	148.16	47	Saul/Saul	2	169.32	81	Muldoon/Ryan	8	201.3
14	Ryan/Guest	4	149.01	48	Campbell/Ca	4	171.04	82	Carroll/Carr	4	205.3
15	Bradley/Bradl	1	149.41	49	Fletcher/Fl	3	171.07	83	Smith/Lees	8	206.2
16	Jeffery/Jeffe	4	150.51	50	Daley/Waste	2	171.40	84	Kenah/Willia	3	207.2
17	Zivec/McDouga	2	151.36	51	Fiske/Beach	5	171.49	85	Schmidt/Dole	4	211.1
18	Stansfield/Mi	6	152.31	52	Carter/Clar	6	171.52	86	Hudson/Selki	2	213.0
19	Yates/Hutchin	1	152.38	53	Massey/Best	7	172.01	87	Burchall/Smi	1	217.1
20	Hopkins/Baker	1	153.17	54	O'Brien/Sco	6	172.42	88	Barron/Evans	6	219.5
21	Zacka/Zacka	8	154.05	55	Burt/Fowler	2	172.49	89	Carpenter/Pr	7	227.0
22	Wilson/Dennin	3	154.51	56	Johnston/Co	8	174.39	90	Hawkins/Nels	8	230.2
23	Sotheran/Mugr	2	155.05	57	Carney/Morr	1	176.44	91	Cheers/Page	2	235.3
24	Cambie/Huebne	8	156.06	58	Guy/Guy	2	176.47	92	Swan/Bale	1	255.0
25	Taylor/Reeves	4	156.27	59	Penning/Fub	2	177.09	93	Wilkinson/Sh	8	256.4
=26	Irons/Walker	2	156.34	60	Whitbread/Da	2	178.42	94	Walliss/Wals	4	260.4
	Schultz/Elswo	6	156.34	61	Abrahamson/	8	179.11	95	Shepard/Bill	2	263.2
28	Lange/Swingle	2	157.43	62	Friend/Blac	5	179.39	96	Wightman/Gar	1	283.4
29	Harris/Noble	2	157.54	63	Hinz/Hinz	8	179.59	97	Westland/Gle	2	298.4
30	Geers/Scharf	1	159.27	64	Smith/Orche	8	181.06	98	Pillidge/O'L	1	305.0
31	Phelps/Caley	2	159.31	65	Bush/Shadlo	5	181.17	99	Sullivan/Pap	3	401.2
32	Sivious/Carbu	7	159.52	66	Cuthbert/Ar	2	181.18	100	Baker/O'Gra	3	635.1
33	Fowbert/Powe	2	161.16	67	Collins/Smi	2	181.24				

Top 6 In Each Class

Class 1		Class 2		Class 3	
Martin/Milton	127.12	Burrows/Hozen	145.21	Wilson/Denning	154.51
Poole/Walker	129.54	Zivec/McDougall	151.36	Johnson/Stroud	161.43
Brown/Haas	137.55	Sotheran/Mugridge	155.05	Sams/Sams	162.19
Pfitzner/Pfitzner	138.04	Irons/Walker	156.34	Fletcher/Fletcher	171.07
Gill/Metoram	139.41	Lange/Swinglehurst	157.43	Casagrande/Hahn	189.55
Collins/Collins	143.31	Harris/Noble	157.54	Kenah/Williams	207.22
Class 4		Class 5		Class 6	
Ryan/Guest	149.01	Glover/Atkins	148.16	Stansfield/Mickle	152.31
Jeffery/Jeffery	150.51	Ogilvie/Goodall	162.21	Schultz/Elsworthy	156.34
Taylor/Reeves	156.27	Fiske/Beacham	171.49	Howard/Robinson	166.20
Collis/Calcutt	169.20	Friend/Blackburn	179.39	Cooper/Dawkins	167.31
Campbell/Campbell	171.04	Bush/Shadlow	181.17	Carter/Clarks	171.52
Hoy/Cheers	195.16			O'Brien/Scott	172.42
Class 7		Class 8			
Sivious/Garbutt	159.52	Bond/Moloney	145.59		
Massey/Best	172.01	Zacka/Zacka	154.05		
Loy/Loy	185.44	Cambie/Huebner	156.06		
Carpenter/Prescott	227.09	Moedt/Barbe	162.37		
		Johnston/Corless	174.39		
		Abrahamson/Macfarlane	179.11		

So after 2 laps our highest placed competitor in class was Ron Wilson/Denis Denning who had a comfortable lead in Class 3. Our second in class holders were Lance Zivec/Donald McDougall who were having a very meritorious time in Class 2, Stephen Jeffery/Noel Jeffery in Class 4 and Barry Massey/Jeffery Best in Class 7. Third in class places were held by Rod Sams/James Sams (Class 3), Nev Taylor/Nick Reeves (Class 4), Cedric Loy/Geoff Loy (Class 7), Wayne Cambie/Mark Huebner (Class 8).

Robert Carpenter/Ian Prescott were 4th in Class 7 and Gary Moedt/Greg Barbe were 4th in Class 8. 5th in class holders were Ron Lange/John Swinglehurst in the fiercely competitive Class 2, Rico Casagrande/John Hahn in Class 3 and Neal Johnston/John Corless in Class 8. Finally, but by no means leastily, we had Desley Collins/Mitch Collins (in the fastest class of all), Michael O'Brien/Clive Scott (Class 6) and Steve Abrahamson/Arthur Macfarlane (Class 8) all in class sixth place.

### Section 3

1	Poole/Walker	1	59.45	30	Johnson/Johns	2	74.28	59	Massey/Bes	7	83.26
2	Martin/Milton	1	60.36	31	Siviour/Garbu	7	74.34	60	Carey/Spin	6	84.55
3	Gill/Metcram	1	63.25	32	Jenson/Ziegen	8	74.42	61	Loy/Loy	7	85.30
4	Pfitzner/Pfit	1	63.40	33	Haeusler/Haeu	2	74.55	62	Smith/Orch	8	86.14
5	Brown/Haas	1	64.01	34	Lowe/Rowe	2	75.15	63	Cheers/Kuc	8	87.09
6	Croft/Heather	2	64.50	35	Taylor/Reeves	4	75.18	64	Schmidt/Do	4	88.28
7	Hall/Bunker	1	65.39	36	Sams/Sams	3	75.40	65	Cooper/Daw	6	88.35
8	Burrows/Hozen	2	66.06	37	Phelps/Caley	2	75.42	66	Hudson/Sel	2	89.23
9	McLaurin/Tolh	1	66.26	38	Penning/Fubel	2	75.59	67	Swan/Bale	1	91.23
10	Zacka/Zacka	8	66.40	39	Howard/Robins	6	76.06	68	Kenah/Will	3	92.43
11	Ryan/Guest	4	67.09	40	Burt/Fowler	2	76.27	69	Hoy/Cheers	4	93.06
12	Bradley/Bradl	1	67.23	41	Zivec/McDouga	2	77.00	70	Carroll/Car	4	94.37
13	Boyer/Shadlow	1	68.34	42	Cuthbert/Armit	2	77.42	71	Muldoon/Ry	8	96.14
14	Bond/Moloney	8	68.56	43	Lennox/Kuiper	2	78.02	72	Hamlin/Shi	2	98.41
15	Glover/Atkins	5	69.00	44	Shepard/Billi	2	78.15	73	Carter/Cla	6	100.21
16	Schultz/Elswo	6	69.30	45	Casagrande/Ha	3	78.25	74	Sullivan/	3	101.28
17	Yates/Hutchin	1	70.01	46	Daley/Wastell	2	78.50	75	Campbell/	4	105.40
18	Cambie/Huebne	8	70.14	47	Hinz/Hinz	8	78.59	76	Lange/Swi	2	112.06
19	Jeffery/Jeffe	4	70.15	48	Guy/Guy	2	79.21	77	Berends/M	5	113.58
20	Hopkins/Baker	1	70.22	49	Brown/Lewis	2	80.09	78	Carpenter	7	115.48
21	Johnson/Strou	3	70.26	50	Ogilvie/Gooda	5	80.11	79m	Alderton/	2	124.24
22	Stansfield/Mi	6	70.45	51	Burchall/Smit	1	80.12	80	Bentley/Bel	1	138.01
23	Harris/Noble	2	71.05	52	O'Brien/Scott	6	81.23	81	Bush/Shad	5	150.18
24	Wilson/Dennin	3	71.46	53	Baker/O'Grady	3	81.30	82	Johnston/	8	202.48
25	Power/Pereira	2	71.49	54	Cheers/Page	2	81.48	83	Irons/Walk	2	270.00
26	Wightman/Gard	1	72.13	55	Friend/Blackb	5	81.50	=84	Westland/	2	300.00
27	Sotheran/Mugr	2	72.19	56	Fiske/Beacham	5	82.18		Walliss/W	4	300.00
28	van Amstel/Mi	2	72.27	57	Fletcher/Flet	3	82.33				
29	James/Kennedy	6	73.43	58	Abrahamson/Mc	8	83.15				

### Top 3 In Each Class

Class 1		Class 2		Class 3	
Poole/Walker	59.45	Croft/Heather	64.50	Johnson/Stroud	70.26
Martin/Milton	60.36	Burrows/Hozen	66.06	Wilson/Denning	71.46
Gill/Metcram	63.25	Harris/Noble	71.05	Sams/Sams	75.40
Class 4		Class 5		Class 6	
Ryan/Guest	67.09	Glover/Atkins	69.00	Schultz/Elswo	69.30
Jeffery/Jeffery	70.15	Ogilvie/Goodall	80.11	Stansfield/Mickle	70.45
Taylor/Reeves	75.18	Friend/Blackburn	81.50	James/Kennedy	73.43
Class 7		Class 8			
Siviour/Garbutt	74.34	Zacka/Zacka	66.40		
Massey/Best	83.26	Bond/Moloney	68.56		
Loy/Loy	85.30	Cambie/Huebner	70.14		

Another lap under the hot Queensland sun had taken its toll. To fall by the wayside were : Desley Collins/Mitchell Collins (and after such a fine run too), David Geers/Christopher Scharf, Ron Dormer/Noel Dalton, Ken Smith/Duane Lees, Gary Moedt/Greg Barbe and Wayne Hawkins/Gary Nelson.

#### After 3 Sections

1	Martin/Milton	1	187.48	30	Phelps/Caley	2	235.13	58	Cheers/Kuc	8	270.13
2	Poole/Walker	1	189.39	31	Haeusler/Haeu	2	237.43	59	Jenson/Zie	8	271.02
3	Pfitzner/Pfit	1	201.44	32	Sams/Sams	3	237.59	60	Loy/Loy	7	271.14
4	Brown/Haas	1	201.56	33	van Amstel/Mi	2	238.47	61	Carter/Clar	6	272.13
5	Gill/Metoram	1	203.06	34	Howard/Robins	6	242.26	62	Campbell/C	4	276.44
6	Burrows/Hozen	2	211.27	35	Ogilvie/Gooda	5	242.32	63	Carey/Spin	4	277.22
7	McLaurin/Tolh	1	211.30	36	Burt/Fowler	2	249.16	64	Hoy/Cheers	4	278.22
8	Hall/Bucher	1	213.31	37	Brown/Lewis	2	249.26	65	Bentley/Be	1	283.22
9	Bond/Moloney	8	214.55	38	Daley/Wastell	2	250.30	66	Burchall/S	1	297.20
10	Ryan/Guest	4	216.10	39	Penning/Fubel	2	253.08	67	Muldoon/Ry	8	297.50
11	Boyer/Shadlow	1	216.34	40	Fletcher/Flet	3	253.40	68	Schmidt/Do	4	299.39
12	Bradley/Bradl	1	217.04	41	O'Brien/Scott	6	254.05	69	Kenah/Will	3	300.05
13	Glover/Atkins	5	217.16	42	Fiske/Beacham	5	254.07	70	Carroll/Ca	4	300.05
14	Zacka/Zacka	8	220.45	43	Nassey/Best	7	255.27	71	Hudson/Sel	2	302.24
15	Jeffery/Jeffe	4	221.06	44	Cooper/Dawkin	6	256.06	72	Cheers/Pag	2	317.23
16	Yates/Hutchin	1	222.39	45	Guy/Guy	2	256.08	73	Alderton/A	2	317.37
17	Stansfield/Mi	6	223.16	46	Hinz/Hinz	8	258.58	74	Bush/Shadl	5	331.35
18	Hojkins/Blake	1	223.39	47	Cuthbert/Armi	2	259.00	75	Shepard/Bi	2	341.43
19	Schultz/Elswo	6	226.04	48	James/Kennedy	6	259.21	76	Carpenter/	7	342.57
20	Cambie/Huebne	8	226.20	49	Lowe/Rose	2	260.15	77	Swan/Bale	1	346.32
21	Wilson/Denning	3	226.37	50	Friend/Blackb	5	261.29	78	Wightman/G	1	356.00
22	Sotheran/Mugr	2	227.24	51	Abrahamson/Mc	8	262.26	79	Johnston/C	8	377.27
23	Zivec/McDouga	2	228.36	52	Lennox/Kuiper	2	263.13	80	Irons/Walk	2	426.34
24	Harris/Noble	2	228.59	53	Hamiin/Shield	2	267.01	81	Sullivan/P	3	502.56
25	Taylor/Reeves	4	231.45	54	Smith/Orcher	8	267.20	82	Walliss/Wa	4	560.46
26	Johnson/Strou	3	232.09	55	Casagrande/Ha	3	268.20	83	Baker/O'Gr	3	716.42
27	Croft/Heather	2	233.26	56	Johnson/Johns	2	269.40				
28	Power/Pereira	2	233.33	57	Lange/Swingle	2	269.49				
29	Siviour/Garbu	7	234.26								

#### Top 6 In Each Class

Class 1		Class 2		Class 3	
Martin/Milton	187.48	Burrows/Hozen	211.27	Wilson/Denning	226.37
Poole/Walker	189.39	Sotheran/Magridge	227.24	Johnson/Stroud	232.09
Pfitzner/Pfitzner	201.44	Zivec/McDougall	228.36	Sams/Sams	237.59
Brown/Haas	201.56	Harris/Noble	228.59	Fletcher/Fletcher	253.40
Gill/Metoram	203.06	Croft/Heather	233.26	Casagrande/Hahn	268.20
McLaurin/Tolhurst	211.30	Power/Pereira	233.33	Kenah/Williamson	300.05
Class 4		Class 5		Class 6	
Ryan/Guest	216.10	Glover/Atkins	217.16	Stansfield/Mickle	223.16
Jeffery/Jeffery	221.06	Ogilvie/Goodall	242.32	Schultz/Elsworthy	226.04
Taylor/Reeves	231.45	Fiske/Beacham	254.07	Howard/Robins	242.26
Campbell/Campbell	276.44	Friend/Blackburn	261.29	O'Brien/Scott	254.05
Carey/Spinks	277.22	Bush/Shadlow	331.35	Cooper/Dawkins	256.06
Hoy/Cheers	278.22			Jmaes/Kennedy	259.21
Class 7		Class 8			
Siviour/Garbutt	234.26	Bond/Moloney	214.55		
Massey/Best	255.27	Zacka/Zacka	220.45		
Loy/Loy	271.14	Cambie/Huebner	226.20		
Carpenter/Prescott	342.57	Hinz/Hinz	258.58		
		Abrahamson/Macfarlane	262.26		
		Smith/Orcher	267.20		

## Section 4

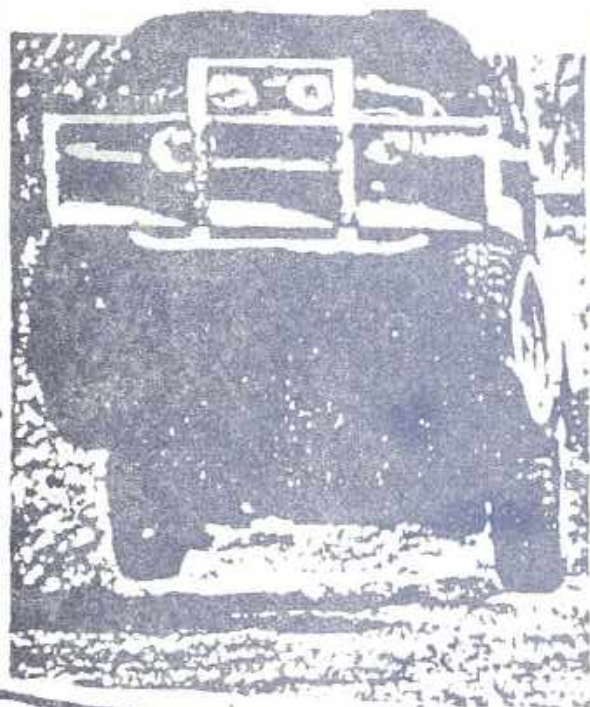
1	Martin/Milton	1	58.57	27	Wilson/Denning	3	73.19	53	O'Brien/Sco	6	85.2
2	Gill/Metcram	1	61.34	28	Irons/Walker	2	74.48	54	Smith/Orche	8	85.4
3	Brown/Haas	1	62.20	29	James/Kennedy	6	75.01	55	Fletcher/Fl	3	86.0
4	Boole/Walker	1	62.26	30	Lowe/Rose	2	75.21	56	Bush/Shadlo	5	86.2
5	Pfitzner/Pfritz	1	63.23	31	Burchall/Smith	1	75.52	57	Haeusler/Ha	2	89.1
6	Hall/Bunker	1	64.22	32	Penning/Pubelli	2	76.17	58	Berends/Mills	5	89.3
7	McLaurin/Tolhu	1	65.04	33	Hamlin/Shields	2	76.26	59	Massey/Best	7	91.3
8	Burrows/Hozen	2	65.28	34	Wightman/Gardn	1	76.35	60	Loy/Loy	7	93.0
9	Bradley/Bradle	1	65.47	35	Burt/Fowler	2	77.06	61	Sullivan/Pap	3	94.2
10	Zacka/Zacka	8	66.34	36	Daley/Wastell	2	77.39	=62	Carey/Spink	6	94.2
11	Ryan/Guest	4	66.40	37	Casagrande/Hah	3	77.47		Muldoon/Rya	8	94.2
12	Jeffery/Jeffer	4	67.43	38	Taylor/Reeves	4	78.05	64	Frøend/Blac	5	95.3
13	Croft/Heather	2	68.32	39	Siviour/Garbut	7	78.24	65	Carroll/Car	4	96.4
14	Zivec/McDougal	2	69.05	40	Howard/Robinson	5	78.47	66	Sams/Sams	3	96.5
15	Shephard/Billi	2	69.25	41	Baker/O'Grady	3	78.48	67	Hoy/Cheers	4	97.1
16	Schultz/Elswor	6	69.55	42	Fiske/Beacham	5	78.54	68	Kenah/Willi	3	98.2
17	Phelps/Caley	2	70.25	43	Johnson/Johnso	2	78.57	69	Campbell/Ca	4	100.5
18	Hopkins/Baker	1	70.28	44	Jenson/Ziegenf	8	79.52	70	Carter/Cla	6	102.2
19	Stansfield/Mic	6	70.30	45	Cuthbert/Armit	2	80.16	71	Walker/Wal	4	104.5
20	Harris/Noble	2	70.36	46	Cooper/Dawkins	5	80.18	72	Sotheran/M	2	106.3
21	Boyes/Shadlow	1	71.28	47	Lennox/Kuipers	2	81.29	73	Schmidt/Dol	4	107.5
22	Johnson/Stroud	3	71.33	48	Hinz/Hinz	8	82.03	74	Swan/Bale	1	109.1
23	Glover/Atkins	5	71.36	49	Westland/Glema	2	82.39	75	Carpenter/	7	111.0
24	van Amstel/Mil	2	71.41	50	Brown/Lewis	2	83.41	76	Cheers/Pag	2	128.2
25	Lange/Swingleh	2	71.45	51	Cheers/Kicinsk	8	84.05	77	Abrahamson	8	131.1
26	Cambie/Huebner	8	72.52	52	Guy/Guy	2	84.35	78	Ogilvie/Go	5	256.4

The end of a long, hot event - consolations to those who fell by the wayside, and congratulations to those who made it to the finish.

## Results (\* denotes B.S.C.C. Member)

1st	Craig Martin/Ron Milton	Rivmasta	4:06:45	1st Class	1
2nd	Keith Poole/Peter Walker	Scorpion	4:12:05	2nd Class	1
3rd	Andrew Brown/Robert Haas	Rivmasta	4:24:16	3rd Class	1
4th	Harold Gill/Kevin Metcram	Rivmasta	4:24:40	4th Class	1
5th	Graeme Pfitzner/Stephen Pfitzner	Roojumper	4:25:07	5th Class	1
6th	Malcolm McLaurin/Mark Tolhurst	Buggy	4:36:34	6th Class	1
7th	Mark Burrows/Ray Hozen	Verco	4:36:55	1st Class	2
8th	Rodney Hall/Ron Bynker	Blazer	4:37:53	7th Class	1
9th	Doug Ryan/Rodney Guest	Baja	4:42:50	1st Class	4
10th	*Ashton Bradley/*Patti Bradley	Funco	4:42:51	8th Class	1
11th	Paul Zacka/Brad Zacka	Hldn Rodeo	4:47:19	1st Class	8
12th	Neville Boyes/David Shadlow	Buggy	4:48:02	9th Class	1
13th	*Stephen Heffery/* Noel Jeffery	Baja	4:48:49	2nd Class	4
14th	Peter Glover/Ray Atkins	Ford	4:48:52	1st Class	5
15th	Robert Stansfield/Gavin Mickle	Chev	4:53:46	1st Class	6
16th	*Ed Hopkins/*Ian Baker	Sandmaster	4:54:07	10th Class	1
17th	Peter Schultz/Kerry Elsworthy	K - Ghia	4:55:59	2nd Class	6
18th	*Lance Zivec/*Donald McDougall	Cobra	4:57:41	2nd Class	2
19th	*Wayne Cambie/*Mark Huebner	Toyota SWB	4:59:12	2nd Class	8
20th	Donald Harris/Barry Noble	Buggy	4:59:35	3rd Class	2
21st	*Ron Wilson/*Dennis Denning	Cobra	4:59:56	1st Class	3
22nd	William Croft/Malcolm Heather	Buggy	5:01:58	4th Class	2
23rd	Owen Johnson/Robert Stroud	Verco	5:03:42	2nd Class	3
24th	Geoffrey Phelps/Robert Caley	Rivmasta	5:05:38	5th Class	2
25th	*Nev Taylor/*Nick Reeves	Baja	5:09:50	3rd Class	4
26th	*Ed van Amstel/*Linda Miller	Cobra	5:10:28	6th Class	2
27th	Les Siviour/Danny Garbutt	Dat Patrol	5:12:50	1st Class	7
28th	Mick Howard/Ross Robinson	Dungbat	5:21:13	3rd Class	6
29th	Kevin Burt/Edward Fowler	Buggy	5:26:22	7th Class	2

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## Results (Cont)

30th	*Gary Haeusler/David Haeusler*	Sthrn Cross	5:26:58	8th Class	2
31st	*Bill Daley/Peter Wastell	Cheetah	5:28:09	9th Class	2
32nd	Brad Penning/Anthony Fubelli	Rivmasta	5:29:25	Class 2	
33rd	Bruce Fisks/Alan Beacham	Ford	5:33:01	2nd Class	5
34th	Vicki Brown/Chris Lewis	Buggy	5:33:07	Class 2	
35th	Sefton Sotheran/Ron Mugridge	Sthrn Cross	5:33:59	Class 2	
36th	*Darryl James/Brian Kennedy*	VW Fastback	5:34:22	4th Class	6
37th	*Rod Sams/*James Sams	Cheetah	5:34:52	3rd Class	3
38th	Brendan Lowe/Glen Rose	Buggy	5:35:36	Class 2	
39th	Barry Cooper/Robert Dawkings	Holden	5:36:24	5th Class	6
40th	Glen Cuthbert/John Armitage	Rivmasta	5:39:16	Class 2	
41st	*Michael O'Brian/*Clive Scott	Escort	5:39:34	6th Class	6
42nd	Charles Fletcher/Michael Fletcher	Rivmasta	5:39:47	4th Class	3
43rd	Mel Guy/Jeff Guy	Verco	5:40:43	Class 2	
44th	*John Hinz/Bill Hinz*	Landcruiser	5:41:01	3rd Class	8
45th	*Ron Lange/*John Swinglehurst	Sthrn Cross	5:41:34	Class 2	
46th	*Chris Hamlin/*Dale Shields	Manx	5:43:27	Class 2	
47th	Neil Lennox/Geoff Kuipers	Buggy	5:44:42	Class 2	
48th	*Rico Casagrande/John Hahn*	Cobra	5:46:07	5th Class	3
49th	*Barry Massey/Jeffery Best *	Cherokee	5:47:01	2nd Class	7
50th	Robert Johnson/Eileen Johnson	Buggy	5:48:37	Class 2	
51st	Roy Jenson/Francis Ziegenfusz	Isuzu Ute	5:50:54	4th Class	8
52nd	*Ken Smith/*Tom Orcher	Suzuki	5:53:02	5th Class	8
53rd	Barrie Cheers/Richard Kucinskis	Toyota Ute	5:54:18	6th Class	8
54th	Donald Friend/Merryn Blackburn	Datsun	5:57:06	3rd Class	5
55th	*Cedric Loy/*Geoffrey Loy	Daihatsu	6:04:18	3rd Class	7
56th	Peter Carey/Peter Spinks	Datsun	6:11:48	7th Class	6
57th	Allan Burchall/David Smith	Buggy	6:13:20	Class 1	
58th	Reginald Carter/Malcolm Clarks	Torana	6:14:40	8th Class	6
59th	John Hoy/Terry Cheers	Baja	6:15:39	4th Class	4
60th	Malcolm Campbell/Gregory Campbell	Baja	6:17:42	5th Class	4
61st	John Muldoon/David Ryan	Landcruiser	6:32:16	7th Class	8
62nd	*Steve Abrahamson/*Arthur Macfarlane	Suzuki	6:33:40	8th Class	8
63rd	Chris Carroll/Allan Carroll	Baja	6:36:51	6th Class	4
64th	Bruce Kenah/Rex Williamson	Buggy	6:38:33	6th Class	3
65th	Dallas Schmidt/Alan Dolezal	Baja	6:47:36	7th Class	4
66th	*Jeff Shepard/*Rodney Billing	Sthrn Cross	6:51:08	Class 2	
67th	Kenneth Bush/Kathleen Shadlow	Datsun	6:57:57	4th Class	5
68th	Gary Wightman/Marcus Gardner	Rivmasta	7:12:35	Class 1	
69th	Ken Cheers/Don Page	Buggy	7:25:47	Class 2	
70th	*Robert Carpenter/*Ian Prescott	Suzuki	7:34:05	4th Class	7
71st	Michael Swan/Daryl Bale	Buggy	7:35:51	Class 1	
72nd	Ian Ogilvie/Des Goodall	Datsun	8:19:14	5th Class	5
73rd	Ian Irons/Grant Walker	Buggy	8:21:22	Class 2	
74th	Stephen Sullivan/Angelo Papadam	Buggy	9:57:20	7th Class	3
75th	Russell Walliss/Michael Walsh	Baja	11:05:42	8th Class	4
76th	John Westland/Joe Gleaman	Buggy	11:21:22	Class 2	
77th	Robert Baker/Bill O'Grady	Scorpion	13:15:30	8th Class	3

It can't be a bad event when we have so many finishers, all those people getting their moneys worth. Gary and the boys must have sweated blood finding an exciting and competitive course that wouldn't rip the guts out of the sedan car classes.

Can any of the newer Off Road people write little reports for the magazine to add some meat to these barest of bones? The Editor would be delighted to hear from you (379 6182 - 208 1721).

The time has come to say "Thank You" to the organising team for their efforts in 1983, and especially to Gary Connelly whose efforts from 1977 to 1983 will always be a shining example to us all.

## Fastest Laps

1	Martin/Milton	1	58.57	46	Siviour/Garbu	7	74.34	91	Swan/Bale	1	85.06
2	Poole/Walker	1	59.45	47	Hamlin/Shield	2	74.36	92	Loy/Loy	7	85.07
3	Gill/Metcram	1	61.34	48	Jenson/Ziegen	8	74.42	93	Smith/Orche	8	85.13
4	Brown/Haas	1	62.20	49	Albins/McClel	2	75.05	94	Barley/Krie	2	85.29
5	Pfitzner/Pfit	1	63.23	50	Lowe/Rose	2	75.15	95	Kenah/Willoi	3	86.07
6	Hall/Bunker	1	64.22	51	Murphy/Murphy	6	75.32	96	Hudson/Selk	2	86.10
7	Croft/Heather	2	64.50	52	Sams/Sams	3	75.40	97	Muldoon/Rya	8	88.03
8	McLaurin/Tolh	1	65.04	53	Penning/Fubell	2	75.45	98	Schmidt/Dol	4	88.28
9	Ryan/Guest	4	65.23	54	Burchall/Smit	1	75.52	99	Berends/Mil	5	89.37
10	Burrows/Hozen	2	65.28	55	Collins/Smith	2	76.03	100	Hawkins/Nel	8	90.08
11	Collins/Colli	1	65.39	56	Svenson/Svens	1	76.26	101	Smith/Lees	8	90.39
12	Bradley/Bradl	1	65.47	57	Burt/Fowler	2	76.27	102	Kelleher/Ke	1	91.45
13	Bentley/Bentl	1	66.04	58	Baker/O'Grady	3	76.34	103	Wilson/Matu	8	92.55
14	Geers/Scharf	1	66.14	59	Carter/Clarks	6	77.05	104	Dormer/Dalt	1	93.33
15	Zacka/Zacka	8	66.32	60	Fletcher/Flet	3	77.10	105	Carroll/Car	4	94.03
16	Bond/Moloney	8	66.46	62	Ogilvie/Gooda	5	77.28	106	Sullivan/Pa	3	94.24
17	Jeffery/Jeffe	4	67.43	61	Johnston/Corl	8	77.15	107	Alderton/Al	2	95.04
18	Boyes/Shadlow	1	68.34	63	Moedt/Barbe	8	77.29	108	Barron/Evan	6	95.25
19	Glover/Atkins	5	69.00	64	Daley/Wastell	2	77.39	109	Boyle/Misso	6	98.13
20	Zivec/McDouga	2	69.05	65	Cooper/Dawkin	6	77.46	110	Pillidge/O'	1	98.34
21	Shepard/Billi	2	69.25	66	Casagrande/Ha	3	77.47	111	Powe/Robins	1	98.37
22	Schultz/Elswo	6	69.30	67	Lennox/Kuiper	2	78.02	112	Briggs/Full	1	99.47
23	Stansfield/Mi	6	69.56	68	Collis/Calcut	4	78.12	113	Kesby/Kesb	6	100.35
24	Yates/Hutchin	1	70.01	69	Fiske/Beacham	5	78.54	114	Briggs/Wis	4	100.39
25	Cambie/Huebne	8	70.14	70	Hinz/Hinz	8	78.59	115	Gibbon/Mac	2	104.36
26	Hopkins/Baker	1	70.22	71	Guy/Guy	2	79.21	116	Walliss/Wa	4	104.56
27	Phelps/Caley	2	70.25	72	Saul/Saul	2	79.56	117	Muller/Jen	8	104.58
28	Johnson/Strou	3	70.26	73	Croucher/Pres	1	79.59	118	Kirkman/Ky	5	106.10
29	Harris/Noble	2	70.36	74	Brown/Lewis	2	80.09	119	Carpenter/	7	107.01
30	Sotheran/Mugr	2	71.00	75	Dein/Dein	2	80.27	120	Lawson/Spi	4	109.38
31	van Amstel/Mi	2	71.41	76	Whitbread/Dav	2	80.31	121	Wilkinson/	8	110.27
32	Lange/Swingle	2	71.45	77	O'Brien/Scott	6	81.23	122	Roach/Newm	3	111.07
33	Wilson/Dennin	3	71.46	78	Abrahamson/Ma	8	81.26	123	Gall/Gall	1	114.04
34	Power/Pereira	2	71.49	79	Bush/Shadlow	5	81.40	124	Mansell/No	8	120.38
35	Irons/Walker	2	71.59	80	Corbett/Crowe	1	81.46	125	Hoy/Jennis	4	121.27
36	Wightman/Gard	1	72.13	81	Cheers/Page	2	81.48	126	Irons/Sull	2	124.50
37	Taylor/Reeves	4	72.59	82	Friend/Blaekb	5	81.50	127	Feyer/Husi	8	126.46
38	Fowbert/Powe	2	73.22	83	Massey/Best	7	82.22	128	Shute/Elli	6	130.18
39	James/Kennedy	6	73.28	84	Cheers/Kucins	8	82.29	129	Rowney/Mas	6	150.21
40	Carney/Morris	1	73.47	85	Westaand/Glem	2	82.39	130	Welch/Rowe	2	183.13
41	Cuthbert/Armi	2	74.14	86	Macfarlane/Va	4	82.56	131	Dempsey/Fo	1	217.13
42	Hausler/Haeu	2	74.24	87	Trees/Graham	1	83.10	132	Chaff/Chaf	2	222.02
43	Johnson/Hohns	2	74.28	88	Campbell/Camp	4	83.13	133	Jeffreys/H	6	288.02
44	Adness/Mieirs	1	74.29	89	Hoy/Cheers	4	83.59				
45	Howard/Robins	6	74.30	90	Carey/Spinks	6	84.55				

## Top 6 In Each Class

Class 1		Class 2		Class 3	
Martin/Milton	58.57	Croft/Heather	64.50	Johnson/Stroud	70.26
Poole/Walker	59.45	Burrows/Hozen	65.28	Wilson/Denning	71.46
Gill/Metcram	61.34	Zivec/McDougall	69.05	Sams/Sams	75.40
Brown/Haas	62.20	Shepard/Billing	69.25	Baker/O'Grady	76.34
Pfitzner/Pfitzner	63.23	Phelps/Caley	70.25	Fletcher/Fletcher	77.10
Hall/Bunker	64.22	Harris/Noble	70.36	Casagrande/Hahn	77.47

<u>Class 4</u>		<u>Class 5</u>		<u>Class 6</u>	
Ryan/Guest	65.23	Glover/Atkins	69.00	Schultz/Elsworthy	69.30
Jeffery/Jeffery	67.43	Ogilvie/Goodall	77.28	Stansfield/Mickle	69.56
Taylor/Reeves	72.59	Fiske/Beacham	78.54	James/Kennedy	73.28
Collis/Calcutt	78.12	Bush/Shadlow	81.40	Howard/Robins	74.30
Macfarlane/Vahry	82.56	Friend/Blackburn	81.50	Murphy/Murphy	75.32
Campbell/Campbell	83.13	Berends/Mills	89.37	Cater/Clarks	77.05
<u>Class 7</u>		<u>Class 8</u>			
Siviour/Garbutt	74.34	Zacka/Zacka	66.32		
Massey/Best	82.22	Bond/Moloney	66.46		
Loy/Loy	85.07	Cambie/Huebner	70.14		
Cappenter/Carpenter	107.01	Jenson/Ziegenfusz	74.42		
		Johnston/Corless	77.15		
		Moedt/Barbe	77.29		

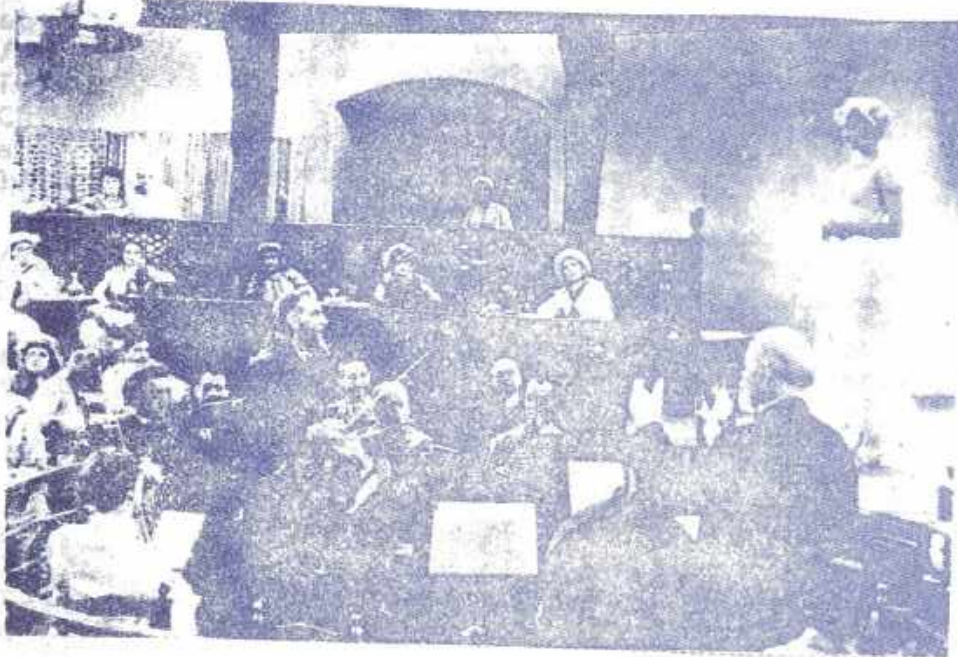
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Class 4

Ryan/Guest  
Jeffery/Jeffery  
Taylor/Reeves  
Collis/Calcutt  
Macfarlane/Vahry  
Campbell/Campbell

Class 7

Siviour/Garbutt  
Massey/Best  
Loy/Loy  
Cappenter/Carpenter



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## Australian Grand Prix telecast

A dull race made veritably boring by the asinine commentary and the lack of co-ordination between the producers and commentators of Channel 7.

Another crummy Australian Grand Prix for Mickey Mouse cars round a Mickey Mouse circuit won by Miguel Mouse, as a European Formula 3 race in the sticks at Albi or Pau it would have been respectable, as the Grand Prix for one of the richest nations on earth it's plain silly. Let's have a 2 hour race for saloons round Bathurst - the AGP for the people. And I won't believe all this chat about Adelaide or Sandown until Alboretto fires up the Ferrari on Terra Australis.

To return to a dialectic of the telecast itself. Here we have a man whose lost his rear wing, it's a big thing on the back that sticks out like a cow's udders at milking time - the fact that it wasn't there tended to catch the eye a bit, he does 2 laps with the cameras following him before our observers in the commentary box find out, and why? because the pontificating smart-arses suffer from diarrhoea of the mouth that's why. What we want are people who look at our narrow view, comment upon what we can see - and fill in the gaps for those bits invisible to us. And WHEN will they stop surmising what's going on in somebody's head, and WHEN will they inject some life into the commentary (I was going to say, WHEN will they drop their dead-pan pommie attitude - but Murray Walker gets quite worked up when the occasion demands). And WHEN will the producer show us what the man's talking about, or WHEN will the man talk about what the producers showing us - at the moment their juxtaposition is as rare as an eclipse of the sun.

Don't worry Channel 7, your copyright on the 1983 Australian Grand Prix is as safe as houses - a tape to overwrite at the first opportunity - why not give the job to the ABC in future? they at least do a decent job of it.

Big Ed

-0-

## Proposed Co-Efficient Series for the Q.R.C.

I think this proposal is based on the assumption that all rally teams have access to a 64K home computer. there are three different levels of events.

Coefficient 1 - First time directors or clubs. Timing to not less than  $\frac{1}{4}$  minute. Scores 15 points for 1st, down to 1 point for 15th.

Coefficient 2 - Clubman/Novice championship type events with experienced organisers. Points as above x1 $\frac{1}{2}$

Coefficient 3 - Top events including the A.R.C. round. Points x2.

Rounds to count would be as follows: Coefficient 3 events - all to count but probably 3 at most. Coefficient 2 event - two less than that number allocated excepting that if there are only 3 rounds - 2 count, or less, all count. Coefficient 1 events - At least 1 provided that there is at least 1 round. More if RAC feels there aren't enough rounds of the above Coefficient 2 and 3 events. If there are only 5 rounds altogether or less, all count.

BIG ED SAYS - I cannot think of a coefficient system that has ever produced a worthy winner: an unknown Spaniard wins the European Rally Championship, Hillman Imps and Sunbeam Avengers win the British Saloon Car Championship, Paul Zacka in a damn Holden wins the Off Road Championship.

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Club Championships 1983

Off Road Championships

= 1	Ashton Bradley	28
	Patricia Bradley	28
3	Ed van Amstel	23
4	Rod Brand	22
5	Phil Unicomb	20
= 6	George Croucher	19
	Lloyd Prescott	19
	Noel Jeffrey	19
	Stephen Jeffrey	19
=10	Laurence Svenson	17
	Janelle Svenson	17
12	Wayne Cambie	15
=13	Lance Zivec	14
	Ross McDougall	14
=15	Christine Brand	11
	Dennis Denning	11
=17	Graham Pont	10
	Nev Taylor	10
	Mick Reeves	10
	Ron Wilson	10
=21	Dwayne Miller	9
	Gary Connelly	9
	Neil Howard	9
	Ed Hopkins	9
	Ian Baker	9
=26	Geoff Dein	8
	Paul Watkinson	8
	Noel Buckley	8
	Steve Blackburn	8
	Peter Gartshore	8
	Doug Scottorn	8
	David Haeusler	8
	Gary Haeusler	8
	Ron Lange	8
=35	Michael Collins	7
	David Geers	7
	Gil Trombetta	7
	Mark Huebner	7
39	Bob Butter	6
=40	Neil Bang	5
	Graham Makin	5
	Jeff Shepherd	5
	Rod Billing	5
	Darryl James	5
	Brian Kennedy	5
=48	Stephen Hawkins	4
	Bryan Verrall	4
	Dale Shields	4
	Chris Hamlin	4
	Linda Miller	4
=51	Stephen Sullivan	3
	Paul Lewis	3
	Paul Jeffreys	3
	David Henry	3
	Barry Massey	3
	Jeffrey Best	3

Off Road Champ (Cont)

=57	David Blackmore	2
	Richard Janiak	2
	Alwyn Boyle	2
	Carl Misso	2
	R Linneweber	2
	Warren Deed	2
	John Evans	2
	Rico Casagrande	2
	John Hahn	2
	Rod Sams	2
	James Sams	2
	Cedric Loy	2
	Geoff Loy	2
	Bill Daley	2
=71	Narelle Lewis	1
	Glenn Bradley	1
	John Brixey	1
	Don Buckley	1
	Brian Thompson	1
	Kevin Read	1
	Peter Ford	1
	David Miller	1
	Stephen Jenkins	1
	John Torney	1
	David Brown	1
	Michael O'Brien	1
	Clive Scott	1
	John Hinz	1
	Bill Hinz	1
	John Swinglehurst	1
	Ken Smith	1
	Tom Orcher	1
	Steve Abrahamson	1
	Arthur Macfarlane	1
	Robert Carpenter	1
	Ian Prescott	1

Rally Championship

1	Iain Stewart	32
2	Peter Marcovich	30
3	Brian Marsden	21
4	Errol Bailey	16
5	Greg Weale	15
= 6	Kelvin Taylor	12
	George Kahler	12
= 8	Tony Best	11
	Simon Passlow	11
	Boyd Ovens	11
=11	Greg Whitaker	10
	Alan Staib	10
	Gary Kabel	10
=14	Peter Phillips	9
	Bill Dillon	9
	Coral Taylor	9
	Tony Kabel	9
	Peter Marshall	9

Rally Champ (Cont)

=14	Mike Mitchell	9
=20	Gary Batts	8
	John Hall	8
	Don Milner	8
	Wayne Hickey	8
	Dale Payne	8
=25	Peter Clydesdle	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 Worngtn	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 Gillilnd	1
	Andrew Johnstne	1
	Stewart Morland	1
	Allan Briscoe	1
	Brad Morrison	1
	Chris Campbell	1

### 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.

<u>Night Run Championship</u>		<u>Speed Event Champ (Cont)</u>		<u>Club Championship</u>				
= 1	Peter Garbett	92	= 9	Ed van Amstel	8	1	Peter Garbett	21
	Del Garbett	92		Rod Brand	8	2	Del Garbett	20
3	Alan McConnell	86	=11	Kev White	7	3	Alan McConnell	19
= 4	Alan Ball	84		Lance Zivec	7	= 6	Michael Collins	12
	Rod White	84		Dale Shields	7		Laurence Svenson	12
6	Mark Lewis	59	=14	Ron Lange	6		Ed van Amstel	12
7	Cameron Neilson	56		Barry Macfarlane	6	= 4	Phil Unicomb	14
8	Peter Johnson	53		Neil Jory	6	= 9	Rod Brand	11
= 9	Ross Walsh	49	=17	Nev Taylor	5		Ashton Bradley	11
	Kerrie Walsh	49		George Croucher	5		Patricia Bradley	11
11	Greg Yeoman	41	19	Dave Westwood	3		Ian Fink	11
=12	Pete Smith	37	20	Gary Moedt	2		Peter Marcovich	11
	Kelvin Taylor	37					Jim Reddiex	11
=14	Wilson Boyd	36					Iain Stewart	11
	Beryl Boyd	36					Greg Byrne	9
16	Ron Wilkins	31				=16	Brian Marsden	9
17	Laurie Streitberg	28					Alan Ball	14
=18	Neil Jory	25				=18	Errol Bailey	8
	Sharon Baylord	25					Pete Smith	8
=20	Leigh Yeoman	24					Rod White	8
	Julie Brooke	24					Greg Weale	8
23	Alan Mitchell	22				=22	Geoff Dein	7
=24	Neil Bennink	21	=10	Steve McCabe	20		Pat Collins	7
	Craig Read	21		Peter Johnson	20		George Croucher	7
=26	Chris Wall	19		John Holster	17		Mark Lewis	7
	Dwayne McClintock	19	12	Phil Stephan	16		Brian Swinton	7
28	Paul Williamson	13	13	Robyn Arlidge	13		Kelvin Taylor	7
29	Michael Warren	12	=14	David Martin	13	=28	Peter Johnson	6
30	Greg McIntosh	11		Alan Clunes	13		Noel Jeffrey	6
=31	Paul Williams	9	=17	Cameron Neilson	11		Stephen Jeffrey	6
	Alex Conroy	9		Tony Krebs	11		George Kahler	6
	Jeff Tremain	9		Ray Kemp	11		Cameron Neilson	5
	Charlie Slake	9		Chris Goonan	11		Lloyd Prescott	6
	Tony Hazeldine	9	21	Simon Kabel	10	34	Ross Perry	5
	Warren Tegg	9	=22	Jim Reddiex	9	=35	Tony Best	4
=37	Paul Healy	8		Tony Best	9		Lin Melton	4
	John Spencer	8		Laurie Streitberg	9		Simon Passlow	4
	Graham Greenwood	8	25	Tony Kabel	8		Boyd Ovens	4
=40	Peter Marcovich	7	26	Paul Healy	7		Ross Walsh	4
	Tricia Marcovich	7	=27	Greg Weale	6	=40	Steve Arlidge	3
	Daryll Wheeley	7		Hank Kabel	6		Ron Lange	3
	Scott Hunter	7		Michael Warren	6		Kerrie Walsh	3
	David Barlow	7	=30	Ron Lange	5	=43	Neil Jory	2
	Lindsay Morrison	7		John Spencer	5		Paul Healy	2
	Geoff Loy	7		P Stapleton	5		Geoff Loy	2
	Roslyn Loy	7	=34	Brett Abson	4		Gary Kabel	2
=48	Colin Duckworth	5		Col Powell	4		Tony Kabel	2
	Graham Offer	5		Ross Walsh	4		Simon Kabel	2
			=37	Wayne Hickey	3		Steve McCabe	2
				Richard Schilpznd	3		Janelle Svenson	2
				Gary Kabel	3		Nev Taylor	2
				Pat O'Brien	3		Warren Tegg	2
				Mark Lewis	3		Laurie Streitberg	2
			42	Gary Luiten	2		Lance Zivec	2

<u>Speed Event Championship</u>		
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	8

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B.S.C.C. WINS I.W.M.A.C. INTERCLUB MOTORKHANA

13TH NOVEMBER 1983

SURELY BY NOW IT MUST BE COMMON KNOWLEDGE THAT B.S.C.C.'S TEAM ONE TOOK VICTORY IN THE I.W.M.A.C. ORGANISED INTERCLUB MOTORKHANA HELD AT PURGA CREEK RECENTLY. TO ADD SALT TO IWMAC'S WOUNDS OUR TEAM TWO CAME IN THIRD IN FRONT OF IPSWICH TEAM ONE AND NOT FAR BEHIND HOLDEN SPORTING CAR CLUB'S TEAM ONE.

THIS EVENT HAS NOT BEEN RUN SINCE 1979 AND WAS A TREMENDOUS DAY EXCEPT FOR THE SEVERE HEAT OF WHICH THERE WAS NO RELIEF DUE IN PART TO THE TOTAL LACK OF TREES. THE PAPERWORK WAS SCHEDULED TO BE TAKEN CARE OF AT 8 AM HOWEVER VERY LITTLE OCCURRED BEFORE ABOUT 9 AM OR SO. ONCE UNDERWAY THE ACTION WAS VIRTUALLY NON STOP AND THE ATMOSPHERE WAS FULL OF EXCITEMENT WITH TWO SIMILAR TESTS RUN SIDE BY SIDE SIMULTANEOUSLY.

THE STRAIGHT SLALOM OPENED THE CONTEST WITH IAN FINK FASTEST OF OUR DRIVERS ON 23.1 LEADING PETER GARBETT ON 23.8 AND PHIL STEPHAN ON 23.9 IAN'S TIME INCIDENTALLY WAS THE QUICKEST OF THE ENTIRE SIXTY DRIVERS PRESENT WHILE PETER AND PHIL PLACED EQUAL THIRD AND FIFTH OUTRIGHT RESPECTIVELY. THESE TIMES ARE ONLY FOR INTEREST'S SAKE, THE RESULTS ON THE DAY BEING THE CUMULATIVE SCORES OF THE FIVE COMPETITIVE DRIVERS LESS RESERVE DETERMINED BY A HANDICAP SYSTEM. CLASS A CARS SUFFERING THE HEAVIEST HANDICAP, AHEAD OF CLASS B AND SO ON. TIMES WERE ADJUSTED UTILISING THE FOLLOWING FORMULA: CLASS A RECORDED TIME MULTIPLIED BY 0.9; CLASS B RECORDED TIME MULTIPLIED BY 0.85; CLASS C RECORDED TIME MULTIPLIED BY 0.8; CLASS D RECORDED TIME MULTIPLIED BY 0.7 AND CLASS F RECORDED TIME AS IT STANDS. TEAM TWO ON THIS TEST WAS LED BY KELVIN TAYLOR TREADING CAREFULLY ON 24.7 FROM ROSS WALSH WHOSE 25.2 NUGGED OUT CHRIS GOONAN'S 25.4

PETER GARBETT ON 25.6 WAS OUR FASTEST ON THE FORWARD AND REVERSE SLALOM AHEAD OF IAN AND PHIL BOTH ON 25.8. OVERALL THESE WERE FOURTH AND EQUAL FIFTH FASTEST. CHRIS GOONAN IN TEAM TWO COLLECTED A FLAG PENALTY WHILE LIN MELTON LED THE WAY ON 27.4 KELVIN WAS NEXT ON 28.5 FROM ROSS WALSH 29.0.

NEXT CAME TEST THREE AND ALAN McCONNELL'S FAVOURITE - THE HOPKIRK. PHIL AND PETER G. AGAIN SCORED WITH 38.9 GOING TO THE LATTER AND 39.0 TO THE FORMER, FOURTH AND FIFTH OVERALL. PETE SMITH POSTED A 39.8 WHILE TEAM TWO'S BEST WERE LIN MELTON (40.4), ALAN BALL (41.0) AND KELVIN TAYLOR (41.1), CHRIS GOONAN CONTINUED TO STRIKE FLAGS.

AFTER A SHORT BREAK FOR LUNCH THE ORGANISERS PRESENTED US WITH 'THE ATOM' - A BENEFIT FOR OUR ALAN McCONNELL WHO WAS PERFORMING BETTER NOW ON A FULL STOMACH - HIS TIME OF 39.3 WAS FOURTH OUTRIGHT, IAN FINK (WITH POLE) REGISTERED 43.8 AHEAD OF PETER JOHNSON ON 42.4 WHILE PHIL STEPHAN LOST HIS WAY AND ROSS WALSH KNOCKED A FLAG, KELVIN'S 40.1 WAS POETRY IN MOTION, THIS NOT BEING THE FIRST (OR LAST) ROUND OF APPLAUSE FOR HIS EFFORTS ON THE DAY, RAY KEMP DRIVING ALAN BALL'S CAR BEAT THE LATTER HERE 42.1 TO 42.6

PETER GARBETT AND PHIL STEPHAN SMASHED ALL BUT TWO OTHERS WITH A 36.6 EACH ON THE FINAL TEST - THE DOUBLE BONE, ALAN McCONNELL RECORDED A 37.1 BEING SIXTH FASTEST, LIN MELTON AND KELVIN TAYLOR DREW EQUAL ON 39.0 IN FRONT OF ALAN BALL 40.5 ROSS WALSH HAD A MECHANICAL PROBLEM DURING THIS TEST AND FAILED TO FINISH, CONGRATULATIONS TO ALL ON A JOB BEAUTIFULLY DONE.

P.S. DISCOUNTING THE HANDICAP SYSTEM TEAM ONE REMAINS VICTORIOUS HOWEVER TEAM TWO MOVES DOWN TO FOURTH - STILL A SUPERB EFFORT,

RESULTS. INTERCLUB MOTORKHANA 13TH NOVEMBER 1983.

<u>B.S.C.C. TEAM ONE</u>	CLASS	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5		
Ian Fink	C	23.1	25.8	41.3	43.8	37.5		
Alan McConnell	C	24.4	26.8	41.9	39.3	37.1		
Peter Garbett	A	23.8	25.6	38.9	44.5	36.6		
Pete Smith	A	24.3	27.5	39.8	44.1	38.3		
Phil Stephan	C	23.9	25.8	39.0	53.9	36.6		
Peter Johnson (Reserve)	C	24.5	28.4	42.3	42.4	38.7		
<u>B.S.C.C. TEAM TWO</u>								
Lin Melton	C	25.5	27.4	40.4	44.9	39.0		
Chris Coonan	C	25.4	32.6	58.5	44.0	41.4		
Alan Ball	C	27.2	29.3	41.0	42.6	40.5		
Ray Kemp	C	27.4	31.0	48.5	42.1	43.9		
Kelvin Taylor	B	24.7	28.5	41.1	40.1	39.0		
Ross Walsh (Reserve)	C	25.2	29.0	47.0	49.8	52.2		
L. Jenkinson (HSCC 1)	A	24.7	26.5	35.8	38.4	36.0	A/T	W/H
A. Ransome (IWMAC 1)	A	24.4	25.2	35.5	40.5	36.8	161.4	145.
K. Freeman (IWMAC 1)	A	23.6	23.2	33.7	38.2	35.9	162.4	146.
D. Freeman (IWMAC 1)	A	23.9	24.2	40.3	38.7	38.3	154.6	139.
							165.4	148.
							(All Minis)	
<u>TOTAL</u>		<u>ACTUAL TIME</u>		<u>WITH HANDICAP</u>				
Ian Fink/VW		171.7		137.2				
Alan McConnell/RX 2		169.5		135.6				
Peter Garbett/Suzuki		169.4		152.5				
Pete Smith/Suzuki		174.0		156.6				
Phil Stephan/1600		179.2		143.4				
Peter Johnson/1600		176.2		141.0				
Lin Melton/1600		177.2		141.8				
Chris Coonan/2000		201.9		161.5				
Alan Ball/1600		180.6		144.5				
Ray Kemp/1600		192.9		154.3				
Kelvin Taylor/RX 3		173.4		147.4				
Ross Walsh/RX 2		203.2		.....				



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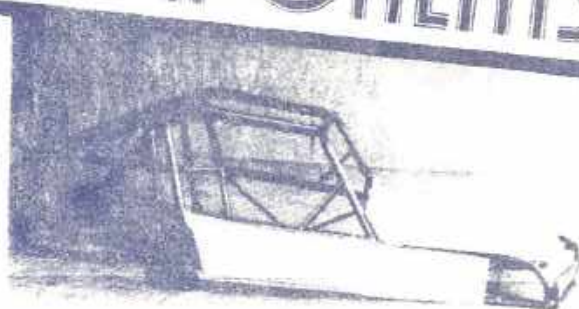
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T E G G S ' S T R E M E N D O U S T O U R .

The Tegg family night run provided relatively new members Wilson and Meryl Boyd with a well deserved win albeit tied with current Club Championship points score leaders Del and Peter Garbett. Apparently the Boyds breezed through the course to answer all the questions correctly while other more experienced crews namely Alan McConnell/Peter Johnson missed a couple.

Our illustrious Secretary led us a merry journey to the very end of the South East Freeway before looping around different areas of Rochedale then on to Norman Park via Mt. Petrie, Carina, Camp Hill and three or four sets of traffic lights - the competitors agreed unanimously that there were four sets while Warren maintained there were but three until he realised he'd neglected one lot whilst wrestling with the many turns of lock on board his XA Falcon. However, everyone appeared to find Bennet's Road ultimately, and thereafter found themselves searching the famous Deshon Street for the company which offers economy and service.

"Throw who out" read the final question of the night. Anyone interested in the answer to this one may take a drive past the Gabba CBS in the near future - the poster may still be there. !

The Teggs presented an entertaining evenings run of adequate length and a great deal of interest. This leaves the current Night Run Championship something like this: Del and Peter Garbett on 82 points each; Alan Ball, Rod White and Alan McConnell on 75 with a gap to Peter Johnson on 53.

Alan Ball's night run is scheduled for the 23rd November so let's see a record entry - how about some of those members who come along every Wednesday evening for a few drinks and chit-chat giving it a go - don't knock it until you've tried it.

Del Garbett

<u>RESULTS</u>	<u>NIGHT RUN</u>	<u>26th OCTOBER 1983</u>
Peter Garbett/Del Garbett		Nil points lost
Wilson Boyd/Meryl Boyd		Nil points lost
Alan Ball/Rod White		10
Cameron Neilson/Julie Brooke		10
Alan McConnell/Peter Johnson		20
Mike Warren/Lindsay Morrison		20
Geoffrey Log/Roslyn Loy		20
Ross Walsh/Kerrie Walsh		30
Scott Hunter/David Barlow		40

-----

STANFIELD AUTOMATICS LADIES ENDURO

20th NOVEMBER 1983

Thanks to Ross Stanfield and his company the ladies of the Off Road Persuasion were able to have their annual fling at Purga (and we mustn't forget Pat Collins' part in the whole affair either).

Not a big field gathered but it would have been more surprising if there had been - after all belting yourself into an Aluminium Torture Tub just doesn't attract some ladies and me.

Just for a change let's do the Results and then the individual lap times:

1st	Patti Bradley / Gaye Bradley	91.26	1st Class 1
2nd	Linda Miller / Diane Scottorn	100.13	1st Class 2
3rd	Terri Brad / Lyn Norvath	102.33	2nd Class 2
4th	Lynne Catton / Karen Bickmore	124.54	1st Class 4
5th	Laureen Smith / Patricia Orcher	135.34	1st Class 5

Patricia Bradley is of course the joint winner of the 1983 Off Road Championship with husband Ashton, and all those hours of watching the governor work away have obviously paid off.

We must congratulate all the finishers and commiserate with those who fell by the wayside.

Lap 1		Lap 2		After 2 Laps	
1	Brand/Unicomb 1 15.08	1	Collins/Crew 1 14.59	1	Brand/Unicomb1 30.14
2	Collins/Crew 1 15.25	2	Brand/Unicom 1 15.06	2	Collins/Crew 1 30.24
3	Bradley/Bradl 1 15.40	3	Bradley/Brad 1 15.17	3	Bradley/Brad 1 30.57
4	Miller/Scotto 2 17.05	4	Miller/Scott 2 16.47	4	Miller/Scott 2 33.52
5	Taylor/Howe 4 17.32	5	Brand/Norvat 2 17.12	5	Brand/Norvat 2 34.56
6	Brand/Norvath 2 17.44	6	Catton/Bickm 4 20.51	6	Catton/Bickm 4 41.31
7	Catton/Bickmo 4 20.40	7	Smith/Orcher 5 23.10	7	Smith/Orcher 5 46.55
8	Smith/Orcher 5 23.45	8	Moedt/Connee 5 24.48	8	Moedt/Connee 5 50.43
9	Moedt/Conneel 5 23.55				

On the second lap we lost Annette Taylor/Janet Howe as they demolished 3 trees.

Lap 3		After 3 laps		Lap 4	
1	Brand/Unicomn 1 15.11	1	Brand/Unicom 1 45.25	1	Bradley/Brad 1 14.50
2	Bradley/Bradl 1 15.28	2	Bradley/Brad 1 46.25	2	Brand/Unicom 1 15.18
3	Miller/Scotto 2 16.49	3	Miller/Scott 2 50.41	3	Miller/Scott 2 16.43
4	Brand/Norvath 2 17.27	4	Brand/Norvat 2 52.23	4	Brand/Norvat 2 17.16
5	Catton/Bickmo 4 20.49	5	Catton/Bickm 4 62.20	5	Catton/Bickm 4 21.15
6	Smith/Orcher 5 22.19	6	Smith/Orcher 5 69.19	6	Smith/Orcher 5 22.04
7	Moedt/Conneel 5 30.54	7	Moedt/Connee 5 81.37		

On Lap 3 Desley Collins/Glenda Crew lost a wheel (why a hulking great brute like Desley couldn't carry the car back is beyond me) and a lap later Carolyn Moedt/Melissa Conneely retired with neck pains.

After 4 Laps		Lap 5		After 5 Laps	
1	Brand/Unicomb 1 60.43	1	Bradley/Brad 1 15.01	1	Brand/Unicom 1 76.02
2	Bradley/Bradl 1 61.15	2	Brand/Unicom 1 15.19	2	Bradley/Brad 1 76.16
3	Miller/Scotto 2 67.24	3	Miller/Scott 2 16.28	3	Miller/Scott 2 83.52
4	Brand/Norvath 2 69.41	4	Brand/Norvat 2 16.42	4	Brand/Norvat 2 86.23
5	Catton/Bickmo 4 83.35	5	Catton/Bickm 4 20.37	5	Catton/Bick 4 104.12
6	Smith/Orcher 5 91.18	6	Smith/Orcher 5 21.50	6	Smith/Orche 5 113.08

Lap 6		Fastest Laps	
1	Bradley/Bradl 1 15.10	4	Catton/Bickm 4 20.40
2	Brand/Norvath 2 16.13	5	Smith/Orcher 5 22.26
3	Miller/Scotto 2 16.21		

1	Bradley/Brad 1 14.50
2	Collins/Crew 1 14.59
3	Brand/Unicom 1 15.06
4	Brand/Norvath2 16.13
	etc etc

### DUSTBOWL - ALEXANDRA HILLS

Twelve of the eighteen cars entered in the Club Motorkhana on the 30th October were DATSUN 1600s - perhaps they're trying to sell us something, their day is not yet over!

Under the guidance of Motorkhana Sub-Committee Chairman Del Garbett, four tests run twice each comprised the day's competition beginning with the little used Triple Garage. Ian Fink threw down the gauntlet to Alan McConnell here by posting a 37.70 run to Alan's 40.66 and Steward Peter Garbett's 40.87. Alan Clunes threw it all away in this test by collecting flags on both runs. Alan M. was already noticeably uncomfortable about the reversing so one can imagine his composure after the first three tests all containing reversing. Ian made it painfully obvious that he was a step up on Alan when it comes to backing up - the Motorkhana Championship is going to be a close one this year with one event remaining on the 27th November.

New member and recent Night Run victor Wilson Boyd debuted his Datsun and himself in gymkhanas on the day and John Holster returned to the fold as did Phil Stephan. David Martin of Datsun 1200 Ute fame drove the Stephan mobile but found a little drama keeping the revs up, otherwise his usual tidy style was evident. Steve Arlidge made a comeback also, displaying his normal consistency in the immaculate white and green 1600.

Alan Clunes who thoughtfully arranged catering in the form of chilled cans of Coke at the venue scored a W.D. in test two the Double Garage as did the aforementioned Steve Arlidge. Alans McConnell and Ball collected markers here, the latter making it two tests in a row. Ian led the pack again this time on 46.54 trailed by Peter Garbett 46.97 and McConnell 47.21. Pete Smith recording 47.98 preceeded John Holster smoothly controlling the big Commodore to a time of 48.86.

On to the Reverse Garage following a brief lunch interval and Ian shone again on 34.51 ahead of Garbett on 35.63 and McConnell - 36.55. Steve Arlidge, John Holster and Pete Smith recorded flag penalties during the course of this test.

The Lazy Eight final test was a mixture of flag penalties and Wrong Directions with Ray Kemp, Peter Ball, Chris Coonan, Alan Clunes, Alan McConnell, Phil Stephan and Wilson Boyd collecting the former, and Steve Arlidge and Peter Johnson scoring the latter. Alan McConnell found his feet or rather his right one and held out Phil Stephan on 30.58, with his 30.52. Peters Smith and Garbett followed with 30.63 and 31.19 respectively.

We trust that those new members enjoyed themselves, and thank you very much the many willing workers who assisted greatly with setting up, observing, etc. Thank you once again Del Garbett for your extra effort. See you at the next Motorkhana which is down for the 27th November and is under the control of Kelvin Taylor.

Peter Garbett

RESULTS - MOTORMANA 30th OCTOBER 1983

TEST ONE	TRIPLE GARAGE	TEST TWO	DOUBLE GARAGE	TEST THREE	REVERSE GARAGE
Ian Fink	37.70	Ian Fink	46.54	Ian Fink	34.51
Alan McConnell	40.66	Alan McConnell	47.21	Alan McConnell	36.55
Steve Arlidge	41.96	Pete Smith	47.98	Chris Goonan	38.55
Pete Smith	41.97	John Holster	48.86	Steve Arlidge	38.70
Phil Stephan	42.61	Steve Arlidge	49.28	Pete Smith	39.26
John Holster	45.06	Phil Stephan	50.47	Peter Johnson	39.42
Alan Ball	45.14	Peter Johnson	51.87	Michael Warren	39.60
Chris Goonan	45.39	Alan Ball	52.47	Phil Stephan	40.07
Ray Kemp	45.40	Michael Warren	52.93	Alan Ball	41.97
Peter Kemp	45.70	Chris Goonan	53.39	John Holster	42.41
Lyndsay Morrison	47.86	Lyndsay Morrison	53.46	Peter Kemp	42.58
Peter Ball	47.87	Peter Kemp	54.99	Alan Clunes	42.67
Peter Johnson	48.82	Dwayne McLintock	55.65	Dwayne McLintock	42.81
Dwayne McLintock	49.99	David Martin	56.26	Ray Kemp	42.99
Wilson Boyd	50.67	Ray Kemp	56.33	David Martin	43.08
David Martin	52.85	Peter Ball	56.59	Lyndsay Morrison	44.43
Alan Clunes	53.28	Wilson Boyd	60.07	Wilson Boyd	46.98
Michael Warren	53.29	Alan Clunes	63.17	Peter Ball	47.05
Peter Garbett	40.87	Peter Garbett	46.97	Peter Garbett	35.63
<u>TEST FOUR LAMB EIGHT</u>		<u>TOTAL</u>			
Alan McConnell	30.52	Ian Fink/VW Beetle		150.30	
Phil Stephan	30.58	Alan McConnell?RX 2		154.94	
Pete Smith	30.63	Pete Smith/Suzuki Hatch		159.84	
Ray Kemp	31.38	Phil Stephan/Datsun 1600		163.73	
Ian Fink	31.55	John Holster/Commodore		169.85	
Alan Ball	31.57	Chris Goonan/RS 2000		170.66	
Peter Johnson	32.24	Alan Ball/Datsun 1600		171.15	
Lyndsay Morrison	32.38	Peter Johnson/Datsun 1600		172.35	
Dwayne McLintock	32.41	Steve Arlidge/Datsun 1600		174.41	
Peter Kemp	33.49	Ray Kemp/Datsun 1600		176.10	
John Holster	33.52	Peter Kemp/Datsun 1600		176.76	
Chris Goonan	33.53	Lyndsay Morrison/Datsun 1600		178.13	
Alan Clunes	34.53	Dwayne McLintock/Datsun 1600		180.86	
Peter Ball	35.33	Michael Warren/Datsun 1600		182.84	
David Martin	35.53	Peter Ball/Datsun 1600		186.84	
Michael Warren	37.02	David Martin/Datsun 1600		187.72	
Wilson Boyd	39.47	Alan Clunes/Hunter		193.65	
Steve Arlidge	44.47	Wilson Boyd/Datsun 1600		197.39	
Peter Garbett	31.32	Peter Garbett/Suzuki Hatch		154.66	



## Travels on the Indian sub-Continent by Wooden Motor Car

In which the Editor speaks to our President about his recent participation in the Himalayan Rally.

All place names are given here phonetically. (you'll have to make allowances for the fact that Jim has a hare lip, stutters, he'd just come out of the dentists and several empty gin bottles were strewn around his desk).

BE. Jim you've just returned from a trip overseas to do the Himalayan Rally, who organised the event? JR - The 4th Himalayan Rally. It was organised by the Indian Motor Sporting Club, they did a very good job I think. I believe in the past it's been a bit wanting in some directions but they're trying to get some international recognition this year. I don't know if they ever will and I think it'll be a great pity if they ever do, because it's got a charm of its own that we really don't want the big teams in. You can survey the route beforehand, they don't close the roads and the Indian traffic is really something else. We were in the event for 24 hours and did 800 km, we went through dust, mud, dry river crossings, 300 metre sandy river crossings, wet river crossings, forests (a bit of a shock when you turn over the instructions and it says "Caution Elephants and Tigers"), it was in the forest that we broke a drive shaft in the middle of the night. We only got into the foothills of the Himalayas, up 6800 feet, the road wound backwards and forwards, it was competitive and full of trucks and buses doing no more than 60 kmph. They find it inconceivable that anybody would go faster than that and they just pull straight out in front of you, head on, to pass. I don't know what the road fatality figures are like, I don't think they can count to a high enough figure, just incredible the head on prangs. The service vehicles are allowed to run up the same road, along the rally route, but they're not supposed to hold you up. If you driving at the back of the field you end up striking more service vehicles than rally cars. On one of the loops there weren't even any passing places, just a few stone abutments and 4000 feet straight down over the side. When we were out of the event it went higher, upto the snow and ice, and it's one of the few event were a privateer can enter and stand a good chance of doing well. The car that won was a Nissan driven by a Kenyan driver, he was something like an hour and thirty minutes ahead of the next car, and that was Coulson driving an Opel. Coulsons from Belgium and he was the only international driver entered. He started at No.1 and led until he became physically ill with "Delhi Belly" and he was having to stop in the middle of special stages to have a crap! His car was breaking up to in the end. If you have a good strong car there's no need to be really all that fast. We were 6th fastest on the first special stage in the little Africar and we really were taking it quite easy. BE - The Africars a most peculiar vehicle (Note: The car was in Maxim Motors workshop at the time of the interview) it looks like the garden shed on wheels, tell me the background of it. JR - I had a visit from Tony Howe whose building it early this year. He's an engineer by training but he gave it away and took up film work. He's making a film about the evolution of a motor car, at first I thought it was a general film about cars but then I discovered that it's a film about this car he's building. He's a Citroen crank and that's how he ended up with me, as some of the film involves our little 1923 "Bussy". He met Doug Stewart in Sydney and Doug told him about me and the cars and that's what he came up to film. He did offhand say that he was designing this car, the Africar - he's done a spot of driving in Africa and he was always shocked at the unsuitability of even Landrovers and things. He said that although they would seldom actually stop they do need attention all the time, and that there must be something better. He'd always admired the 2CV suspension with its very

long travel, and he set about designing a motor car that would be very good in these third world countries, one simple to use and simple for them to build. In talking to him I discovered that his father was one of the engineers responsible for building the Mosquito bombers (Note: the Mosquito was a twin engined wooden aircraft produced between 1941-1946, about 23000 of all types were built). So he had this contact with wood, he's also keen on boats, so he used the wooden frame as something that was easily available in third world countries, no need for body presses and things like that, it's all straight cuts as you can see and really quite simple. Once its all cut out in about 3 hours you can have the templates all stuck up. The suspension was evolved around the Dunlop Hydra-Gas like Hydro-elastic but it has this gas hemisphere on it, which is very supple, connected to the long suspension movement. Designed for four wheel drive, this one is only two wheel drive, he's building three vehicles at the moment and he's going from the Arctic Circle to Africa to prove his vehicles and also to produce the film. I'm not sure of the actual amount but he's got something like £100,000 from a B.B.C. offshoot to produce this film. The vehicles he's got going are a 4WD version of the Ute we used, a four wheel drive station wagon and a six wheeler station wagon with a longer body that's six-wheel drive. And I saw these being constructed at a factory in Leicester (about 150 miles north of London) and it's quite impressive. It's being done in a little old garage by a band of very dedicated people. I'm fascinated by the vehicle, of course the moment you mention wood everybody laughs but to drive it's very, very solid and I can see a lot of merit in it, particularly in a third world situation, but all the interest at the moment is coming from England where there's a ready market for that sort of thing in four-wheel drive. The only thing I'm sceptical about is price, he thinks he can market it in the U.K. for about £4500 and I tend to doubt that. BE - What sort of timber is used ? JR - Marine ply, it's resin coated and then painted. First up when you look at it, it looks just like fibreglass. It's resin coated to resist rot and to add strength, it's screwed in places but it's mainly glued and stapled. BE - How is it in a crash situation, does it deform ? JR - Yes, it has a metal frame at the front made out of square tube, the 1300cc Citroen engine is designed to slide underneath. At the rear there's nothing behind the rear wheels, the frame is in front and the bodywork can collapse right upto the rear axle line. He has no doubts at all about its ability to meet any barrier collision test. The box sections really are very strong and they will withstand a far greater impact than metal without deforming, but then they will smash only in the area of actual impact, they won't transfer loads and break things everywhere. BE - I see that the open rear of the vehicle has a canopy, did you have any trouble with the Indian population, any rock throwing, you didn't run over any cows ? JR - No there was no rock throwing, we saw one cow that had had a knock and that attracted far greater attention than any of the accidents we saw where people were involved. We don't know if anybody was actually injured, but the way they looked you'd think they'd have to be. I believe the stone throwing episode of four years ago, during the first event, was in fact a paid political crowd. BE - Rent a Crowd. JR - Exactly, in fact you were almost regarded as a hero if you were a competitor. The Police and the Army were so keen you could almost get round without a route book. They were on every corner, occasionally the route chart was a bit vague, they might say "Hump" or "Dip" 1 mile but which hump or dip did they mean from the thousands around ? You just had to wait until you reached a junction then the Policeman would point you up the right road. BE - How many cars started ? JR - 72, their biggest field so far, and about 40 finished. As I said the Nissan finished first, the Opel second, a Subaru 4WD third, a 520i BMW fourth a semi-factory car from Germany, and another

Subaru. Three Subarus came from Japan, the top fellow went out quickly with a broken gearbox and the other two finished in the first 5. The only vehicles produced in India are the "premier" which is a 1952 Fiat 1100 and the 1956 Morris Oxford which is upto a series 4 now and which they call Ambassador, they had their own classes and I think the first Ambassador came in about 1065 minutes penalty. We had 7 hours late time on the first leg of the first division, and we missed out by thirteen minutes, we had a lot of problems - but it is the sort of event where you can have plenty of problems but still keep going, and still probably do well. The Indian army were in with a four-wheel drive they call a "Hindra", a vehicle they build that is based on a Toyota. It was very interesting and I'd like to go back for another one, in fact their keen to enter again but by then the Africar may have its problems sorted out, it certainly isn't a rally car. BE - How long will the car be here ? JR - Until I get it ready, probably 2 or 3 weeks, if we can get it ready we'll run it in the Stones Corner Motors Rally. Doug Stewart will come back up from Sydney and run it, but looking at the break in the suspension I don't know how we'll go for time. It has a problem in the steering at the moment that I think geometry, the first half a turns alright then you need real strength to complete it. It's got a very big castor difference with 12 inches on suspension travel. I really think there's too much castor difference and with the load we were carrying it made it so much worse. It has the Citroen GS wheels but they're overshadowed with 165's instead of 145's, it was very sluggish low down - we tried 145's after the event and it made a world of difference. BE - What sort of labour force does he have in Leicester to build the cars ? JR - Well it's difficult to say, there must be 5 fully employed at this stage, but so many people are helping out with the artic project - that's now a bit delayed because they should have left the week of the rally, but they spent so much time getting this car ready that now they hope to get away in the first week of December. But there were people coming and going continuously, when we left at 6.30pm there seemed to be a night shift starting. BE - Isn't December a very strange time to be going to the Arctic Circle ? it can be quite nice in June. JR - They want to face the full rigours of the climate in the cars, and of course the Sahara in winter is O.K. There talking about an 8 week trip, I was offered a seat on the trip, he was quite desperate for me to go with him, but I didn't think I could go and stay out of the divorce courts. BE - Is he going via Gibraltar and Morocco ? surely he doesn't plan to go via the Lebanon ? JR - I think they're going down through Casablanca and then all the way down to the Cameroons. Of course they have to be very careful with the film gear, naturally there trying to do parts of the local scene to make the film work, what they're saying is that there testing the vehicles and that they want to photograph the vehicles in those situations. But even that's causing a bit of a hassle. BE - So your rally lasted a day ? JR - Just 24 hours, we lost our service crew because communications are almost non-existent in the mountains. A big loop of the event started near a place called Deradoon and finished in Deradoon, our service crew, who weren't experienced people really, it was Doug Stewart's brother, his girlfriend, some mate of Doug's brother, and you can't hire a vehicle in India, you must hire a vehicle and driver. So the unit we had was a big Standard van - like the old Commer van - and its average speed day after day, was about 28 kilometres per hour ! We had had problems and we arranged to meet that at Deradoon, when we didn't arrive they elected to drive round the rally route the wrong way, a reasonable sort of decision, and when we turned up we missed them by just 10 minutes. We tried to get a definite statement on whether we'd exceeded late time, but we took our compulsory half hour break and headed off to the next rest halt at a place called Missouri - all this time we were stuffing around with the car, I had a gallon can on my lap to bypass the fuel tank, we kept having to stop to fill the can from the tank, it took about 2½ hours to

do about 30 k. We got on the radio and spoke to Delhi within 5 minutes of our pulling out and asked them to tell our service crew. We didn't see them for two days, it wasn't until the rally cars came back in that we learned they'd been to Nine-a-tail which was the first rest break. We learned that they were in a place there there was only 1 hotel, we spent three-quarters of a day trying to phone this hotel - then we found they'd left. At least they left us a full message to say they were going to Delhi, they'd been trying to phone us for 3 days. This was when we discovered that there were three different types of phone calls, Normal, Urgent and Express - the Express one is seven times the price of the ordinary one, but even that doesn't guarantee that your going to get through. BE - What sort of hotels did you stay in while you were there ? JR - The event started from the Olympic Stadium in New Delhi and we stayed in the Hotel Pernishka - which is another story. Everything in India has to be made there, your not allowed to import anything. And this building, an international class hotel of about 16 stories, it's in the general shape of a cross and when your downstairs, in the swimming pool area particularly, you can look up the join in the wall and as it gets higher so the walls curve away from each other ! the walls covered in glazed tiles about the size of an ordinary house brick and as they get higher so the ordinary bricks underneath come into biew. And the glass in the place well you think your in a 'Fun Parlour' looking at the magic mirrors. It was comical in some places but it was clean. The hotel we stayed at in Missouri was the Hotel Savoy. It was a 100 years old and was a real piece of the old Raj, it must have been incredible 80, or even 50, years ago, but today it's just a rotting shell of its former glory. It's owned by an Indian fellow now and it's just rotting away - it must have been magnificent when the English were there to keep it in style, now it just looks sad because its not kept in the right manner. BE - The car was a bit late in arriving was it ? JR - Yes the car arrived on the Wednesday night and the event started on Sunday. We had so much work to do, we took it for a run and found it was so hot and we had to arrange ventilation for the engine. I worked till 3am Thursday, then from 7am to 2.30am and from 6.30am till I collapsed at 11pm Friday night. I got up again at 1am and did a couple more hours, then we felt it was about ready. The scrutineering was at 11am on Saturday, Doug went off to do some publicity filming and I went back to the Hotel, where we'd been working, we had no workshop we'd been working in the basement of the hotel. And when they came back the car wouldn't start after this run - it was vapourising so we had to run round and buy an electric fuel pump, so when we started we virtually hadn't tested the car at all. We had fuel problems stemming orinally from the fact that the fuel tanks had been made out of black iron and they hadn't been de-scaled. The scale kept coming through and it blocked the taps and it blocked the filters, then the Indian electric fuel pump I'd bought didn't work, it took four modifications to get it to work and in the end it burnt the wiring out. Then we had, and still have, an intermittant ignition problem. I hot wired the car and every time the car stopped it seemed to be one or the other - this went on the whole time. This is what made us run out of late time, we were 50km out of Deradoon, we coasted out of the mountains and we could only do about 150 yards before it would stop. We'd let it cool for a bit and away we'd go, we evntually bought a local coil and although it pissed and farted a lot at least it got us going. as well as all this we broke a drive shaft and the flexible suspension pipes supplied by Dunlops leaked at the swagings and we kept running out of suspension pressure - we had so many dramas that in the end time beat us. BE - What was the weather like, they are well advanced into winter ? JR - It was cold. From about 9 o'clock in the morning until about 3 o'clock in the afternoon you'd be quite happy in shirt cleeves, but once the sun

got a bit of a slant on it you'd be looking for a jacket, we had coal fires in the rooms at night. You pay so much for the hotel room and if you want wood it's extra. BE - How much do hotel rooms cost roughly? JR - In Delhi they were about \$70 a night, and in the Savoy I think we paid about \$30. BE - Not that cheap really. JR - No but overall I'd say that India is quite cheap to live in. My new shoes cost \$17 and things like jumpers and shirts were very reasonable. Food in restaurants was quite cheap. India's a terribly interesting place and I think it'd be a great thing, next year, to organise a group to go. We'll need a decent bus to go round in and I think it'd be great. BE - Well the crucial question is, are the Indians allowed to drink by their religion? JR - Yes, but you don't see too many drinking - there are no hotels as we have them but the residential hotels do have a bar where you can get the local beer or the local whisky. Naturally imported whisky or wine is very expensive. Really it's like stepping back into the nineteenth thirties, look inside a camera shop window and there still selling box brownies! BE - Have they had the film 'Gandhi' on in India? JR - Yes they have, Doug Stewart was asking about it and they thought it was a pretty accurate portrayal. One of the problems that you have in this sort of situation is that you end up not meeting your average Indian. The people we met were very upper class and well educated, there seems to be a great step down to the next rung in the social structure. In Delhi we found the people extremely friendly, you weren't pestered by beggars everywhere like you were in Bombay. There they had huge signs up with slogans like "Don't give alms to outstretched palms that do not belong to cripples" So many of the signs were very obvious English puns that must be lost on the locals. For instance, across the street in Bombay a large banner proclaimed "Cover Your Food - Or The Consequences Could Be Dire - Rear" So many plays on words and puns that were really obvious, not really clever but I wonder how many of the locals can understand the message within the message. They talk very fast clipped English, very hard to understand and they don't understand us either. Go into a restaurant and try and organise something different: we were eating in a coffee bar because the restaurant only had proper Indian food, in the coffee bar however they had a pepper steak and one of our blokes was asking for a pepper steak without the pepper, well it took three days before we eventually got that through to one of them. BE - Did you use your Indian phrase book much,? you must have had one. JR - No we struck up a contact with a fellow who Doug knew faintly by way of business. He was living in the hotel we stayed at and he came on the service crew with us, so if we wanted anything then Sirius would see to it - but even with him we had the occasional language problem. The bloke driving the service van was a straight Indian and Sirius sometimes had trouble talking to him. BE - Do they speak very many different dialects? JR - A heap of them, when we got up into the country Sirius couldn't understand what the locals were saying but the truck driver could. So if you go to India you need someone like Sirius who can talk to the locals. I thought that Bombay was the arsehole of the world it's a disgrace, The drive from the airport into Bombay is enough to make you turn round and go back. It's all a fetid swamp and they're hovels both sides of the road, made from tin, plastic, anything at all. The worse conditions you can imagine anybody living in, and there's this gutter running alongside the road which has this evil green coloured water in it, and when they want to relieve themselves they just squat down beside the road - and they fish in this gutter! God knows what they catch and if they eat it if they do. One of the jobs is that the town garbage is dumped by the side of the road and women glean through it. It's so filthy it's unreal and it goes for miles, it's almost an hours drive from the airport in a cab. But Delhi's not like that at all, old

Delhis a bit smelly but New Delhis beautiful with trees and wide roads. BE - A lot of Old Delhi was blown down during the mutiny of the 1850's. JR - When we went up into the mountains the country people were beautiful, it's like here when you leave the city you find that country people have time to talk to you, in Delhi you seem to spend a lot of time bargaining but in the country that seemed to be the price, lots of the local cottage industry stuff really was very nice. I thought it was very, very nice and I'd like to return to the rally again. BE - What sort of jabs did you have to have before you left? Leprosy, Bubonic Plague, all the exotic ones? JR - No in fact there is none necessary. BE - How about coming back? JR - Well I was done for typhoid and something else, you have to be careful what you eat, we ate a lot of fruit but we never ate the skin of it. We only drank water we got from the hotel because they have their own purifying systems. In fact we carried all our own water in the service crew, a bit ridiculous in some ways as we could have just boiled the hell out of some of it. It isn't really necessary unless you want to eat all the local foods, the curries, and if you do that your just asking for trouble. A friend of Dougs took us out to a local restaurant and we had chicken in about four different forms, and none of us had any problems - if anything we were all constipated. I'm not saying that the restaurant food is in any way tainted, but if you eat lots of heavily spiced foods that your not accustomed to - then your going to have trouble. BE - Is there much cult worship of Mrs Gandhi? because in the Phillipines it's impossible to escape from Mrs Markos' doings JR - No politically it seemed very stable. You'd look at the paper and read of riots happening but we only saw one demonstration and that was more of a parade - a peaceful demonstration. But driving around you can be stopped by the police because they're robbers and the police keep a pretty stern eye on things. To us there was no evidence of political backlash whatsoever. BE - When you left India you went straight on to France? JR - I was due to go straight to France but the Africar man was dying to know what happened to his car and he was ringing every day. So I went to see him then I had a week in Paris for my annual homage to the parent factory. BE - Well thank you Jim this has been most interesting. JR - Thank you, could you delete the lines about the dancers in the Taj Mahal Tearooms, the ones who did the exotic dance of the Seven Vales. BE - Anything for a friend and a bit of money.

Big Ed

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Ladies Championship

We ran out of room for the Ladies on the Championship pages, so here they are (and a very presentable lot too),

1	Del Garbett	32	13	Julie Brooke	7
= 2	Coral Taylor	11	=14	Tricia Marcovich	6
	Patricia Bradley	11		Diane Scottorn	6
= 4	Janelle Svenson	10	=16	Roslyn Loy	5
	Kerrie Walsh	10		Terri Brand	5
	Robyn Arlidge	10'		Lyn Norvath	5
= 7	Linda Miller	9	=19	Lynne Catton	3
	Noelle Drummond	9		Karen Bickmore	3
	Beryl Boyd	9	=21	Narelle Lewis	1
=10	Sharon Gaylord	8		Laureen Smith	1
	Christine Brand	8		Patricia Orcher	1
	Gaye Bradley	8			

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		Home	Work
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VICE PRESIDENT.....	Brian Swinton	48 4558	44 8061
IMMEDIATE PAST PRESIDENT.....	Mike Mitchell	59 8785	52 5391
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TREASURER.....	Errol Bailey	48 0546	372 3777
CLUB CAPTAIN.....	Ian Goldsworthy	390 6245	390 6245
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	Peter Smith		
	Terry Conneely		
	Peter Marcovich		
	Ian Preston		
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CAMS OBSERVER.....	Peter Marshall	202 6932	202 6932
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RALLY OFFICER.....			
ADMINISTRATION OFFICER.....	Esme Gibson		391 8881

## CLUBROOMS

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

## POSTAL ADDRESS:

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

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

COMING EVENTS

NONE - PUSH OFF !

WHAT ? O ALL RIGHT.

November 30th - Social Night at the Clubrooms, 8pm

December 3/4 - Mazda Centre Springwood Rally

6 - Committee Meeting at the Clubrooms, 8 7.30pm

7 - Annual General Meeting, 8pm at the Clubrooms.

10 - B.S.C.C. Club Christmas Party

14 - GALA CLUB CLOSING NIGHT, from 8pm onwards.

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January 18th - (I think) Gala Club Re-Opening Night (Bring yer Money)  
Next Edition of the Magazine with full details of '84  
inside.

NEW MEMBERS

A warm welcome is made to

Dave Owen.....Chelmer  
Ross Duncan.....Strathpine  
Kym Horvath.....Inala (Associate)  
Glenda Crew.....Rochedale  
Annette Taylor.....Strathpine (Associate)  
Jan Howe.....Deception Bay  
Patricia Orcher.....Kingston (Associate)  
Laureen Smith.....Kingston (Associate)  
Melissa Connely.....Eight Mile Plains (Associate)  
Gaye Bradley.....Bonogin (Associate)  
Kerryn Hammond.....Beachmere (Associate)  
Lynne Catton.....Bald Hills (Associate)  
Karen Bickmore.....Mitchelton (Associate)

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## ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 7th December 1983, commencing at 8.00 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

Nominations for Office bearers and other members of the Board are listed below:

<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
<u>PRESIDENT</u>		
Jim Reddiex	Warren Tegg	Dennis Brown

### VICE PRESIDENT

### Hon. Secretary

Warren Tegg	Errol Bailey	Peter Marshall
-------------	--------------	----------------

### Assistant Secretary

Ron Wilkins	Warren Tegg	Richard McColm
-------------	-------------	----------------

### TREASURER

Errol Bailey	Warren Tegg	Peter Marshall
--------------	-------------	----------------

### Assistant Treasurer

Noelle Drummond	Warren Tegg	Peter Marshall
-----------------	-------------	----------------

### BOARD MEMBERS (10 to be elected)

John Hall	Warren Tegg	Dennis Brown
Mike Mitchell	Warren Tegg	Alan Mitchell
Dennis Brown	Peter Marcovich	Ian Preston
Peter Marcovich	Dennis Brown	Ian Preston
Phil Unicomb	Warren Tegg	John Hall
Peter Smith	Warren Tegg	John Hall
Christine Brand	Phil Unicomb	Jim Reddiex
Ed van Amstel	Phil Unicomb	Christine Brand
Linda Miller	Phil Unicomb	Christine Brand
Barry Massey	Phil Unicomb	Christine Brand
Ian Preston	John Hall	Warren Tegg

### EDITOR

Peter Smith	Warren Tegg	Ian Preston
-------------	-------------	-------------

### CLUB CAPTAIN



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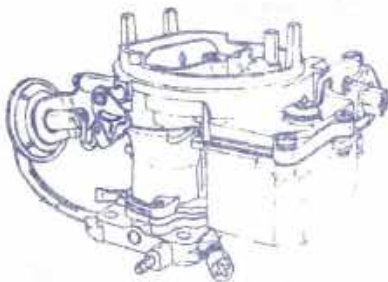
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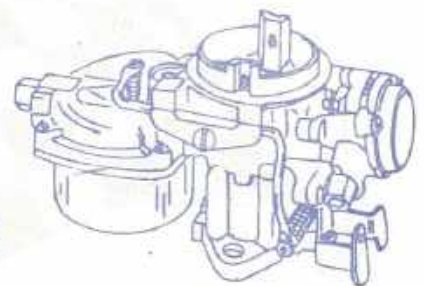
CARBURETTORS and PARTS

**AUTOLITE : CARTER : JAP : ROCHESTER**

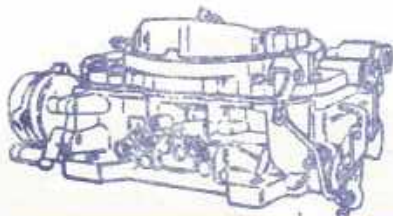
CARBURETTOR PARTS

**AUTOPULSE : BENDIX : HOLLEY : SU**

FUEL PUMPS



**CARBURETTOR  
EXCHANGE &  
RECONDITIONING  
SERVICE**



NON O.E.M. PARTS – OVERSIZE THROTTLE  
SPINDLES – TEFLON BUSHES – IDLE MIXTURE  
CONVERSIONS – MANUAL CHOKE CONVERSIONS –  
CARBURETTOR TOOLS & SERVICE LITERATURE

# AUTOMOTIVE CARBURETTORS (QLD)

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



**Russell Worthington**  
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