



BRISBANE SPORTING CAR CLUB MAGAZINE

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BRISBANE SPORTING CAR CLUB Ltd

MAGAZINE - FEBRUARY 1984

Contents

Page	1	-	Contents
	2	-	Major Forthcoming Event - 1984 AWARDS NITE
	3 - 8		Nazda Centre Springwood Rally
	9 - 16		Holland Park Auto Electric's Rallysprint Series
	11 - 13		A Picture (Which hasn't come out) of Jim Reddiex being presented with a solid gold Peugeot 404 for selling the odd Peugeot in the final quarter of last year.
			CAMS Cuttings
	14 - 15		Jozys Night Run
	16	-	Major Forthcoming Event - Club Motorkhana 19th Feb
	17	-	Major Forthcoming Event - Kooralbyn Valley Short Course - 26th Feb
	18	-	OFF ROAD CALENDAR 1984
	19	-	Pat McCreery and that Joy Loy Boy at Tara
	20 - 25		Greg Chalk Memorial 480 Off Road Enduro
	26 - 27		Championships 1983 and 1984
	28	-	Club Officials
	29	-	Coming Events

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You may have noticed that this month we don't have an Editorial. Well the way I kinda' figger it (Spit - Dang !) is that there times (Spit - Dang !) when a man should kinda' hold his piece (! Spit - Dang !) Now I'm gonna mosie over to the bar (Spit -) Damn I mised, and have a water cress sandwich and a creme de menthe (Spit - Dang !) see you Pilgrim. (Dang ! - Spit) There gettin' quicker folks.

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IN FUN AND FROLICS



OFF ROAD, NIGHT RUN, RALLY,
MOTORKHANA,
1984 SPEED EVENT:
AWARD LADIES
&
NITE GENTLEMEN

29TH FEBRUARY
AT THE CLUBROOMS
8pm.

G.A. CARS / CIBIE NOVICE / CLUBMAN
SERIES 1983 : AWARDS TO BE
PRESENTED BY NOTABLE
AUSTRALIAN SPORTING
PERSONALITY

MAZDA CENTRE SPRINGWOOD
RALLY, AWARDS PRESENTED
BY HANK KABEL

B.S.C.C. CHAMPIONSHIP
AWARDS PRESENTED
BY JIM REDDIEX

DRESS CASUAL
(OFF THE SHOULDERS FOR
THE LADIES)

SOME POOR SOD IS
ARRANGING SAUSAGE
ROLLS & THINGS

OH VERNON!
DO LEAVE THE
SHEEP ALONE



MAZDA CENTRE SPRINGWOOD RALLY
 21st/22nd January 1984
 Organised by JIM REDDIEX
 for the Brisbane Sporting Car Club Ltd

Start to finish win by the uncatchable PETER PHILLIPS !!

PETER MARCOVICH 1983 QUEENSLAND RALLY CHAMPION !!

ANDREW McGRAA ~~runs~~ to 5th overall and Novice Class Win !!

KELVIN TAYLOR last stage mistake costs him the CLUBMAN Class and the 1983 Cibie/G.P.Cars Novice/Clubman Series.

We hope that 1983 will be remembered as 'the year of the rain' and that our events in 1984 will be traditionally dry and dusty, certainly things have started off well with our first rally and off road events being great successes.

With almost no rallies to keep the machinery warmed up; and cars must be used regularly or they get the sulks, perhaps it was no surprise that the percentage of finishers was a mere fraction of what it usually is, indeed almost down to Off Road Enduro proportions. (A snide remark by the Editor in hope of inspiring some damning mail from the Off Road sector). And those that didn't break fell off the edge, another symptom of a lack of practice coupled with an excessive burst of enthusiasm.

'The Buck Stops Here', our Club President; Jim Reddiex; was our Director for the event, coupled of course with Hank Kabel and the Mazda Centre Springwood (when I left Woodridge for Corinda the Mazda Centre workshop staff cried - they'd lost their customer they could cheerfully insult). We mustn't forget the staff of the Forestry Department here, with their aid Queensland Rallying has become what it is today, and Jim took full advantage of what they had to offer to put together a first class route.

Anxious for a run were the top crews in Queensland :- the Classified Class read; Batts, Keys, Marcovich, Ogilvie, Glennie, Kahler, Reid, Phillips and Coote. Other notables included Fritter, T Garbett, Neumann, H Kabel, Mason, Cross, S Reid, R Bailey, S Kabel, Jory, Mann, K Taylor, Whitaker, Sudiro, Garth, Lilley and McGraa - a very impressive collection.

The event started from the Mazda Centre Springwood on a hot, clear Saturday afternoon. And after the formalities and a period of gut tightening the cars departed to stage 1, which was a spectator blat round the car park at Garden City.

Stage 1)B.S.C.C. times only, Pos. Overall, Driver/Navvi, Class, Time)

# 1	Marcovich/Stewart	U 36	=16	Sudiro/Apel	C 38	=40	Morland/Hocking	N 42
	S Kabel/Tipper	C 36		Neilsen/Wright	N 38	=43	Batts/Hall	U 43
# 8	Whitaker/Staib	C 37	=22	Neumann/Best	R 39		H Kabel/Garbett	C 43
	Melton/Bailey	N 37		Shirley/Shinn	N 39		Cross/Steane	C 43
	Johnson/Streitbe	N 37	=28	Kahler/Marsden	U 40		S Reid/Mills	C 43
	Morrison/Campbel	N 37		Phillips/Young	U 40	48	Milner/Hockey	N 46
	Schilpzand/O'She	N 37		R Bailey/E Bail	C 40	49	Mason/Weale	C 49
	McCabe/Reddiex	N 37		Haynes/Harris	N 40	=51	Fritter/Taylor	R 60
#16-	Jory/Gaylord	C 38	=36	T Hatley/J Hatl	C 41		Herlihen/Langan	N 60
	K Taylor/Ambrose	C 38		L Garth/C Garth	N 41			
				McGraa/Cullen	N 41			

Only a small loss of 20 seconds or so, but most important after the first stage as it tends to unsettle you, it seems that Peter Herlihen and Norm Fritter must have gone the wrong way or had some sort of cock-up. Especially surprising on Norms part as he had the multi-talented Coral Taylor navigating for him, still after the hills and lakes of Finland and the sweeping plains of Tuscany, the Garden City Shopping Centre Car Park must seem like very small fish.

Nice to see so many Motorkhana men showing the others how to negotiate bitumen car parks. Lin Melton, Peter Johnson, Steve McCabe and Kelvin Taylor, were all to the fore.

Stage 2

1 R Reid/Tegg	U	11.34	=15	H Kabel/Gar	C	12.46	38	Milner/Hick	N	13.53
2 Phillips/Young	U	11.39		S Reid/Mill	C	12.46	40	S Kabel/Tip	C	13.56
= 3 Marcovich/Stew	U	12.08	=22	McGraa/Cull	N	13.01	=41	Neilsen/Wri	N	13.59
Whitaker/Staib	C	12.08	24	Morland/Hock	N	13.02		Garth/Garth	N	13.59
6 Neumann/Best	R	12.20	25	T Hatley/J	C	13.11	43	Batts/Hall	U	14.05
8 Kahler/Marsden	U	12.22	26	R Bailey/E	C	13.12	45	Cross/Steane	C	14.22
9 K Taylor/Ambro	C	12.25	28	Melton/Bail	N	13.15	47	Haynes/Harr	N	14.49
12 Sudiro/Apel	C	12.42	=31	Fritter/Tay	R	13.39	50	Mason/Weale	C	40.47
13 Johnson/Streit	N	12.43		McCabe/Redd	N	13.39				
14 Shirley/Shinn	N	12.45	35	Schilpzand/	N	13.43				

By now we'd lost Neil Jory/Sharon Gaylard with a broken axle, Peter Herlihen/Bruce Langan had 'retired' and Brad Morrison/Chris Campbell had blown their motor.

I don't want to be unkind (for a change) but Warren Tegg and I think that perhaps Russell Reids' time is a minute out. Greg Whitaker was going very well on this first forestry stage, ahead of several more fancied runners, as was Peter Johnson in the Novice class.

Stage 3

1 Phillips/Young	U	13.07	19	Schilpzand/	N	14.50	31	Johnson/Str	N	15.13
3 Marcovich/Stew	U	13.37	20	H Kabel/Garb	C	14.51	=33	S Kabel/Tip	C	15.21
4 K Taylor/Ambro	C	13.52	22	Sudiro/Apel	C	14.53		McGraa/Cull	N	15.21
5 Kahler/Marsden	U	13.54	23	Fritter/Tay	R	14.56	39	Garth/Garth	N	15.47
8 Batts/Hall	U	14.16	=24	T Hatley/J	C	14.59	45	McCabe/Redd	N	16.24
12 Morland/Hockin	n	14.34		Neilsen/Wri	N	14.59	46	Haynes/Harr	N	16.32
13 Cross/Steane	C	14.35	26	Milner/Hick	N	15.02	47	Neumann/Bes	R	25.38
14 R Reid/Tegg	U	14.39	27	R Bailey/E	C	15.04	48	Melton/Bail	N	181.09
15 S Reid/Nills	C	14.42	29	Shirley/Shi	N	15.07				

First of all let me dispel one small doubt. There was nothing wrong with Lin Melton's car when he set a time some 168 minutes slower than Peter Phillips - this was as fast as he could go !

Kelvin Taylor was really ripping apart the Clubmans class, former leader Greg Whitaker/Alan Staib had retired with electrical problems whilst surely Paul Mason/Greg Weale had retired for totally different reasons.. After waiting so long for rescue, Lin Melton/Mike Bailey called it a day too.

Stage 4

1 Phillips/Youn U	13.19	13 H Kabel/Garbe C	15.14	32 Neilsen/Wrig N	16.18
2 Marcovich/Ste U	13.51	=14 R Bailey/E Ba C	15.15	33 Schilpzand/O N	16.27
5 Kahler/Marsde U	14.10	Milner/Hickey N	15.15	34 S Kabel/Tipp C	16.29
6 Batts/Hall U	14.38	=16 Shirley/Shinn N	15.28	36 K Taylor/Amb C	17.01
7 T Hatley/J Ha C	14.40	18 Johnson/Strei N	15.29	37 Haynes/Harri N	17.19
= 9 S Reid/Mills C	14.56	20 McGraa/Cullen N	15.32	40 Cross/Steane C	22.51
11 R Reid/Tegg U	15.04	29 Morland/Hocki N	16.20	42 McCabe/Reddi N	25.31
12 Sudiro/Apel C	15.06	30 Fritter/Taylor R	16.11		

Lisle Neumann/Peter Clydesdale ran out of road on stage 4 and so did Laurie and Craig Garth, Laurie went out in style by duffing up a number of trees.

Tim and John Hatley had taken over the fast times in the Clubman class from a hard charging Stewart Reid.

After 4 Stages (Not including Road Penalties)

1 Phillips/Youn U	38.45	14 Batts/Hall U	43.42	30 Schilpzand/O N	45.37
2 Marcovich/Ste U	40.12	16 K Taylor/Ambr C	43.56	31 Fritter/Taylor R	45.46
= 3 Kahler/Marsde U	41.06	17 Shirley/Shinn N	43.59	33 Neilsen/Wrig N	45.54
6 R Reid/Tegg U	41.58	18 Johnson/Streit N	44.02	35 S Kabel/Tipp C	46.22
8 S Reid/Mills C	43.07	19 R Bailey/E Ba C	44.11	39 Haynes/Harri N	49.20
11 Sudiro/Apel C	43.19	20 Morland/Hocki N	44.28	40 Cross/Steane C	52.31
12 Hatley/Hatley C	43.31	23 McGraa/Cullen N	44.35	42 McCabe/Reddi N	56.11

At this point the overall placings within the classes were as follows:

Classified	Recognised	Clubman
Phillips/Young 38.45	Garbett/Spencer 43.09	S Reid/Mills 43.07
Marcovich/Stewart 40.12	Fritter/Taylor 45.46	Lockhart/Treadwell 43.11
Ogilvie/Guyatt 41.06		Sudiro/Apel 43.19
Kahler/Marsden 41.06		

Novice

F Ball/M Ball	43.06
Lilley/Tindal	43.52
Shirley/Shinn	43.59

One effect of the tightening up of the Clubman Class so that it is almost impossible to upgrade yourself, is that the Recognised Class has almost ceased to exist - a good thing the QRC isn't decided on your number of class wins, Trevor

Garbett would be invincible.

Stage 5

1 Phillips/Young U	9.08	12 S Reid/Mills C	10.09	26 McGraa/Culle N	10.49
2 Marcovich/Stew U	9.29	14 Sudiro/Apel C	10.16	27 S Kabel/Tipp C	10.54
3 Batts/Hall U	9.41	=15 H Kabel/Garbe C	10.17	30 Johnson/Stre N	11.02
6 Kahler/Marsden U	9.52	T Hatley/J Ha C	10.17	32 Cross/Steane C	11.10
8 K Taylor/Ambro C	10.02	18 Milner/Hickey N	10.20	36 Haynes/Harri N	11.48
9 R Reid/Tegg U	10.04	22 R Bailey/E Ba C	10.32	37 Schilpzand/O N	12.52
11 Fritter/Taylor R	10.07	23 Shirley/Shinn N	10.33	39 McCabe/Reddi N	21.46

More on the above Recognised Class business, if Stewart Reid, Peter Lockhart, Peter Sudiro, Kelvin Taylor, Hank Kabel, Rod Bailey, Neil Jory, Tim Hatley, Greg Whitaker etc etc etc aren't good enough to be Recognised then I'm a monkey's uncle, surely the definition of a Clubman is somebody whose ceased to be a nuisance and who is still within their first ten events. Open up the Ranks I Say.

We lost Graham Neilsen/A Wright on Stage 5. Kelvin Taylor shook off his early lethargy, and Gary Batts began to get up it as well. Another notable time was set by Don Milner in his 13th century Mk1 Cortina.

Stage 6

1	Phillips/Youn	U	25.36	11	T Hatley/J H C	27.57	26	Fritter/Tay	R	30.31	
2	Marcovich/Ste	U	26.05	15	R Bailey/E B E	28.52	27	Cross/Steane	C	30.45	
4	Batts/Hall	U	26.44	=17	McGraa/Culle	N	29.12	29	McCabe/Redd	N	31.22
6	Kahler/Marsde	U	27.00	20	Shirley/Shin	N	29.23	30	Haynes/Harr	N	31.52
8	Milner/Hickey	N	27.38	21	H Kabel/Garb	C	29.26	31	Johnson/Stre	N	32.18
9	K Taylor/Ambr	C	27.42	24	S Kabel/Tipp	C	30.09	33	Schilpzand/	N	35.54

Ye Gods Look at Milner Go ! 92.6% of the leaders pace in a venerable Mk1 Cortina.

A long stage and we lost several fancied runners from the lists. Leader of the Clubman Class Stewart Reid/Bruce Mills didn't quite make a turn into a creek crossing and fell into the water. Meanwhile Russell Reid lost a wheel (it must be a rotary - and it is !), the only bit that hadn't been crack tested (of course Russell is implying that Warren Teggs head HAD been crack tested, surely the forest of furrows that would show up under such a survey would lead to Warrens immediate incarceration) - the aforementioned Mr Tegg says that Russell has rocketed in his esteem as the car handles like a bucket of soap (I think it says 'soap' on my notes). We also lost 3rd place Clubman Peter Sudiro/Peter Apel.

On the previous stage I'd missed that Stewart Morland/Ralph Hockings had retired from the Novice Class with an attack of 'Thing'.

Stage 7

1	Phillips/Youn	U	16.02	7	R Bailey/E B C	17.12	22	Cross/Steane	C	20.32	
2	K Taylor/Ambr	C	16.03	12	Batts/Hall	U	18.14	25	T Hatley/J	C	21.45
3	Marcovich/Ste	U	16.06	15	H Kabel/Garb	C	18.42	27	Fritter/Tay	R	22.45
4	Shirley/Shinn	N	16.41	17	Schilpzand/O	N	19.04	28	Milner/Hick	N	22.48
5	McGraa/Cullen	N	16.44	18	S Kabel/Tipp	C	19.14	30	Johnson/Str	N	24.09
6	McCabe/Reddie	N	16.58	21	Kahler/Mrsde	U	20.29	31	Haynes/Harr	N	24.45

Something fundamental must have happened to Peter Marcovich on this stage. Something like Sauls conversion upon the road to Tarsus. Every time Peter see's Jim Raddiex he says; "That final stage before the division break was weird, weird !" but we can't get from him what happened, does Iain Stewart remember ?

At the Division break we lost Norm Fritter/Coral Taylor. Non B.S.C.C. members (Boo !) Trevor Garbett/Spencer dropped out here after Trevor had had his face covered in boiling water from the radiator, you just cannot be too careful with hot water and petrol.

Division 1

1	Phillips/Young	U	89.31	16	T Hatley/J Hatley	C	103.30
2	Marcovich/Stewart	U	91.82	19	Milner/Hickey	N	104.54
3	K Taylor/Ambrose	C	97.43	20	S Kabel/Tipper	C	106.39
4	Batts/Hall	U	98.21	26	Johnson/Streitberg	N	113.31
5	Kahler/Marsden	U	98.27	27	Cross/Steane	C	114.58
9	Shirley/Shinn	N	100.36	29	Haynes/Harris	N	117.45
10	R Bailey/E Bailey	C	100.47	31	Schilpzand/O'Shea	N	125.27
11	McGraa/Cullen	N	101.20	32	McCabe/Reddiex	N	128.17
12	H Kabel/Garbett	C	101.59				

Classified

Phillips/Young	89.31	Clubman	K Taylor/Ambrose	97.43	Novice	Shirley/Shinn	100.36
Marcovich/Stewart	91.52		Mann/Young	98.55		McGraa/Cullen	101.20
Batts/Hall	98.21		Lockhart/Treadwell	99.35		Lilley/Tindal	102.29

So a much depleted field lined up for the second half, Kelvin Taylor was as high in a QRC as he'd ever been, George Kahler was betting he could catch Gary Batts, John Shirley was a spleneid 9th overall and top Novice and so in the dark of night, with the sounds of hammering and the flash of welding lighting the scene, the cars set off from the Jimna firstower onto the second Division.

Stage 8

1 Phillips/Young U 4.18	13 McGraa/Cullen N 5.04	23 Schilpzand/O N 5.2
2 Marcovich/Stew U 4.24	17 McCabe/Reddiex N 5.11	24 T Hatley/J H C 5.3
3 Kahler/Marsden U 4.32	18 Johnson/Streit N 5.12	25 Milner/Hicke N 5.3
= 7 Batts/Hall U 4.48	=19 Cross/Stean C 5.18	26 Haynes/Harri N 5.4
9 R Bailey/E Bai C 4.53	K Taylor/Ambro C 5.18	27 H Kabel/Garb C 5.4
12 Shirley/Shinn N 5.01	21 S Kabel/Tipper C 5.19	

And George Kahler's done it ! Gary Batts/John Hall got wound up for the big reply and came off on the next stage.

Stage 9

1 Phillips/Youn U 17.20	12 H Kabel/Garbe C 19.24	22 Schilpzand/ N 20.15
2 Marcovich/Ste U 17.50	14 T Hatley/J Ha C 19.28	24 Johnson/Str N 21.00
3 Kahler/Marsde U 18.13	16 McGraa/Cullen N 19.34	26 McCabe/Redd N 22.00
= 7 R Bailey/E Ba C 19.09	17 Milner/Hickey N 19.38	27 Haynes/Harr N 26.00
9 K Taylor/Ambr C 19.12	=20 Cross/Stean C 20.07	
10 Shirley/Shinn N 19.15	S Kabel/Tippe C 20.07	

That's the end of the excitement, look they've all settled into their little nitches, nobody is actually trying any more - it's just the same during the Grand Prix's, 15 minutes after the pit stops and they're trolling round at a 180mph.

Stage 10

1 Phillips/Youn U 19.12	13 Milner/Hickey N 21.34	22 R Bailey/E B C 24.06
2 Marcovich/StewU 19.17	14 McGraa/Cullen N 21.36	24 Haynes/Harri N 26.04
3 Kahler/Marsde U 20.05	17 Johnson/Strei N 21.50	26 McCabe/Reddi N 27.29
5 T Hatley/J Ha C 20.49	18 Cross/Stean C 21.52	27 Shirley/Shin N 32.12
6 K Taylor/Ambr C 20.54	19 S Kabel/Tippe C 22.02	
11 H Kabel/Garbe C 21.12	20 Schilpzand/O' N 22.48	

And BANE Shirley/Shinn lose 10 minites in the woods and their Novice Class win evaporates. We lost Steve McCabe/Ian Reddiex here after their oil filter burst.

Stage 11

1 Phillips/YoungU 14.42	4 K Taylor/Ambr C 16.01	21 Johnson/Str N 17.00
2 Marcovich/Ste U 15.08	12 H Kabel/Garbe C 16.20	22 Cross/Stean C 17.26
3 McGraa/Cullen N 15.51	15 Kahler/Marsde U 16.46	23 Haynes/Harr N 18.25
7 T Hatley/J Ha C 15.57	=18 S Kabel/Tippe C 16.54	24 Milner/Hick N 20.34
9 Shirley/Shinn N 15.58	20 Schilpzand/O' N 16.56	26 R Bailey/E C 28.27

Stage 12

1 Phillips/Youn U 35.58	9 S Kabel/Tippe C 40.50	17 Johnson/Str N 43.29
2 Marcovich/Ste U 37.29	13 Schilpzand/O' N 42.47	18 Shirley/Shi N 44.51
5 H Kabel/Garbe C 40.02	14 Cross/Stean C 42.44	
7 McGraa/Cullen N 40.38	16 T Hatley/J HatC 43.03	

Here we are on the final stage of the event and their throwing themselves off the edge like lemmings. First of all George Kahler/Bruan Marsden run out of road and then Kelvin Taylor/Dave Ambrose neatly parked it down a bank. Kelvin did say that the nearest bit was only 6 feet from

the road, but as that was the roof it was purely an academic point. We also lost Rod and Errol Bailey in the 'Armstrong Nissan' nipmobile when a tie-rod ceased to tie.

Division 2

1	Phillips/Young	U	91.36	13	S Kabel/Tipper	C	105.12
2	Marcovich/Stewart	U	94.08	15	Cross/Steane	C	107.27
5	McGraa/Cullen	N	102.43	16	Schilpzand/O'Shea	N	108.16
6	H Kabel/Garbett	C	102.47	17	Johnson/Streitberg	N	108.31
11	T Hatley/J Hatley	C	104.52	19	Shirley/Shinn	N	121.17

Peter Johnson came 16th overall and his sole memories of the night involve running down 3 Possums, now he can paint the pictures of three Possums under the cockpit, only 2 more and he's an ace.

Results

1st	Peter Phillips / Peter Young	Datsun	181.07	1st Clas
2nd	Peter Marcovich / Iain Stewart	Escort	186.00	2nd Clas
5th	Andrew McGraa / Paul Dillon	Datsun	204.03	1st Nov
7th	Hank Kabel / Peter Garbett	Mazda	204.41	Clubman
11th	Tim Hatley / John Hatley	Subaru	208.22	Clubman
13th	Simon Kabel / Tony Tipper	Mazda	211.51	Clubman'
15th	John Shirley / Mal Shinn	Mazda	221.53	Novice
16th	Peter Johnson / Laurie Streitberg	Datsun	222.02	Novice
17th	Rod Cross / Alan Steane	Datsun	222.29	Clubman
18th	Richard Schilpzand / Mc O'Shea KELVIN	Mazda	233.43	Novice

Mobody threw spears at the organisers at the finish so by and large I suppose you were all fairly happy a bit - those that finished anyway, I wondered wh Jim had been wearing a blond wig at the clunrooms. Was it a bit rough? why was there such a high incidence of brainfade? it's a complex sport and my unworthy efforts can only gloss the surface of its ediface. (and other pretencious end of report crap).

Well Done All You Control Officials, Service Crews, Mums, Girl-friends and Wives. And all you sponsors too.

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Major Forthcoming Event

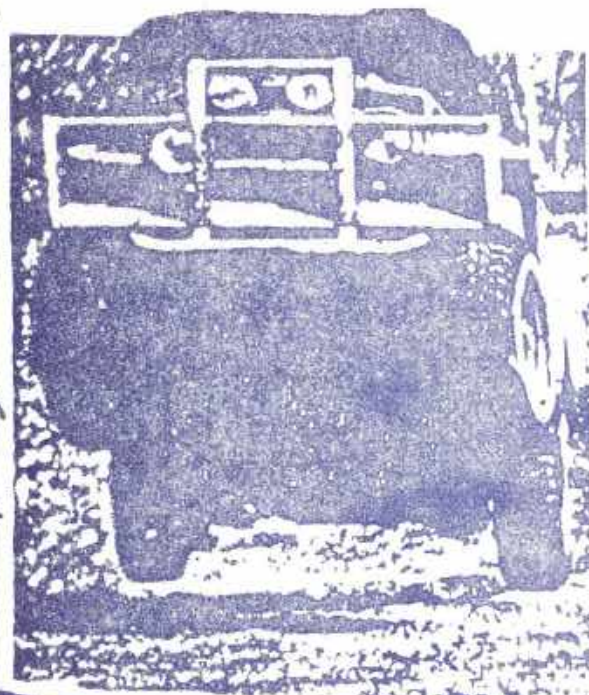
ARMSTRONG NISSAN RALLY
 Queensland Rally Championship Round 1
 10th/11th March 1984
 Organised by Errol Bailey for
 the Brisbane Sporting Car Club Ltd

Road Dection
 Director :
 TONY BEST.

A mixture event of Forestry Sections and public road 'selectifs', starts Ipswich then via Purga Creek, Boonah, Gatton, Warwick and we hope that we shall have a Big Breakfast Barbie at Warren Teggs dads' pub at Maryvale.

CONTROL OFFICIALS NEEDED NOW - A few hours of your time in freezing cold driving rain up on the range - PNEUMONIA A CERTAINTY - Phone our Admin Officer; Esma Gibson ('Hoot' to her firends) 391 8881, Mon Tue Thu Fri 9.30 - 2.30. Or contact the Director Errol Bailey (48 0546 Home). The Pay Couldn't Get Any Cheaper - A soothing hought in these hard times.

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Strathpine, Qld. Phone: (07) 205-4377



HOLLAND PARK AUTO ELECTRICS

803 LOGAN RD. 3970446

PROPRIETOR: PAUL MASON
(Qualified Auto Electrician)

AGENTS FOR:



No.1 in Competition Electrics

Experience in:-

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



Better



**We're good in electrics
because of our CHARGE**

**Fulcrum Suspensions
are now stockists of**

**LOVELLS
COIL SPRINGS**

**AS USED BY
JACK BRABHAM**

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

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1776 IPSWICH RD.,
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INTRODUCING THE 1984

**HOLLAND PARK
AUTO ELECTRICS
RALLY SPRINT SERIES**

**OVER \$1000 DOLLARS IN PRIZES
AND AWARDS FOR THE SERIES,
PLUS PRIZES AND AWARDS AT
INDIVIDUAL EVENTS**

**THE SERIES WILL CONSIST OF A
MAXIMUM OF 8 ROUNDS ON THE DATES
BELOW**

- Round 1 4th March (T.A.C.)
- Round 2 25th March (I.W.M.A.C.)
- Round 3 19/20th May (C.A.C.A.)
- Round 4 23rd June (G.C.T.M.S.C.)
- Round 5 23rd September (N.D.S.C.C.)
- Round 6 3/4th November (M.G.C.C.Q.)
- Round 7 11th November (R.C.C.Q.)
- Round 8 8/9th December (B.S.C.C.)



This Brochure is an introduction to the HOLLAND PARK AUTO ELECTRICS RALLY SPRINT SERIES 1984, in which we would like you to compete. As the sponsor of the series it gives us great pleasure to offer over \$1,000.00 in awards for the series. Individual events may also carry sponsorship, making this truly a year of rallying not to miss. The outright winner of the series would win the HOLLAND PARK AUTO ELECTRICS CUP shown on the other side of this Brochure, this itself being worth more than \$280. HOLLAND PARK AUTO ELECTRICS feels this rally sprint series would fill the gaps that normal rallying can sometimes create, thus all sprints in the series are closed invitation events and should all be affordable for most competitors. Rally sprints seem to create new 'STARS' amongst the competitors as most cars usually survive the shorter distance, and some of the lesser known drivers find themselves in the major results at the finish. Consistency counts in this type of series, so competing in as many events as possible would help defeat the more recognised drivers. A maximum of eight (8) rounds will make up the series with most major clubs conducting a round. These clubs are Toowoomba Auto Club Ltd. - Round 1, Ipswich West Moreton Auto Club - Round 2, Christian Auto Sports Club of Australia (Qld.) - Round 3, Gold Coast, Tweed Motor Sporting Club - Round 4, Northern Districts Sporting Car Club - Round 5, MG Car Club of Queensland - Round 6, Renault Car Club of Queensland - Round 7, and Brisbane Sporting Car Club - Round 8. Competitors will have to register at HOLLAND PARK AUTO ELECTRICS to obtain the General Supplementary Regulations for the series. This is compulsory, but only competitors intending to drive would have to register. The Registration Certificate attached to the Supplementary Regulations must be presented at scrutineering for all events. 'No driver will be allowed to run if not registered.' There may be limitations set on the number of cars allowed to start at some events, so hurry and be registered, for this is the only way you can compete. So good luck and safe rallying.

PAUL MASON.(Proprietor)

HOLLAND PARK AUTO ELECTRICS

803 Logan Rd 397-0446

No1 in Competition Electrics

Experience in:

- *Sports Sedan Racing
- *Touring Car Racing
- *Drag Racing
- *Off Road
- *Rally

Dealer wins award



The Peugeot dealer Maxims Motors has won a 1984 International Dealer award for the sale of 29 new Peugeots in the last three months of last year.

The Motor-Racing Australia state secretary, Mr John Morgan, is pictured presenting a gift voucher for a \$1500 diamond ring to Jim and Val Neelson, of Maxims Motors.

I WONDERED WHY JIM ASKED, IF ID MIND MY SHOP GOING DOWN ON MAXIM MOTORS BOOKS AS THE PURCHASER OF 29 PEUGEOTS, NOW

WE

WONDERED KNOW!

Punctuation records pauses. Broadly, a comma marks a count of one, a semicolon of two, a colon of three and a full stop of four.

HOW MANY YEARS HAVE I BEEN EDITOR ; HOW MANY YEARS ? AND I HAVE TO DISCOVER THE ABOVE, FROM A POMMIE MAGAZINE: SHAME ON YOU ALL ; : . (A PAUSE OF 10)

CAMS CUTTINGS

Moved Nicol/Scott that the following are elected to advisory committees for 1984:

Rally Advisory Committee

- P. Marcovich (CHAIRMAN)
- K. Tapsall
- I. Young
- G. Betts
- P. Lockhart
- P. Dunn
- P. McLoughlin

Off Road Advisory Committee

- G. Dein
- T. Peets
- P. Watkinson
- P. Uelcomb
- R. Wilson
- B. Massey

Stewards Executive Panel

- I. Wells (CHAIRMAN)
- B. Nicol
- A. Thomson

Motor Racing Advisory Committee

- J. Jones (CHAIRMAN)
- G. Evans
- A. Smith
- V. Hamilton
- D. Hooper
- E. Thompson
- A. Wheelley

Motorhans Advisory Committee

- G. Leigh (CHAIRMAN)
- A. Wheelley
- A. Burgess
- P. Griffin
- A. McConnell
- L. Sutherland

Scrutineering Advisory Committee

- A. Thomson (CHAIRMAN)
- I. Baker
- G. Campbell
- T. Scully

② Re RAC83/139, SC suggests that any club who has been notified by police that no police permit is necessary must obtain such notification in writing.

③ Noted that the co-efficient rally concept is a proposal only at this stage, and it is not intended to be implemented at this time.

④ Moved Nicol/Marcovich that QRC be re-scheduled to the 17/18 March, and that BSCC Nov/Club Rally be held on 4/5 August.

- 5 Moved Nicol/Marcovich that all scrutineers or intending scrutineers must take the scrutineer's examination to achieve accreditation.
- 6 Moved Nicol/Vine that after 31.5.84 only accredited scrutineers who have passed the scrutiny examination may officiate at open events.
- 7 Moved Nicol/Davis that QUSEC compile a list of persons interested in the scrutineer's examination and notify Mrs. Thomson so that exams can be held in the next two months.
- 8 It was resolved that SAC83/12 - "That a series of two lectures be held before the end of March. All scrutineers who have passed the examination will be required to attend before their licence can be issued. These lectures will also be open to aspiring scrutineers or those who have failed an examination and who intend to re-sit." - be approved.
- 9 It was resolved that SAC83/13 - "That all applicants for a scrutineer's licence be advised by QUSEC of the date of the next examination without the application necessarily coming before this Committee." - be adopted.

10

"Amendments to Qld. Rally Addendum 1984

Move that Q1.8 be replaced by -

'All rallies of State Championship status and below conducted by clubs affiliated with the Qld. State Council of CAMS will have appointed by CAMS an administrative rally checker whose responsibility shall be to check all paperwork involved with the rally before its publication to ensure compliance with the rules and suitability for the proposed event. It shall be the event director's responsibility to pass all this paperwork to the administrative checker at the appropriate time for checking. Each event also is required to be checked by a route checker whose duties shall be to check route, service and spectator instructions and ensure that the proposed routes are accurately represented by these instructions. The route checker must liaise with the administrative checker wherever possible on all aspects of the event. The administrative checker shall have the power to over-rule the route checker in areas of otherwise unresolved conflict of opinion.'

'A Checker's Manual is available from the CAMS office and directors should avail themselves of a copy.'

CARRIED

Moved Batts/Vine that the administrative checkers, as follows, be approved:-

- | | |
|---------------|------------|
| P. Henningson | B. Nicol |
| J. McCoach | A. Thomson |
| R. Moir | I. Young |

CARRIED

Moved Batts/Davis that the route checkers, as follows, be approved:-

- | | | |
|--------------|---------------|--------------|
| E. Bailey | P. Henningson | S. O'Conner |
| G. Bailey | R. Hogan | D. Payne |
| G. Batts | C. Johnstone | J. Reddiex |
| W. Black | H. Kabel | P. Robinson |
| D. Brigg | R. Kelly | G. Rollinson |
| R. Browning | P. Lockhart | M. Rose |
| G. Clerk | P. Marcovich | W. Skimmings |
| G. Connolley | P. Marshall | K. Tapsall |
| M. Davis | R. Moir | C. Taylor |
| R. Dunn | J. McCoach | W. Tegg |
| T. Garbett | B. McCubben | A. Thomson |
| L. Garth | I. McCubben | S. Ware |
| X. Genn | P. McLoughlin | H. Walker |
| D. Guyatt | N. McNeil | G. Weale |
| J. Hall | L. Neumann | S. Weiland |
| B. Hayward | B. Nicol | G. Williams |
| | | I. Young |
| | | P. Young |

All clubs be circulated with the amended rally checker's duties, and list of route and administrative checkers. All checkers to be supplied with copy of Checker's Manual

11

R.A.C. requests that liaison with the Qld. Forestry Department be continued with a view to establishing a bond system for road use in 1984.

12

RAC requests State Council suggest to ESCC that the 1st round of the 1984 QRC be conducted on 10/11 March in order to obtain a better spread of major rally events.

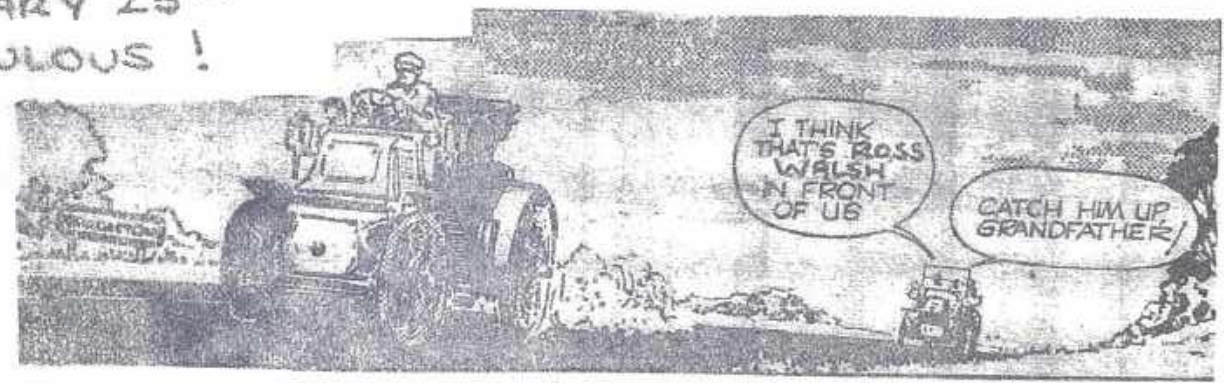
NOTE THE SPLITTING OF THE CLUBMAN CLASS INTO 'A' AND 'B'

13

Grade 3 (Clubman) A - Those drivers who have been downgraded to Grade 3 and those drivers considered by the RAC to be so graded.

Grade 3 (Clubman) B - 6 points in previous calendar year."

JORYS NIGHT RUN JANUARY 25TH FABULOUS!



When we'd found the answer to the final question; Kelvin Taylor and I were driving back to the club, when I made the observation that I could never organise such an event because I lack the necessary brains for the exercise. Kelvin nodded (ratbag !); so in the presence of Mr Jorys talent: we are humbled.

From the club Neil sent us around Kangaroo Point counting parking meters, near some club or other a bloke was waiting outside the Gents (for a friend ?) and being tall, thin and having a 'dial' face with a red pimple in one corner, he also got included in the total. We then ended up outside the Caledonian Club looking for "If you like ----, you'll love ----", Kelvin terrified the poor receptionist by stammering his way through a waddy of Scottish favourites, including "Stop Your Tickling Jock" and "I was coming downstairs on a Glasgow bus, when I met a lady coming up with a french loaf".

Then we were sent over the Story Bridge to the delights of New Farm. Kelvin wanted me to watch out for the Hooded Rapist but I couldn't be in two places at once. We were despatched down Bowen Terrace looking for the 11th road on the left. Well we thought we'd found it but it didn't tie up with the questions to be answered. We had a conference in Brunswick Street with Ross Walsh and Cameron Neilson: the next road instruction was "Left at T" and we felt that the next T junction up Brunswick Street was at Cooktown. So we went round it once more, ignoring the counting of the roads and turning left down Sydney Street, which was on the bus route that Kelvin used to drive on, and we found the next two answers down there, so we were on the right track. Ross Walsh got out of this by phoning question No.7, "Whose Phone Number is 350 2002 ?" Ross phoned the number and said "Who and where are you ?" - what a cheek !

We then found ourselves looking for things in the vast shadows of the docks (or 'Go-Downs' as we used to call them in Shanghai), a menacing area of darkness, cockroaches and vast creeping rats. "Kelvin" I said; "if anything should happen to you or me then I hope it's you".

Off again turning right at the 10th set of traffic lights, and left at the 7th set, this then had us looking for things in Newmarket Road: which was like ambling along just after the boow past the pits at Kyalami.

After more ducking and weaving (the alert nightrun driver has eyes every 5cm round the periphery of his head) we did a glorious section down the Stamford State Forests mail road. Kelvin; like all rally drivers of note ~~is~~ is a lousy passenger. I was happily burbling along in 2nd or 3rd when he began carrying on in an alarming fashion. "Mind this brow!", "40 people have died on this corner", "My mate had his goolies smashed to jam on that tree" and similar 'Go-Faster' messages.

The final 2 clues were in a busy part of Ashgrove Road - but this time the lights bearing down from behind were drunken.

Jorys Night Run

FOR Imaginative Route easily on within 90 minutes for the switched on crew. (We took 3 hrs !) Lots of imaginatice jokes.

AGAINST Questions on very busy 4 lane roads. Was Sydney Street the 11th on the left ? Answers to questions should never be a matter of personal interpretation.

SUN-UP A top start to the 1984 season, very well done.

Results

1st	Pete Smith / Kelvin Taylor	20
2nd	Wilson Boyd / Beryl Boyd	35
= 3rd	Ross Walsh /	40
	Cameron Neilsen / Julieann Brook	40
	Allan Mitchell / Greg Weale	40
= 5th	Ray Kemp / Alan Ball	65
	Alan McConnell / Mark Lewis	65

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

MAJOR FORECOMING EVENT

AWARD PRESENTATION NIGHT - 29th FEBRUARY

COME ALONG TO THE CLUBNIGHT OF THE YEAR !

1983 Championship Winners Award Night

OFF ROAD CHAMPIONS - ASHTON BRADLEY & PATRICIA BRADLEY

NIGHT RUN CHAMPIONS - PETER GARBETT & DEL GARBETT

MOTORBIKIANA CHAMPION - ALAN McCONNELL

SPEED EVENT CHAMPION - MICHAEL COLLINS

RALLY CHAMPION - IAIN STEWART

CLUB CHAMPION - PETER GARBETT, LADIES CHAMPION - DEL GARBETT

Snacks and
Beer, wine.

PLUS THE AWARDS FOR THE MAZDA CENTRE SPRINGWOOD RALLY

Rally Championship 1983

Final Results		
1	Iain Stewart	42
2	Peter Marcovich	40
3	Brian Marsden	21
4	Peter Phillips	20
5	Dale Payne	17
6	Errol Bailey	16
= 7	Greg Weale	15
	Jim Reddiex	15
= 9	Kelvin Taylor	12
	George Kahler	12
	Simon Kabel	12
=11	Tony Best	11
	Simon Passlow	11
	Boyd Owens	11
=14	Greg Whitaker	10
	Alan Staib	10
	Gary Kabel	10
	Andrew McGraa	10
=18	Bill Dillon	9
	Coral Taylor	9
	Tony Kabel	9
	Peter Marshall-	9
	Mike Mitchell	9
	Peter Garbett	9
	Paul Dillon	9
=25	Gary Batts	8
	John Hall	8
	Don Milner	8
	Wayne Hickey	8
	Hank Kabel	8
=30	Peter Clydesdale	7
	Ian Reddiex	7
	Rod Bailey	7
	Peter Sudiro	7
	Ross Julien	7
	Rod Cross	7
	Tim Hatley	7
	John Hatley	7
=38	Richard Kelly	6
	Warren Tegg	6
	Chris Beecham	6
	Tony Tipper	6
=42	Del Garbett	5
	John Shirley	5
	Mal Shinn	5
=45	Alan Stean	4
	Noelle Drummond	4
	Peter Johnson	4
	Laurie Streitberg	4
=49	Dave Ambrose	3
	Kelvin O'Shea	3
=51	Russell Reid	2
	Hugh Walker	2
	Pat O'Brien	2
	Russell Worthington	2
	Richard Schilpzand	2

Rally Champ (Cont)

=56	Lachlan Foord	1
	Grant Lilley	1
	Bill Porteous	1
	Wayne Kirby	1
	Glan Law	1
	Richard McColm	1
	Paul Bergmann	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

Club Champ (Cont)

=36	Lin Melton	4
	Simon Kabel	4
=38	Steve Arlidge	3
	Steve McCabe	3
	Ron Lange	3
	Cameron Neilson	3
	George Kahler	3
	Laurie Streitbrg	3
	Peter Johnson	3
=45	Wilson Boyd	2
	Paul Healy	2
	Neil Jory	2
	Gary Kabel	2
	Tony Kabel	2
	Geoff Loy	2
	Janelle Svenson	2
	Nev Taylor	2
	Warren Tegg	2
	Lance Zivec	2
	Tony Best	2
	Simon Passlow	2
	Boyd Owens	2
	Hank Kabel	2

CLUB CHAMPIONSHIP 1983

**FINAL RESULTS **

1	Peter Garbett	22
= 2	Del Garbett	20
	Alan McConnell	20
4	Jim Reddiex	15
= 5	Alan Ball	14
	Phil Unicomb	14
= 7	Michael Collins	12
	Ed van Amstel	12
	Laurence Svenson	12
=10	Ashton Bradley	11
	Patricia Bradley	11
	Rod Brand	11
	Peter Marcovich	11
	Iain Stewart	11
=15	Greg Byrne	9
	Ian Fink	9
	Brian Marsden	9
	Rod White	9
=19	Geoff Dein	8
	Pete Smith	8
	Peter Phillips	8
=22	George Croucher	7
	Pat Collins	7
	Mark Lewis	7
	Brian Swinton	7
	Dale Payne	7
=27	Noel Jeffrey	6
	Stephen Jeffrey	6
	Lloyd Prescott	6
	Ross Walsh	6
	Errol Bailey	6
	Greg Weale	6
=33	Ross Peryy	5
	Kerrie Walsh	5
	Kelvin Taylor	5

CLUB CHAMPIONSHIPS 1984

Off Road Championship

= 1	Ashton Bradley	11
	Patricia Bradley	11
= 3	Barry Macfarlane	10
	Sid Vahry	10
= 5	George Croucher	9
	Lloyd Prescott	9
	Phil Unicom	9
	Ed van Amstel	9
= 9	Nev Taylor	8
	Nicholas Reeves	8
=11	Linda Miller	7
	Diann Scottorn	7
=13	Gary Haeusler	6
	David Haeusler	6
=15	John Muldoon	5
	David Ryan	5
=17	Stephen Hilton	4
	Terry Hilton	4
=19	Rod Sams	3
	James Sams	3
=21	Ken Smith	2
	Thomas Orcher	2
=23	Russell Saxby	1
	Gary Turner	1

Night Run Championship

= 1	Pete Smith	11
	Kelvin Taylor	11
= 3	Wilson Boyd	10
	Beryl Boyd	10
= 5	Ross Walsh	9
	Cameron Neilson	9
	Julieann Brook	9
	Allan Mitchell	9
	Greg Weale	9
	Neil Jory	9
=11	Ray Kemp	6
	Allan Ball	6
	Alan McConnell	6
	Mark Lewis	6

Club Championship

= 1	Ashton Bradley	11
	Patricia Bradley	11
	Pete Smith	11
	Kelvin Taylor	11
= 5	Wilson Boyd	9
	Beryl Boyd	9
	Barry Macfarlane	9
	Sid Vahry	9
= 9	George Croucher	7
	Lloyd Prescott	7
	Phil Unicom	7
	Ed van Amstel	7
	Ross Walsh	7
	Cameron Neilson	7
	Julieann Brook	7
	Allan Mitchell	7
	Greg Weale	7
	Neil Jory	7
=19	Nev Taylor	3
	Nicholas Reeves	3

Ladies Championship

= 1	Beryl Boyd	11
	Patricia Bradley	11
= 3	Julieann Brook	10
	Linda Miller	10
	Diann Scottorn	10

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

CLUB T SHIRTS

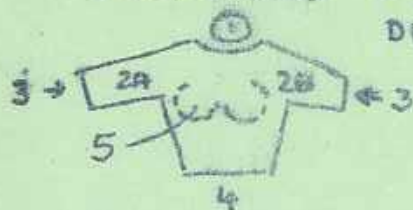
AS USED BY ** BIANCA JAGGER ** TO POLISH THE OLD GRAND PAINO !

DESIGNED BY LORD SNOWDON *

\$ 7

from THE CLUB
OR
ESHE GIBSON
381 8881
(Bus Hrs!)

DESIGN FEATURES

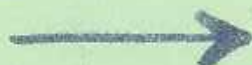


1. NECK HOLE
- 2A & 2B TWO ARMS
3. HOLES AT END OF ARMS

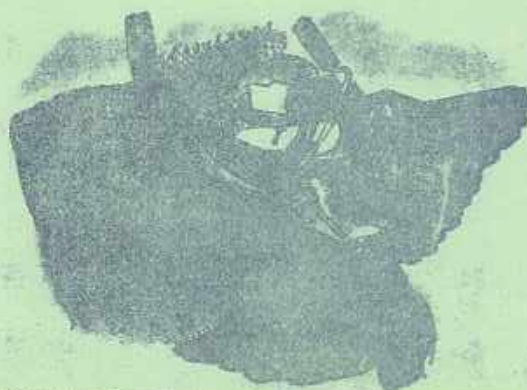
4. HOLE AT BOTTOM TO PUSH BODY THROUGH
5. LUMP SPACE (OPTIONAL EXTRA)

(*OR SOMEBODY)

A MESSAGE
FOR YOU ALL



AND DON'T
YOU FORGET
IT!



... irgendwie sind die Kopfstützen noch nicht ausgerollt ...



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Phone: (07) 356 4356

CUSTOM OFF ROAD COMPONENTS

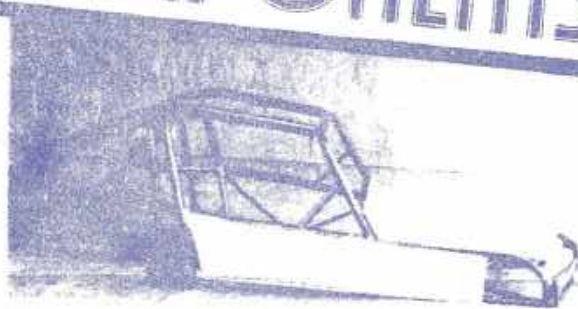
WIDE TRACK LONG TRAVEL FRONT ENDS

RACING STUB AXLE AND LINK CARRIERS

HEAVY DUTY TIE RODS AND DRAG LINKS MADE TO ORDER

RACE AND STREET VW ENGINES

EXTRACTORS



GAS RACING SHOCKS

RACING STEERING BOXES AND PITMAN ARMS

HEAVY DUTY REAR MOUNTS

TRANS AXLE STRAPS

ROAD REGISTERED BUGGY KITS

SEND FOR FREE CATALOGUE

MANUFACTURER OF TRIED & PROVEN RACING FRAMES FOR ALMOST A DECADE

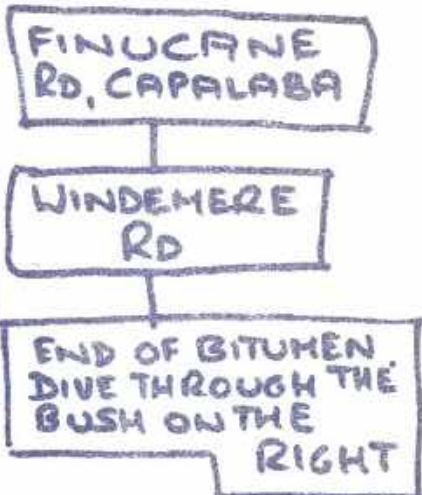
CLUB MOTORKHANA

BARBECUE LUNCH
CAMERON NELSON
DIRECTOR
ROSS WALSH COARSE
CHECKER

19TH FEBRUARY

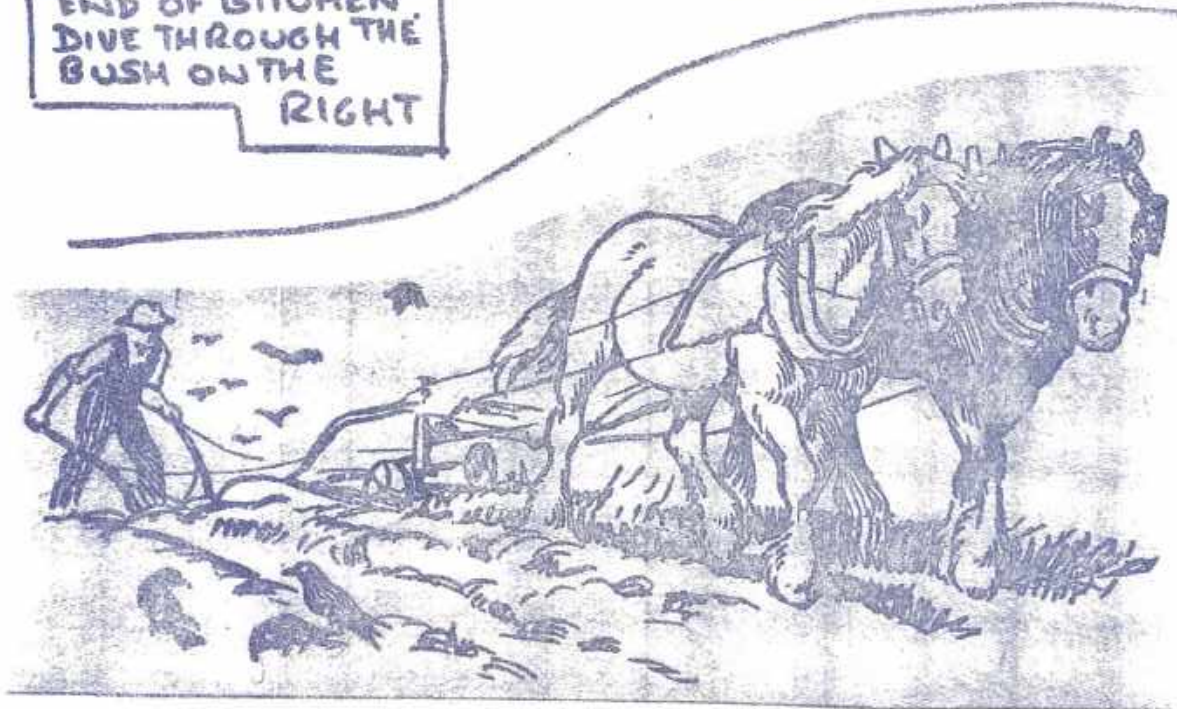
ENTRIES \$5

THIS IS A FLOW
→
CHART
FOR THE
'INITIATED'



9.30am BASIC LICENCE

FORWARD & REVERSE TESTS



QUEENSLAND MOTORKHANA CHAMPIONSHIP

26TH FEBRUARY - IPSWICH WEST

ENTRIES CLOSE
19TH FEB.
\$10

MORETON
AUTO
CLUB

SEC. GREG WOODBRIDGE
4 ROE ST
LEICHHARDT
Q 4305
281 3705

VOLVO AUSTRALIA
CARPARK, WACOL.

BITUMEN, BASIC LICENCE

DYSLEXIA LURES : k o ?

KOORALBYN VALLEY SHORT COURSE

26TH FEBRUARY

From Brisbane travel to Beaudesert and continue on the Mount Lindsay Highway after approx. 14 km turn right and follow the Kooralbyn signs.

From Warwick travel on the New England Highway approx. 55 km, turn right to Boonah, proceed through Boonah to Beaudesert. Turn right onto the Mount Lindsay Highway, after approx. 14 km turn right and follow the Kooralbyn signs.

After entering the property follow the arrows to the pit area.

From Venus apply reverse thrust over Baffin Bay

DRIVERS BRIEFING 8.25am

PRACTICE 9.30am

SPONSORED BY

A HEAT WILL CONSIST OF 5 LAPS

THERE WILL BE A MAXIMUM OF
10 VEHICLES ON THE TRACK
AT A TIME.

LANGES V.W. WRECKING
CUSTOM OFF ROAD COMPONENTS

ANYBODY LEAVING ANY LITTER WILL FIND THEMSELVES
STARTING IN THE OPENING CREDITS OF JAWS 4

Forthcoming Events

TOOWOOMBA AUTO CLUB - RALLYSPRINT 4th March

I don't have any Regs for this to hand but we can surmise a lot.

First of all can I say how delighted I am that Allan Lawson is back in circulation in Queensland. Allan is a former B.S.C.C. President and indeed he started the sport of Off Roading (in an organised sense) in this state.

Anyway Allan will be running this event at the Echo Valley complex and Regs should be available by now at our clubrooms.

For further details contact Allan on 076 346 489.

Ipswich West Moreton Auto Club - Rallysprint 25th March

I know even less about this event than the one above, but it's there and further details will be available from the clubrooms soon.

D.N.F. AGAIN AT TARA

I thought we had it made this year - full backing from the KGB for the little orange Niva. Unfortunately, the CIA must have a bit more pull at Tara.

The little truck was really flying - I thought we might have had to put up a net to bring Cedric down for the finish line, but it was not to be.

The problems we encountered mechanically have to be put down to lack of preparation, what with the throttle jumping off just about every lap (a disaster of no small magnitude for our grey-haired grandfather), and the bolts on the rear diff coming loose letting out all the oil (thought Cedric may have gone back to pick it up - we all know his saving ways).

On top of all that, Cedric hit several trees and a kangaroo, got bogged several times - unbogged once by the Smiths in the White Suzy that went so well, helped Doug & Wayne out of another bog etc. etc.

We picked him up on the road and returned to camp. I have always admired those tall, elegant tents from various supporters of Motor Racing Sports, but I hadn't realised what they were like to erect and dismantle - let alone fold up and pack away. Still our sponsors from Sci-Fleet were most helpful.

It makes a nice change to get the sponsorship and assistance from the Distributors - and, with proper preparation, after this weekend, we have I think, a potential winner on our hands. Now it is up to the operators.

Of course, Cedric will have to learn to hit the trees on the other side, even in a left-hand-drive truck he still managed to hit everything on Geoff's side.

After tea at Dalby, we proceeded home. Just out of Jondaryan we saw a sorry sight - one red and white Bronco (courtesy Sci-Fleet) (the Benz was a D.N.S. again) - one slightly battered trailer missing a wheel, and an equally battered Niva covered with mud.

Apparently a wheel had decided that it had had enough of Cedric's (or Geoff's) driving and called it a day - heading for greener pastures - literally.

2 jacks later we discovered that the spare wasn't quite as good a fit as we had hoped. However, a little tender loving care with a file solved that problem. Wheel nuts came next - those on the other 3 wheels didn't fit, however some others were found but the studs were too long. Trusty hacksaw to the rescue. With a little gentle persuasion it eventually fitted. Next disaster was another flat tyre at Gailles, but they made it to our place at Inala on three tyres and one rim.

Older members, and readers, may remember that we have had this trouble before. I think I remember threatening Cedric last time - I am considering suitable vengeance. However, he is suffering at the moment. He rolled in some spilled petrol at the second pit stop and has a badly burned back (and bum). AND HE DIDN'T SUFFER IN SILENCE!!

It could be poetic justice couldn't it?

However, apart from a very small field, and a late start due to prevailing conditions, it was a pretty good weekend. Still has the best dunnies in the whole circuit, and the best camping area.

Look forward to next year - we will be going for outright then(???)

See you all at the next event.

Pat McCreery

Pat

GREG CHALK MEMORIAL 480 OFF ROAD ENDURO

Organised by PHIL UNICOMB and a host of offsidiers

(With special thanks to Ed van Amstel)

for the BRISBANE SPORTING CAR CLUB Ltd

After a bit of, shall we sha'nt we, when our splendid former Director 'Noddy' called it a day, Phil Unicomb stepped into the breach and with the help of the people of Tara another top event was put on.

The entry was a bit down on former years, we had 34 nominations - still a healthy figure though - 7 in class 1, 7 in 2, 7 in 3, 5 in 4, 5 in 5 and 3 in Class 6, of which 30 started.

The Incredible Mrs Smith and I arrived at 4pm when the reconnaissance of the route was underway. There was a hint of rain in the air and it was pleasantly cool, unlike 3 or 4 years ago when our mangy dog evaporated on the way to Tara and TIMS had to give him the 'kiss of life' - for years after that I refused to do more than shake hands with her.

Obviously the decision had been taken at a high level to frighten your Editor to death again - an annual task of the Off Road fraternity. Ian Bond came slowly and sedately into sight driving a Toyota (?) Top-Dux (?) - later on a small crowd were peering under the bonnet and from what little I could see it looked like a slant-3, somebody said it had a "small block", that'd be about 14 perches.

Anyway Phil Unicomb said "Go slowly down the track and close the gate, perhaps the Smiths and Mike Mitchell (who was on hand as a Steward) could go with you." I might add that the word "...slowly..." was accompanied by enough grins and nudges to sink the Melbourne.

So we jumped on the tray at the back, and ZOONOMMM we were off down the track like an Exccet missile. I had a choice, I could stand up and get a grip where any sudden cessation of forward motion would have me in mid air for longer than the average Orion, or I could crouch down where any sudden cessation of forward motion would have my teeth sticking out of my arse - I chose the latter, only because if the worse came to the worse I couldn't wait to see my father-in-laws face the next time we went round there for dinner.

To add to my misery Mike Mitchell was crushed up against my wife working himself into a state of considerable pleasure. We charged through the bush, leaping creeks and flattening small trees, then it began to rain! It felt like the devil himself was pelting us with pebbles. We stopped and Ian did whatever he had to do to the gate, we were in a state of numbed shock in the back, as our wits returned we said "We'll walk bac----ZOONOMMM" and we were off again, only faster this time.

Every year at the Ekka when TIMS goes on any of the fairground rides she begins screaming even before the thing starts to move. Well this was just another fairground trip to her, the fact that the Department of Machinery hadn't checked the 'ride' for safety didn't seem to have struck her. We actually reached the H.Q. tent, a Multitude of Deins have never looked so good, all the time we were out I was worried that in my will I have left TIMS 15 Laurel Street, Woodridge - and we don't live there any more.

I drove to Tara City, inadvertently at 150 kmph - it seemed so slow after what we'd just been through. The Manager of The Commercial Hotel was awaiting us with the town band outside the Hotel, he was gorgeous in his morning coat and spats, and we signed in and obtained the solid gold key as the band played selections from Gilbert and Sullivan, and Jaws 3.

People always make a mock of the states Commercial Hotels, pampered beings who want a ribbon round the bog ensuring you it's been sprayed with AIDS. Well our room was airy, light, clean and didn't have a chair to sit on, my hours of sleep from 11.30pm to 8.15am went without notice, but of the bed - more later.

We had dinner in the Hotel/Motel bar - always a ripper feed. We both had the Mixed Grill, my grill was so mixed one of the sausages was AC/DC. Around the walls of the bar were posters advertising the Tate Gallery in London, about as surprising as finding a Kangaroo with a zipper. The Publicans wife transpired to be a Great Traveller, and travel does broaden the mind and make people interesting to talk to, so one way or another my dinner was a great success (TIMS dinner was a qualified success has she had to have it with me).

We then went to the Annual Disco in the Tara Golf Club. First of all we had a chat with the legendary Allan Lawson, a former B.S.C.C. President who'd disappeared for a few years, a very sharp operator Allan - he's the man who sold Outer Space to President Kennedy and forced him to use it. In the corner Mike Mitchell was sitting with the Stewards, they had a packet of flys and were slowly pulling the wings off them. When a vacancy occurred (two of them had gone to find a Junior Girls Boarding School they could peer into the window at) TIMS and I went over - I very quickly got a round of drinks in before anybody else arrived.

When I was thus engaged (I only get one round in a year and I try to make the feeling last) Mike was cruising the room picking up all the spare crumpet. This year he netted one single lady, her name was Sally and she's a second year Veterinary student from Sydney, she was in Tara to look at the possibilities of Ovine aviation - a local cocky has mated a sheep and a bee, it doesn't have much wool but the sting blows you into the middle of next week, anyway before long I was sweeping her dinner aside so she could look at the weeping, suppurating, pus filled boils that have erupted on my body (this'll teach me to be rude about The Rev Fred Nile). Which gave her a chance to eat her dinner again.

Every year at the Tara Disco I'm so very impressed at the local talent that the district sends along. What a pity that in the Australian rural society girls can dress up to the nines for outings like this, but males have to wear their old jeans or be laughed at by their peer group. So many of the girls were real stunners, in particular one group of 'young adults' who arrived late and took over the table in the centre of the room. 4 real crackers, especially the tall, thin, dark haired one with the slit skirt and the peek-a-boo hairstyle.

TIMS and I had a few dances, well she danced and I pretended Peter Marshall large brown hand was on the cheek of my bum and he was whispering "Wendy, Wendy" (See Vol XXV; Page 17; Para 5) this always makes me gyrate.

Time for bed, so we returned to the hotel and made a discovery. Somebody had pinched the centre of our mattress, we both sat on the edge at the same time and soon we were rolling down, down, down the mattress until we collided in the middle. To get out I put my feet against TIMS bum and pushed with my back, she scrabbled for a bit and just got a finger tip over the edge on the mattress, and pulled us both to safety.

The day of the event dawned very cloudy and a little warmer, Rain on the wind, during the day the clouds gradually got lower and darker but the rain itself held off until the event was over. It was just the sort of cloudscape that's used during horror films to frame The Lonely Old House.

After rain during the night there was a delay before the revised course was ready to use, but at 10,30 the event got underway and Laurence Svenson was the first to throw himself off the cliff like a Lemming.

TIMS and I had walked to the bottom of the hill and about a hundred metres away from the base, just out of curiosity we timed the cars from the moment they appeared to sight until they reached a reference marker...

Down the Hill Lap 1 (Driver, Navvi, Class, Time in seconds)

1	Geers/Scharf	1	8.41	-11	Bradley/Brad	1	11.80	21	Saxby/Turner	6	13.67
2	Svenson/Svenson	1	9.76		Sams/Sams	3	11.80	22	Duncan/Ellis	3	13.78
3	Macfarlane/Vah	4	10.55	13	Tjompson/Wil	3	11.92	23	Bowley/Kried	2	14.09
4	Zivec/McDougal	2	10.57	14	Croucher/Pre	1	11.97	24	Loy/Loy	5	14.15
5	Dormer/Dalton	1	10.88	15	Jeffery/Jeff	4	12.20	25	Miller/Scott	2	15.23
6	Caley/Phelps	2	10.99	16	James/Kenned	6	12.36	26	Torney/Brown	3	15.81
7	Warniche/Singl	3	11.28	17	Hilton/Hilto	3	12.67	27	Haslam/Wight	1	17.01
8	Carpenter/Pres	1	11.32	18	Muldoon/Ryan	5	13.13	28	Walsh/Wallis	4	18.74
9	Lange/Swingleh	2	11.40	19	Cambie/Scott	5	13.22	29	Smith/Orcher	5	23.09
10	Haeusler/Haeus	2	11.64	20	Taylor/Reeve	4	13.26	30	Henry/Jeffre	6	23.16

Quite what these times prove I've no idea, it's either a display of bravery or a measure of desire to smash the car up and get back to the pits for a beer!

Loop 1 (Time in Minutes)

1	Svenson/Svenso	1	51.29	10	Lange/Swingle	2	59.59	19	Torney/Brown	3	73.10
2	Croucher/Presc	1	52.24	11	Taylor/Reeves	4	60.05	20	Thompson/Wil	3	76.43
3	Bradley/Bradle	1	52.57	12	Haeusler/Haeu	2	63.50	21	Hilton/Hilto	3	77.09
4	Geers/Scharf	1	53.59	13	Cambie/Scott	5	66.12	22	Warniche/Sin	3	77.20
5	Dormer/Dalton	1	55.30	14	Halsam/Wightm	1	68.14	23	Muldoon/Ryan	5	79.46
6	Zivec/McDougal	2	58.20	15	Loy/Loy	5	68.34	24	Henry/Jeffre	6	88.14
7	Macfarlane/Vah	4	57.16	16	Miller/Scott	2	69.04	25	Jeffery/Jeff	4	94.28
8	Carpenter/Pres	1	58.24	17	Saxby/Turner	6	69.23	26	Walsh/Wallis	4	102.46
9	James/Kennedy	6	59.15	18	Smith/Orcher	5	71.37	27	Sams/Sams	3	139.51

A long lap but we only lost a few hopefuls, messrs Caley and Phelps from Class 2, Bowley and Kriedemann also from Class 2 and Duncan and Ellis from Class 3. As they passed us at the bottom of the hill I noted that Haslam/Wightman sounded sick and th : Stephen and Noel Jeffery sounded flat.

For the next lap TIMS and I walked over the hill sighting on a water tank, and then we went off towards a lonely group of trees wherein there lay a gleam of water. About halfway there, there was a spot where the track of the event ran parallel along a fenceline, where the tracks diverged we planted ourselves on a stump and watched the action.

Loop 2

1	Croucher/Presc	1	55.35	8	James/Kennedy	6	62.42	15	Torney/Brow	3	73.28
2	Taylor/Reeves	4	57.02	9	Haslam/Wightm	1	62.55	16	Loy/Loy	5	81.00
3	Macfarlane/Vah	4	57.31	10	Miller/Scott	2	65.26	17	Walsh/Wallis	4	82.56
4	Dormer/Dalton	1	57.50	11	Saxby/Turner	6	67.44	18	Henry/Jeffre	6	99.11
5	Haeusler/Haeus	2	61.40	12	Holton/Hilton	3	68.39	19	Warniche/Sin	3	100.44
6	Sams/Sams	3	61.54	13	Smith/Orcher	5	68.59	20	Geers/Schar	1	158.50
7	Bradley/Bradle	1	62.37	14	Muldoon/Ryan	5	70.04				

Laurence Svenson slowed for the dogleg in the straight where it veered to miss a deep gully, then up one, two, three gears until he was a blob in the distance slowing for the ninety left through a gate at the end of the straight. Ashton Bradley disappeared from view amongst the trees and stayed disappeared from view, eventually when George Croucher had passed him he reappeared at full speed. David Geers was great value, standing on the brakes for the 'chicane' then screaming the rotary to full pitch in the gears. When he turned into the fast right bend on the return leg the engine fell off the cam, instantly it went flat and stammered - we wondered at gear selection bothers. Nev Taylor and Ron Lange came round close together, Ron Dormer certainly had the big beast wound up when he could see where he was going, the car is stable under power but looks skittish under brakes, Ron working away at the corners. Barry Macfarlane is always one of the few people who really enters corners as if he's going somewhere, he flung the Baja into this soft righthander and careered round the perimeter of the track. Wayne Cambies big earth shaker flung off its power steering pulley at the exit to the chicane, Wayne going red in the helmet at the sudden increase in workload. Cedric Loy in the Nivea (give or take a letter, anyway it must be good for the skin, have you seen Cedrics complexion !) gave us a bouncy wave.

After 2 Loops

1 Croucher/Pre	1 107.59	8 Haslam/Wightm	1 131.09	15 Muldoon/Ry	5 149.50
2 Dormer/Dalton	1 113.20	9 Miller/Scotto	2 134.30	16 Warniche/S	3 178.04
3 Macfarlane/V	4 114.47	10 Saxby/Turner	6 137.07	17 Walsh/Wall	4 185.42
4 Bradley/Brad	1 115.34	11 Smith/Orcher	5 140.36	18 Henry/Jeff	6 187.25
5 Taylor/Reeve	4 117.07	12 Hilton/Hilton	3 145.48	19 Sams/Sams	3 201.45
6 James/Kenned	6 121.57	13 Torney/Brown	3 146.38	20 Geers/Scha	1 212.49
7 Haeusler/Hae	2 125.30	14 Loy/Loy	5 149.34		

Ron Dormer was going well, and Barry Macfarlane had the Baja in the groove as well. Meanwhile Ashton Bradleys waiting game must have looked a bit doubtful 7½ minutes behind George Croucher. 6th place overall for the VW fastback sedan of Darryl James was a good go too.

Class To 3's

Class 1

Croucher/Prescott	107.59	Class 2		Class 3	
Dormer/Dalton	113.20	Haeusler/Haeusler	125.30	Hilton/Hilton	145.48
Bradley/Bradley	115.34	Miller/Scottorn	134.30	Torney/Brown	146/38
				Warncke/Singleton	178.04

Class 4

Macfarlane/Vahry	114.47	Class 5		Class 6	
Taylor/Reeves	117.07	Smith/Orcher	140.36	James/Kennedy	121.57
Walsh/Wallis	185.42	Loy/Loy	149.34	Saxby/Turner	137.07
		Muldoon/Ryan	149.50	Henry/Jeffreys	187.25

We walked back up the side of the hill for a couple of delicious Lions Hamburgers for lunch - meanwhile as we revelled in luxury Loop 3 was on..

Loop 3

1 Bradley/Bradle	1 54.17	6 Taylor/Reeves	4 64.57	11 Hilton/Hilto	3 69.53
2 Macfarlane/Vah	4 55.25	7 Croucher/Pres	1 65.46	12 Smith/Orcher	5 75.19
3 Sams/Sams	3 60.19	8 Saxby/Turner	6 65.57	13 Torney/Brown	3 79.34
4 Miller/Scotto	2 63.23	9 Loy/Loy	5 66.09	14 Walsh/Wallis	4 83.35
5 Muldoon/Ryan	5 64.02	10 Haeusler/Haeu	2 66.16		

After 3 Loops

1 Bradley/Bradl	1 169.51	6 Miller/Scott	2 197.53	11 Smith/Orche	5 215.55
2 Macfarlane/Va	4 170.12	7 Croucher/Pre	1 203.04	12 Torney/Brow	3 226.12
3 Croucher/Pres	1 173.45	8 Muldoon/Ryan	5 213.52	13 Sams/Sams	3 262.04
4 Taylor/Reeves	4 182.04	9 Hilton/Hilto	3 215.41	14 Walsh/Willi	4 269.17
5 Haeusler/Haeu	2 191.46	10 Loy/Loy	5 215.43		

In the past two laps a number of stars had plummeted to earth :- Laurence and Janelle Svenson, Robert Carpenter/Ian Prescott, Lance Zivec/Ross McDougall, Stephen Jeffery/Noel Jeffery, Wayne Cambie/Doug Scottorn, Ron Dormer/Noel Dalton, Graham Haslam/Gary Wightman, David Geers/Chris Scharf, Mark Warnecke (This is the proper spelling of Marks name, all my previous efforts can be ignored)/ Singleton, Darryl James/Brian Kennedy and Peter Henry/Paul Jeffreys.

The ladies in Class 2, Linda Miller and Diann Scottorn, were going great guns, putting up the 4th fastest time on Loop 3 ahead of 71.4% of the remaining field.

Loop 4

1 Taylor/Reeves	4	54.15	5 Haeusler/Hae	2	60.17	9 Hilton/Hilto	3	66.5
2 Macfarlane/Va	4	56.50	6 Miller/Scott	2	62.53	10 Smith/Orcher	5	92.3
3 Bradley/Bradl	1	58.31	7 Croucher/Pre	1	65.24	11 Muldoon/Ryan	5	94.1
4 Sams/Sams	3	59.46	8 Saxby/Turner	6	66.45			

After 4 Loops

1 Macfarlane/V	4	227.02	5 Haeusler/Ha	2	252.03	9 Muldoon/Rya	5	308.0
2 Bradley/Brad	1	228.22	6 Miller/Scot	2	260.46	10 Smith/Orche	5	308.3
3 Taylor/Reeve	4	236.19	7 Saxby/Turne	6	269.49	11 Sams/Sams	3	321.5
4 Croucher/Pre	1	239.09	8 Hilton/Hilt	3	282.37			

And with one lap to go Barry Macfarlane in the Baja grabs the lead ! to crown the supremacy of the Class 4 boys Neville Taylor takes 3rd place from George Croucher, one long lap to go - can they survive in these positions ?

Loop 5

1 Croucher/Pres	1	49.24	3 Bradley/Brad	1	55.00	5 Miller/Scott	2	63.52
2 Taylor/Reeves	4	52.44	4 Macfarlane/V	4	57.42	6 Haeusler/Hae	2	73.46

No ! Obviously dry mouths were flecked with foam on this final 'mad' lap, George Croucher put up the fastest lap of the event and Ashton Bradley scooted ahead of Barry Macfarlane.

Results

1st	Ashton Bradley / Patricia Bradley	Funco Buggy	283.22	1st	C1
2nd	Barry Macfarlane / Sid Vahry	Baja Chpper	284.44	1st	C4
3rd	George Croucher / Lloyd Prescott	Cobra Buggy	288.34	2nd	C1
4th	Nev Taylor / Nicholas Reeves	Baja Chpper	289.03	2nd	C4
5th	Linda Miller Diann Scottorn	Cheetah Bgy	324.08	1st	C2
6th	Gary Haesuler/David Haeusler	S/Cross Bgy	325.59	2nd	C2
7th	John Muldoon / David Ryan	Toyota Crsr	4 Laps	1st	C5
8th	Stephen Hilton / Terry Hilton	Cobra Buggy	4 Laps	1st	C3
9th	Rod Sams / Jim Sams	Cheetah Bgy	4 Laps	2nd	C3
10th	Ken Smith / Thomas Orcher	Suzuki Rotr	4 laps	2nd	C5
11th	Russell Saxby / Gary Turner	Chevrolet	4 Laps	1st	C6

A fine win for the Bradleys, and also for Phil Unicomb and the Lions Club and people of Tara. An annual event and an annual treat.

Special congratulations to Linda Miller/Diann Scottorn in winning Class 2, I know it was largely a matter of survival but nobody from the well populated Class 2 crossed the line before them - very well done.

Fastest Laps

1	Croucher/Presc	1	49.24	10	James/Kenned	6	59.15	19	Cambie/Scott	5	66.12
2	Svenson/Svenso	1	51.29	11	Sams/Sams	3	59.46	20	Hilton/Hilto	3	66.56
3	Taylor/Reeves	4	52.44	12	Lange/Swingl	2	59.59	21	Smith/Orcher	5	68.59
4	Bradley/Bradle	1	52.57	13	Haeusler/Hae	2	60.17	22	Torney/Brown	3	73.10
5	Geers/Scharf	1	53.59	14	Miller/Scott	2	62.53	23	Thompson/Will	3	76.43
6	Macfarlane/Vah	4	55.25	15	HASLAM/Wight	1	62.55	24	Warnicke/Sin	3	77.20
7	Dormer/Dalton	1	55.30	16	Muldoon/Ryan	5	64.02	25	Walsh/Wallis	4	82.56
8	Zivec/McDougal	2	56.20	17	Sagby/Turner	6	65.57	26	Henry/Jeffre	6	88.14
9	Carpenter/Pres	1	58.24	18	Loy/Loy	5	66.09	27	Jeffery/Jeff	4	94.25

Sexterganaginal Survey (By means of which the efforts, even of the non-finishers, is obvious.)

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Croucher/Prescott	1	2	1			
Taylor/Reeves	4	1	2			1
Bradley/Bradley	1	1		3		
Svenson/Svenson	1	1				
Macfarlane/Vahry	4		2	1	1	
Sams/Sams	3			1		1
Miller/Scottorn	2				1	1
Dormer/Dalton	1				1	
Geers/Scharf	1				1	
Haeusler/Haeusler	2					2
Muldoon/Ryan	5					1
Zivec/McDougal	2					

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SHOCK !! NEWS !! HORROR !!

CLUB CHAMPIONSHIP 1983

It has been drawn to the attention of the Editor and Championship Registrar that some serious infringements have taken place with regards to the running of the 1983 Championships !

Durin Motorshanas an additional passenger was carried - WITHOUT AN ENTRY FORM BEING FILLED IN.

During Night Runs an additional passenger was carried - WITHOUT AN ENTRY FORM BEING FILLED IN.

During Rallies an additional passenger was carried - WITHOUT AN ENTRY FORM BEING FILLED IN.

The perpetrator of these foul acts was Del Garbett ! Del spent the whole of 1983 pregnant and did all of the above events carrying an additional passenger !

So in my Offical Capacity (about 6 cans) I have stripped Del of all her Championship points, and I have also taken all the points from the instigator of this dreadful practice, Peter Garbett.

So this makes Alan McConnell the Club Champion and we thank him for bringing these discrepansys to our attention (The Little Rat).

CLUB OFFICIALS

		<u>PHONE NUMBER</u>			
		<u>HOME</u>	<u>WORK</u>		
PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.				
PRESIDENT.....	JIM REDDIEX	264 1738	52	7177	
VICE PRESIDENT.....					
IMMEDIATE PAST PRESIDENT.....	MIKE MITCHELL	59 8785	52	5391	
SECRETARY.....	WARREN TEGG	48 3889	394	1922	
ASSISTANT SECRETARY.....	RON WILKINS		227	8054	
TREASURER.....	ERROL BAILEY	48 0546	372	3777	
ASSISTANT TREASURER.....	NOELLE DRUMMOND	398 3947	225	3060	
CLUB CAPTAIN.....					
BOARD MEMBERS.....	CHRIS BRAND.				
	IAN GOLDSWORTHY, JOHN HALL				
	PETER MARCOVICH, BARRY MASSEY				
	LINDA MILLER, IAN PRESTON				
	PETER SMITH, PHIL UNICOMB				
	ED VAN AMSTEL.				
CAMS DELEGATE.....	PETER MARCOVICH				
CAMS OBSERVER.....					
AUDITOR.....	NEV JOHNSTON	266 8241	358	1022	
PROMOTIONS OFFICER.....					
ASSISTANT PROMOTIONS OFFICER...					
BUILDING & PROPERTY OFFICER.....	BRIAN SWINTON	48 4558			
REGISTRAR.....	PETER SMITH	379 2066	379	6182	
MAGAZINE EDITOR.....	PETER SMITH	379 2066	379	6182	
REFRESHMENTS OFFICER.....	JOHN HALL	345 5751			
ART UNION PROMOTOR.....	NOELLE DRUMMOND	398 3847	225	3060	
FINANCE COMMITTEE CHAIRMAN.....	ERROL BAILEY	48 0546	372	3777	
SPORTING SUB C TEE CHAIRMAN....					
MOTORKHANA OFFICER.....					
OFF ROAD OFFICER.....					
RALLY OFFICER.....					
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	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

ALL CORRESPONDENCE FOR THE CLUB SHOULD BE ADDRESSED TO:

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

COMING EVENTS

Wednesday	15th	February	-	Off Road Night at the Clubrooms, 8pm
Sunday	19th	"	-	Club Motorkhana at Capalaba, 9.30am
Wednesday	22nd	"	-	Night Run from the Clubrooms, 8pm Organised by Wilson Boyd Pen, Paper, Torch, Car, \$5
Sunday	26th	"	-	Short Course Off Road Event at Kooralbyn 9.30am
Sunday	26th	"	-	I.W.M.A.C. Q.M.C. Round 1, Wacol 10am
Wednesday	29th	"	-	GALA PRESENTATION NIGHT AT THE CLUBROOMS
(Sunday	4th	March	-	Toowoomba Auto Club Rallysprint, 9am)
(Sunday	4th	"	-	Holland Park Auto Electrics Rallysprint)
(-	Series Round 1 (T.A.C.))
Tuesday	6th	"	-	Committee Meeting at the Clubrooms <u>7.30pm</u>
Wednesday	7th	"	-	Social Night at the Clubrooms, 8pm
Sat/Sun	10th/11th	March	-	ARMSTRONG NISSAN RALLY, ORC Round 1 Director Errol Bailey
Wednesday	14th	March	-	Rally Night at the Clubrooms, 8pm
Wednesday	21st	March	-	Off Road Night at the Clubrooms, 8pm
Sunday	25th	March	-	Long Course Off Road Enduro Kooralbyn, 9am
Sunday	25th	March	-	Holland Park Auto Electrics Rallysprint Series Round 2 (I.W.M.A.C.)
Wednesday	28th	"	-	Night Run from the Clubrooms, 8pm Either Alan McConnell or Kelvin Taylor
Tuesday	3rd	April	-	Committee Meeting at the Clubrooms, <u>7.30pm</u>

PROPOSED OFF ROAD CALENDAR FOR 1984.

27th	MAY	L.C.	O.R.	PURGA
24th	JUNE	S.C.	O.R.	PURGA
29th	JULY	S.C.	O.R.	?
26th	AUGUST	L.C.	O.R.	CHEERIBAH
16th	SEPT.	S.C.	O.R.	PURGA
7th	OCTOBER	L.C.	O.R.	AORC ?
28th	OCTOBER	S.C.	O.R.	?
18th	NOVEMBER	LADIES	LC.O.R.	PURGA

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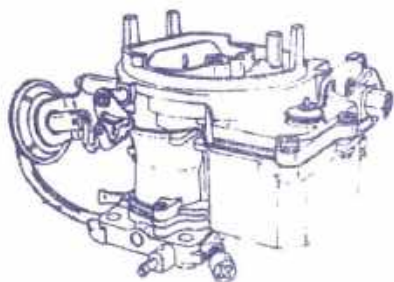
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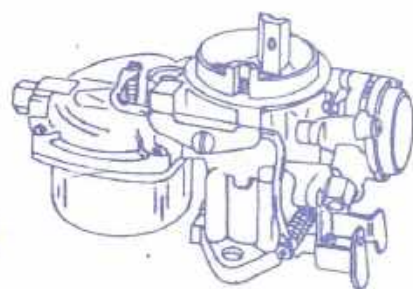
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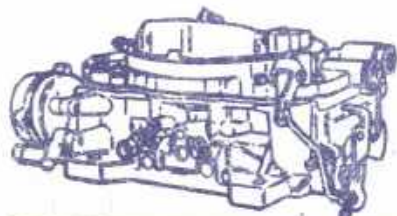
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