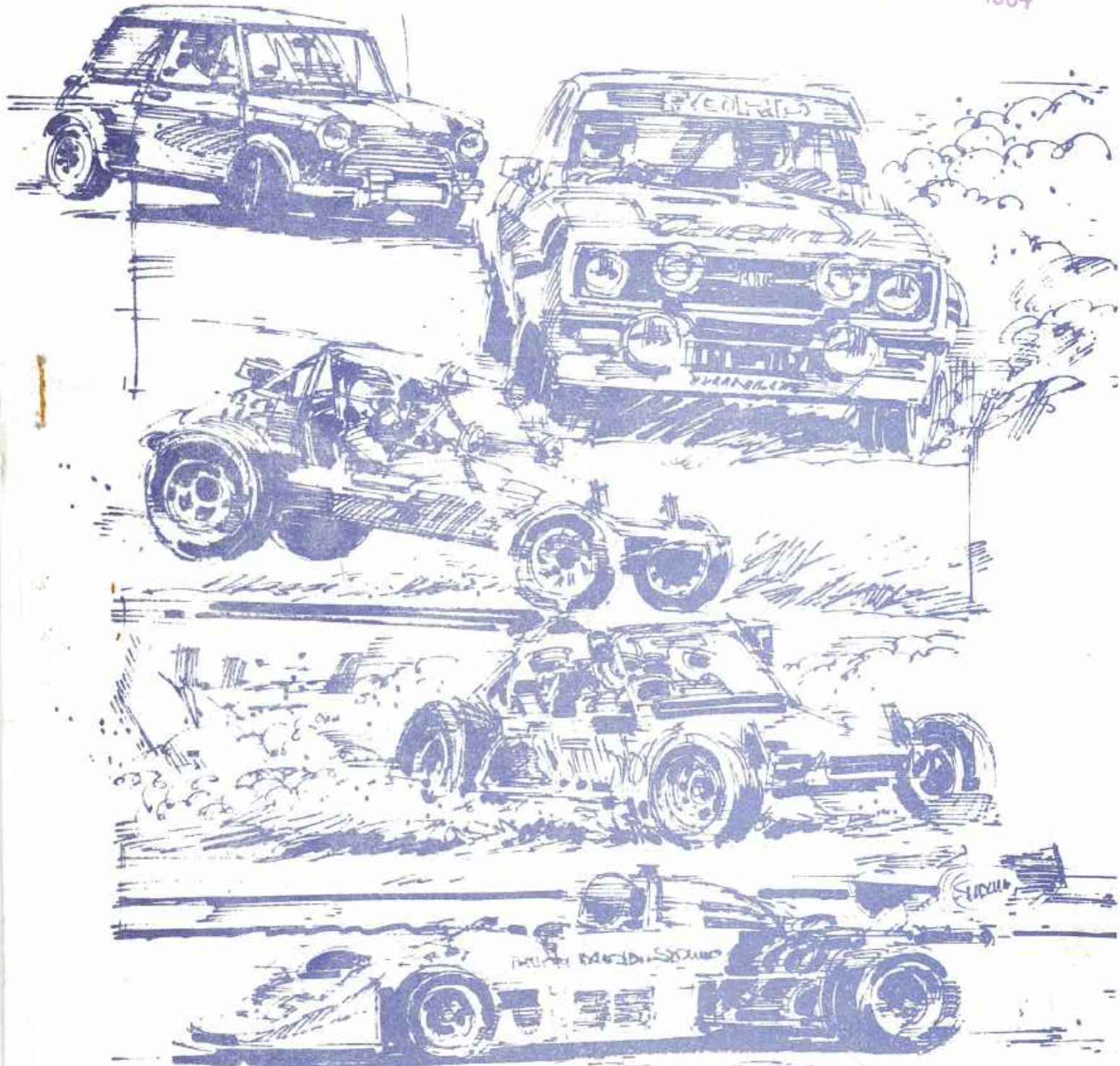




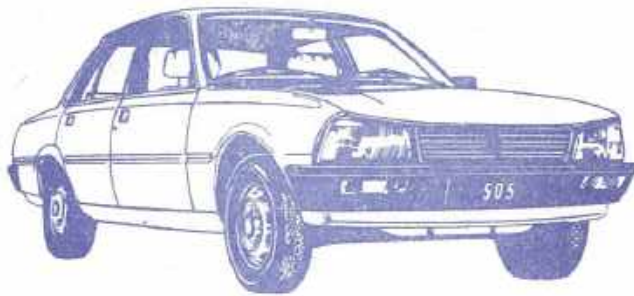
BRISBANE SPORTING CAR CLUB MAGAZINE

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BRISBANE SPORTING CAR CLUB Ltd

MAGAZINE - MARCH 1984

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Stop Press

Editorial

I recently had a phone call from a lady who didn't understand the way that the Championships are scored - well after looking at the explanatory sheet my sympathys are with her, of course if only she'd married a member of the legal fraternity then there would have been no problem!

What it boils down to is that if you want to come top of the pile in either the Club Championship or the Ladies Championship, then you must compete in as many different types of event as possible. Just finishing an Off Road, Night Run or Rally will net you at least 1 point, but for Short Course/Autocross or Motorxhanas you must be within the first ten finishers. Amassing points in just one field will get you nowhere in the club championship stakes because once your top of that particular pile (or top lady in that field) you'll only get 11 points in the overall championship no matter how far ahead you are.

What isn't generally known is that the Registrar (co-incidentally that's me) is open to offers of bribery - shall we say \$100 in used oncers for a point in the Club Championship - afterall think what you get, fame, prestige, contempt.

Big Ed

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Major Forthcoming Event

CUSTOM OFF ROAD 300
KOORALBYN VALLEY LONG COURSE
Round 2 Queensland Off Road Championship
24th/25th March 1984

Sponsored by CUSTOM OFF ROAD COMPONENTS
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First Loop starts 7pm Saturday 24th March over 30km Loop.

Day loops will be three in number over a 65km distance each, starting at 9am on Sunday 25th March

To reach Kooralbyn travel to Beaudesert and continue on the Mount Lindsay Highway, after about 14km Turn Right and follow the Kooralbyn signs.

Anybody leaving any litter will be murdered (See Minutes of the Committee Meeting 3/7/79).

LEAVE THE DOG AT HOME WITH A BONE - MIND THAT CHILD - MOTOR RACING IS DANGEROUS

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1984 McLeod Tyres 500

Dubbo 22nd April 1984 (That's Easter Sunday)

Starts 7am - Entry Fee \$110 - Regulations Available Now - Event Secretary: Annette Keatinge, P.O.Box 92, North Quay, Q 4000 (299 9787). Classes for Buggies, Bajas, 4WD's and Stock/Modified Touring Cars Round One Australian Off Road Championship.

BRISBANE SPORTING CAR CLUB Ltd

KOORALBYN SHORT COURSE OFF ROAD - 26th FEBRUARY 1984

DIRECTED BY PHIL UNICOMB

Sitting here working on the results and having the notes from people who were at the event, I really wish I'd been present. My two outings last year to S.C.O.R. events were a great success, and as it was I spent a totally unprofitable day trying to get a Jowett Javelin engine together.

Massed starts are in vogue for short course events although they sound terribly hairy at the first corner, indeed I've heard so many tales of cars climbing over each other and flying through the air that they must be true. The only one to really suffer any harm was Lance Zivec, he stumbled into a spinning Rick Edwards and was launched into a sequence of at least four rolls, his Class 2 buggy being reduced to scrap.

The event was produced for us ^{by} the hard working and indefigable Phil Unicombe and the generosity of the Kooralbyn Valley Complex. The course was voted the best yet seen for S.C.O.R. events, most of the track being within sight of the H.Q. and the resort. What with their hosting this event and our Long Course event in a few weeks we really have struck gold at Kooralbyn and they deserve all the support we can give in return. Club Members and Competitors who stay at Kooralbyn overnight before an event get generous discounts and it sure beats getting up at 4.30am in Brisbane.

Heat 1 Lap 1

1 C Herbert	8	2.56	=	9 E van Amstel	2	3.10	19 R Sams	3	3.30
2 D Gears	1	2.57		11 N Taylor	4	3.13	20 B Hammond	8	3.48
= 3 L Svenson	1	3.00		12 S Blackburn	2	3.18	21 S Hilton	3	3.55
G Moodt	8	3.00		13 B Massey	8	3.21	22 R Linneweber	3	3.56
5 G Croucher	1	3.03	=	14 K White	6	3.22	23 L Thompson	3	4.07
6 R Lange	2	3.04		R Edwards	5	3.22	24 D Kennedy	4	4.32
7 S Jeffery	4	3.08	=	16 J Sams	3	3.24	25 R Duncan	3	10.13
8 N Dalton	1	3.09		R Wilson	3	3.24	2		
= 9 J Evans	1	3.10		18 K Smith	8	3.25			

Well Cameron Herbert certainly leapt to the fore, just shows what sober living and shunning loose women can do for you. Of course these individual lap times aren't too representative of what was going on, the chance of finding yourself involved with somebody else's mistake, even if you only lost a few seconds by backing off until they'd slid past your bows, was so great that really the heat times are the ones to look at.

A lack of lady entrants, is it because Short Course events rely more on 'brute force and ignorance' than the more tactical and cerebral Long Course events?

Heat 1 Lap 2

1 L Svenson	1	2.36		6 N Taylor	4	2.49	11 S Blackburn	2	2.56
2 D Gears	1	2.38		7 S Jeffery	4	2.50	12 R Wilson	3	3.00
3 G Croucher	1	2.43	=	8 N Dalton	1	2.52	13 K White	6	3.02
4 E van Amstel	2	2.44		R Edwards	5	2.52	14 C Herbert	8	3.04
5 R Lange	2	2.48		10 J Evans	1	2.54	=15 R Sams	3	3.06

Heat 1 Lap 2 (Cont)

=15 G Moedt	8	3.06	19 R Linneweber	3	3.26	22 K Smith	8	3.31
17 B Hammond	8	3.13	=20 J Sams	3	3.29	23 R Duncan	3	3.32
18 S Hilton	3	3.24	B Massey	8	3.29	24 D Kennedy	4	5.39

After 2 laps David Geers on 5.35 was 1 second ahead of Laurence Svenson. George Croucher was on 5.46 and Ron Lange (5.52), Ed van Amstel (5.54) and Stephen Jeffery (5.58) completed the top half dozen and all those under 6 minutes.

Leon Thompson, in the smallest engined buggy class, was racing upto a sharp lefthand turn when his throttle stuck up. He braked savagely and flicked the ignition off but it was too late and the car rolled over putting an end to Leons' runs for the day.

Heat 1 Lap 3

1 L Svenson	1	2.35	= 9 R Lange	2	2.57	17 B Hammond	8	3.22
2 D Geers	1	2.36	N Taylor	4	2.57	18 S Hilton	3	3.21
3 S Jeffery	4	2.44	11 G Moedt	8	2.58	19 J Sams	3	3.23
4 G Croucher	1	2.45	12 P Wilson	3	3.00	20 R Linneweber	3	3.25
5 E van Amstel	2	2.47	13 K White	6	3.02	21 P Duncan	3	3.29
6 J Evans	1	2.52	=14 N Dalton	1	3.04	22 K Smith	8	3.34
7 S Blackburn	2	2.53	R Sams	3	3.04	23 B Massey	8	3.35
8 P Edwards	5	2.55	16 C Herbert	8	3.10	24 D Kennedy	4	4.23

Top Action at the B.S.C.C. S.C.O.R., David Geers and Laurence Svenson were neck and neck both on 8 minutes 11 seconds after 3 laps, George Croucher was 20 seconds behind and Stephen Jeffery and Ed van Amstel were within one second of each other on 8.41 and 8.42.

Heat 1 Lap 4

1 D Geers	1	2.34	8 N Taylor	4	2.52	15 S Hilton	3	3.21
2 L Svenson	1	2.37	9 R Wilson	3	2.56	16 J Sams	3	3.23
3 S Jeffery	4	2.47	10 K White	6	2.59	17 B Massey	8	3.28
4 E van Amstel	2	2.49	11 R Sams	3	3.06	18 R Linneweber	3	3.30
= 5 J Evans	1	2.50	12 N Dalton	1	3.10	19 R Duncan	3	3.40
R Lange	2	2.50	13 B Hammond	8	3.13	20 K Smith	8	3.44
7 S Blackburn	2	2.51	14 G Moedt	8	3.20	21 D Kennedy	4	4.55

Heat 1

1 David Geers	1	10.45	12 Kev White	6	12.25
2 Laurence Svenson	1	10.48	13 Rod Sams	3	12.46
3 Stephen Jeffery	4	11.29	14 Bill Hammond	8	13.26
4 Ed van Amstel	2	11.30	15 James Sams	3	13.39
5 Ron Lange	2	11.39	16 Barry Massey	8	13.53
6 John Evans	1	11.46	17 S Hilton	3	14.01
7 N Taylor	4	11.51	18 Ken Smith	8	14.14
8 Steve Blackburn	2	11.58	19 Robert Linneweber	3	14.17
9 Noel Dalton	1	12.15	20 D Kennedy	4	19.29
10 Ron Wilson	3	12.20	21 R Duncan	3	20.54
11 Gary Moedt	8	12.24			

So David Geers had just wrung a 3 second gap from Laurence Svenson, the distance of one missed gearchange or one ragged corner. Stephen Jeffery was going great guns in the Baja - just one second away from Ed van Amstel who was just leading Class 2 by 9 seconds from Ron Lange.

In the gap between heats much hard work was performed on the cars. Paul Watkinson and Rick Edwards had come to a stop during the first heat but they'd affected repairs and reappeared for Heat 2.

As they lined up for Heat 2 David Geers and Laurence Svenson must have really been straining at the leash to continue with their remarkable duel.

Heat 2 Lap 1

1 L Svenson	1	3.07	= 8 P Watkinson	2	3.29	17 J Sams	3	3.56
2 D Geers	1	3.08	10 E van Amstel	2	3.32	18 B Hammond	8	4.00
3 J Evans	1	3.16	11 K White	6	3.35	=18 S Hilton	3	4.01
4 R Lange	2	3.18	12 G Moedt	8	3.36	K Smith	8	4.01
5 N Taylor	4	3.21	13 R Wilson	3	3.41	21 R Duncan	3	4.05
6 S Jeffery	4	3.22	14 R Sams	3	3.44	22 R Linneweber	3	4.06
7 R Edwards	S	3.26	=15 D Kennedy	4	3.51	23 C Herbert	8	4.11
= 8 S Blackburn	2	3.29	B Massey	8	3.51			

Heat 2 Lap 2

1 L Svenson	1	2.32	= 7 K White	6	3.00	15 D Kennedy	4	3.14
2 D Geers	1	2.33	R Edwards	5	3.00	16 S Hilton	3	3.17
= 3 R Lange	2	2.53	10 R Wilson	3	3.01	17 J Sams	3	3.19
N Taylor	4	2.53	11 J Evans	1	3.02	18 B Massey	8	3.21
5 S Jeffery	4	2.56	12 P Watkinson	2	3.03	19 K Smith	8	3.30
6 S Blackburn	2	2.59	13 R Sams	3	3.05	=20 R Duncan	3	3.35
= 7 E van Amstel	2	3.00	14 G Moedt	8	3.06	R Linnewebe	3	3.35

In heat 2 the duel of the year continues. After two laps Laurence Svenson was 2 seconds ahead of David Geers with Ron Lange on 6.14 and Nev Taylor on 6.14.

Heat 2 Lap 3

1 David Geers	1	2.38	8 K White	6	2.54	15 J Sams	3	3.14
2 L Svenson	1	2.39	9 N Taylor	4	2.55	16 S Hilton	3	3.17
3 P Watkinson	2	2.46	10 R Wilson	3	2.56	17 D Kennedy	4	3.21
4 R Lange	2	2.50	=11 R Sams	3	3.03	18 B Massey	8	3.26
= 5 J Evans	1	2.52	R Edwards	5	3.03	19 K Smith	8	3.30
S Jeffery	4	2.52	13 E van Amstel	2	3.07	20 R Linnewebe	3	3.38
7 S Blackburn	2	2.53	14 G Moedt	8	3.08	21 R Duncan	3	3.38

Heat 2 Lap 4

1 D Geers	1	2.45	8 K White	6	2.57	=15 R Sams	3	3.22
2 P Watkinson	2	2.50	9 E van Amstel	2	3.03	D Kennedy	4	3.22
= 3 S Jeffery	4	2.53	10 G Moedt	8	3.05	B Massey	8	3.22
N Taylor	4	2.53	11 R Edwards	5	3.09	18 R Linnewebe	3	3.30
= 5 S Blackburn	1	2.54	12 J Evans	1	3.15	19 K Smith	8	3.31
R Lange	2	2.54	13 S Hilton	3	3.16	20 R Duncan	3	3.46
R Wilson	3	2.54	14 J Sams	3	3.18	21 L Svenson	1	4.32

What a shame, David gets within 1 second of Laurence and then something ghastly happens to the latter and he drops almost 2 minutes. In the excitement of the premier class it was easy to miss the similar titantic battle in Class 4 between Stephen Jeffery and Nev Taylor. They finished the heat with Nev just one second in front.

Heat 2

1 David Geers	1	11.04	7 John Evans	1	12.25
2 Ron Lange	2	11.55	8 Kev White	6	12.26
3 Nev Taylor	4	12.02	9 Ron Wilson	3	12.32
4 Stephen Jeffery	4	12.03	10 Rick Edwards	S	12.38
5 Paul Watkinson	2	12.08	11 Ed van Amstel	2	12.42
6 Steve Blackburn	2	12.15	12 Laurence Svenson	1	12.50

Heat 2 (Cont.)

13	Gary Moedt	8	12.55	18	Barry Massey	8	14.02
14	Rod Sams	3	13.14	19	Ken Smith	8	14.32
15	James Sams	3	13.47	20	Robert Linneweber	3	14.51
16	D Kennedy	4	13.48	21	R Duncan	3	15.05
17	S Hilton	3	13.51				

The results of this event were to be the addition of the competitors best two heat times, so the third and final heat was very important for anybody who'd made any sort of mistake at all. -

Laurence Svensons problem was of a terminal nature and he didn't come out for the 3rd heat, a great shame.

Heat 3 Lap 1

1	D Geers	1	3.12	= 6	S Blackburn	2	3.55	11	B Massey	8	4.35
2	J Evans	1	3.31		R Lange	2	3.55	12	J Sams	3	4.41
3	S Jeffery	4	3.45	8	K White	6	4.01	13	S Hilton	3	4.45
= 4	E van Amstel	2	3.53	9	D Kennedy	4	4.13	14	R Duncan	3	4.57
	P Watkinson	2	3.53	10	R Wilson	3	4.18	15	K Smith	8	5.16

Heat 3 Lap 2

1	D Geers	1	2.39	6	S Blackburn	2	2.50	11	S Hilton	3	3.14
2	P Watkinson	2	2.47	7	K White	6	2.51	12	B Massey	8	3.16
= 3	E van Amstel	2	2.48	8	R Wilson	3	2.53	13	R Duncan	3	3.24
	R Lange	2	2.48	9	J Evans	1	3.01	14	K Smith	8	3.47
5	S Jeffery	4	2.49	10	J Sams	3	3.13	15	D Kennedy	4	6.01

The big battle in Heat 3 was between Ed van Amstel and Paul Watkinson. In Class 2, two laps down and the difference is 1 second to Pauls favour. Trailing these two a further 2 seconds away (!) comes Ron Lange and then Steve Blackburn another 2 seconds away.

Heat 3 Lap 3

1	D Geers	1	2.41	6	K White	6	2.52	=11	S Hilton	3	3.14
* 2	P Watkinson	2	2.48	7	S Jeffery	4	2.53		B Massey	8	3.14
	R Lange	2	2.48	8	R Wilson	3	2.55	13	J Sams	3	3.15
* 4	S Blackburn	2	2.49	9	J Evans	1	3.02	14	R Duncan	3	3.21
	E van Amstel	2	2.49	10	D Kennedy	4	3.13	15	K Smith	8	3.57

Heat 3 Lap 4

1	D Geers	1	2.37	6	K White	6	2.51	=11	S Hilton	3	3.13
2	S Blackburn	2	2.47	7	S Jeffery	4	2.52		J Sams	3	3.13
* 3	E van Amstel	2	2.49	8	R Wilson	3	2.54	13	R Duncan	3	3.18
	P Watkinson	2	2.49	9	J Evans	1	3.06	14	K Smith	8	3.50
5	R Lange	2	2.50	10	B Massey	8	3.11				

Heat 3

1	David Geers	1	11.09	8	John Evans	1	12.40
2	Paul Watkinson	2	12.17	9	Ron Wilson	3	13.00
3	Ed van Amstel	2	12.18	10	Barry Massey	8	14.16
4	Stephen Jeffery	4	12.19	11	James Sams	3	14.22
= 5	Steve Blackburn	2	12.21	12	S Hilton	3	14.26
	Ron Lange	2	12.21	13	R Duncan	3	15.00
7	Kev White	6	12.35	14	Ken Smith	8	16.50

All very easy for David Geers in Heat 3 but Class 2 couldn't have been closer with 4 seconds covering the first 4 in class.

Results

1st	David Geers	21.49	1st Class 1
2nd	Stephen Jeffery	23.32	1st Class 4
3rd	Ron Lange	23.34	1st Class 2
4th	Laurence Svenson	23.38	2nd Class 1
5th	Ed van Amstel	23.48	2nd Class 2
6th	Nev Taylor	23.53	2nd Class 4
7th	John Evans	24.11	3rd Class 1
8th	Steve Blackburn	24.13	3rd Class 2
9th	Paul Watkinson	24.25	Class 2
10th	Kev White	24.51	1st Class 6
11th	Ron Wilson	24.52	1st Class 3
12th	Gary Moedt	25.19	1st Class 8
13th	Rod Sams	26.00	2nd Class 3
14th	James Sams	27.26	3rd Class 3
15th	S Hilton	27.52	Class 3
16th	Barry Massey	27.55	2nd Class 8
17th	Ken Smith	28.46	3rd Class 8
18th	Robert Linneweber	29.08	Class 3
19th	R Duncan	30.05	Class 3
20th	D Kennedy	33.17	3rd Class 4

So in the end a fairly easy win for David Geers - Congratulations, and also to all the class winners, roll on the L.C.O.R. at Kooralbyn.

Fastest Laps

1	L Svenson	1	2.32	10	J Evans	1	2.50	19	B Hammond	8	3.12
2	D Geers	1	2.33	11	K White	6	2.51	=20	S Hilton	3	3.13
3	G Croucher	1	2.43	=12	N Dalton	1	2.52		J Sams	3	3.13
= 4	E van Amstel	2	2.44		R Edwards	5	2.52		D Kennedy	4	3.13
	S Jeffery	4	2.44	14	P Wilson	3	2.53	23	R Duncan	3	3.18
6	P Watkinson	2	2.46	15	C Herbert	8	2.56	24	R Linneweber	3	3.25
7	S Blackburn	2	2.47	16	G Moedt	3	2.58	25	K Smith	8	3.30
8	R Lange	2	2.48	17	R Sams	3.	3.03	26	L Thompson	3	4.07
9	N Taylor	4	2.49	18	B Massey	8	3.11				

Sexterganaginal Survey

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
David Geers	1	7	5				
Laurence Svenson	1	4	2	1			
Cameron Herbert	8	1					
Paul Watkinson	2		3	2	1		
Ron Lange	2		1	2	2	4	2
John Evans	1		1	1		2	1
Steve Blackburn	2		1		1	1	3
Stephen Jeffray	4			4		3	1
Ed van Amstel	2			2	4	1	
Nev Taylor	4			2		1	1
George Croucher	1			1	1	1	
Gary Moedt	8			1			
Kev White	6						2

-0-

WHERE IS THE B.S.C.C. BANNER ??? Last seen tumbling to earth at Goondiwindi when the lookout tower collapsed. It cost the club over \$100 - IS IT WRAPPED AROUND YOUR TOOLS ? LET'S HAVE IT BACK, Phone Esme' 391 8801 bus.Hrs (If she can spare the time from running the Brian Swonton Fan Club).



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Wednesday 28th March

The Night Run Champions Champion Night Run - What thrills and mind
boggling skills will be required to win this event?

Starts from the Clubrooms at 8pm, you need a car, pen, torch, some
poor sod who can be sent off into the rain looking for things on walls
and I think the entry is \$4. A Basic Licence is required and these can
be obtained on the night.

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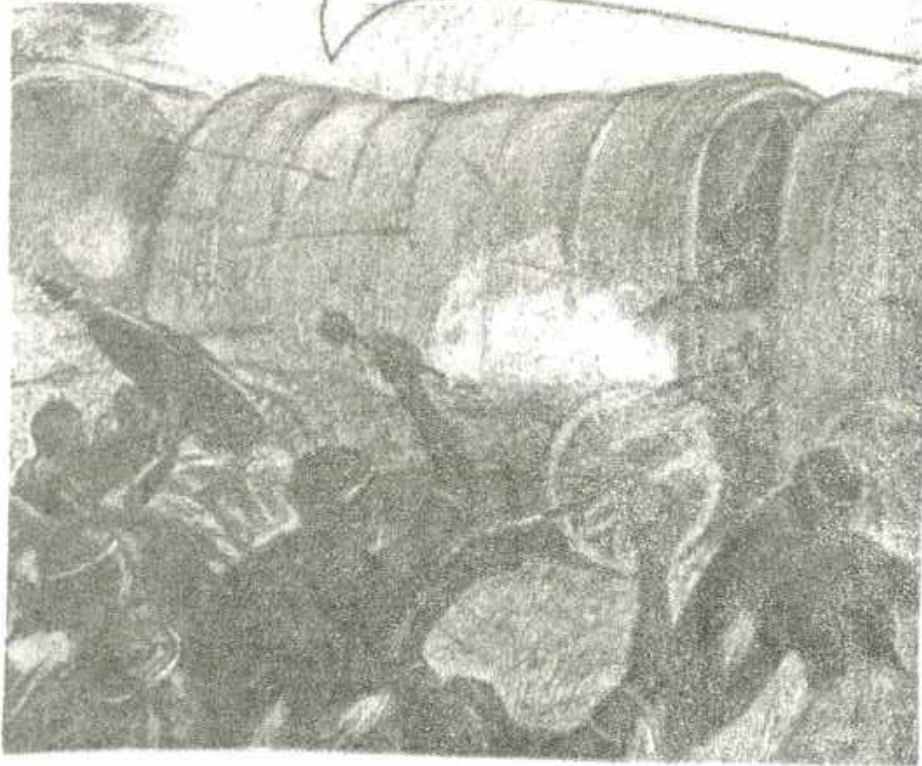
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(A NOTE TO OUR AMERICAN READERS : I AM IN
NO WAY IMPLYING THAT CHALMONDLEY IS AN
ANCIENT HOMOSEXUAL)

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RALLY SCHOOL.

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APRIL 2ND
MONDAYS 9TH
16TH

ORGANISED BY
JIM REDDIE

\$5 A NIGHT
OR \$12 SEASON TICKET

GUEST
SPEAKERS

AT THE
CLUBROOMS
8pm

Messrs Boyds' Bamboozeler

It's always been a puzzle to me why our club night runs have such a small entry, I suppose it's because we're a fiercely competitive club; and we have very few fringe members who don't have at least a part interest in an Off Road vehicle or a Rally car, and it's those 'fringe' members who fill the lists at Night Runs and Club Motorkhanas (like me). So why organise an event for so few customers? Well now Kelvin Taylor and I are concocting a night run I know it's because it's such a pleasure to please the connoisseur.

Well KT and I went out knowing that this was Wilson and Beryl Boyds first attempt at organising, we knew that some revisions had had to be made after Laurie Garth had found a few problems with the first draft, so we went out feeling a bit fat, smug and complacent - well were we in for a shock! A delightful and tricky event, one minute you'd be swooping along the Kingsford Smith Drive then you'd be clambering up a tree lined 80% grade that the chronically over-gearred 323SS could only manage in 1st gear.

We left the clubroom for another tour of New Farm. One of Wilsons little idiosyncrasies is the desire for us to find tiny pieces of writing, however as the clues were truly unique it requires only patience to find them.

At the end of the New Farm section it said "TR into Commercial Road" this posed a problem as we were about a mile from that thoroughfare. What had happened is that Esme' had forgotten to type an instruction in, if it'd been anywhere else in the instructions that one had been missed out then disaster would have resulted. This just goes to show that even when Esme' falls on her arse she lands on her face.

Shortly after, in a dockyard backstreet, outside a warehouse that probably held \$2m worth of bonded whisky, Kelvin was arrested by the C.I.B. He was searching the wall for some obscure sign when an unmarked Commode swept down the road and two big 'likely' lads pinned him against the wall. They ignored me totally - obviously they thought that Kelvin was the brains of the gang and I was just the knucklehead who did the driving. Kelvin has ceased to stutter with me, but when he was answering the CIB's questions he sounded like the Red Barons machine gun. "Shall I help" I thought? No I'd better not - if the lead starts to fly it'd be a lot better if Kelvin was up front.

This un-nerved the boy a bit and I had to drive him out with blows and noxious smells. It didn't help when we were searching for "What Hospital" in the unruly wilds of Hamilton and he was frightened by some larrikins in a Valiant.

Shortly after we were instructed to "Turn Left into Czar Street" - not a novelty in itself apart from the fact that Czar Street was a No Through Road. Naturally we came up the wrong way and as we turned right Alan McConnell; closely pursued by Ross Walsh; turned left. We all raced down to a T junction, we turned right, they turned left - as the road was just a circular drive we all met 20 seconds later on a very narrow hairpin.

1st Neil Jory/Sharon Gaylard
2nd Greg Weale/Alan Mitchell
3rd Pete Smith/Kelvin Taylor
=4th Alan McConnell/Mark Lewis
Ross Walsh/Kerrie Walsh

We ended up in the long grass near the oil refineries and the answer to the final question was £25 - which was novel. Very Well Done W & B B.

Club Motorkhana - 19th February

Thanks to the generosity of the Holden Car Club our 1984 Motorkhana season opened on their ground at Capalaba.

I woke up very early to see if the weather was o.k. (at that early hour referred to my Wendy Marshall and Kathstrine Tegg as "Sparrows Fart") and the rain was lashing down. Nevertheless 'noblesse oblige' so I went to Capalaba more in hope than expectation.

Well there must be heaps of sand on top of the Capalaba clay because the surface drained very well indeed, slippery it was but boggy it wasn't.

I've never known a day of greater contrast, by the second run of the test the ground could be treated as 'dry', you could bang the power on and not allow any inches for 'slippage'. Another contrast was my smooth flowing style compared with Alan McConnells frantic and hurried efforts - a pity

<u>Test 1 Double Loop</u>		<u>Test 2 Double Bone</u>		<u>After 2 Tests</u>	
1 Allan McConnell	36.0	1 Allan McConnell	37.5	1 Allan McConnell	73.5
= 2 Pete Smith	37.0	2 Pete Smith	39.4	2 Pete Smith	76.4
Peter Johnson	37.0	3 Peter Johnson	39.8	3 Peter Johnson	76.8
4 Neil Bennink	37.5	4 Steve Arlidge	40.5	4 David Guyatt	79.3
5 David Guyatt	37.8	5 David Guyatt	41.5	5 Steve Arlidge	79.5
6 Peter Kemp	37.9	= 6 Alan Ball	42.0	6 Neil Bennink	80.3
7 Alan Ball	38.6	Brett Anson	42.0	7 Alan Ball	80.6
8 Steve Arlidge	39.0	8 David Martin	42.1	8 Peter Kemp	81.0
9 David Martin	40.2	9 Neil Bennink	42.8	9 David Martin	82.3
10 Don Tainton	41.8	10 Peter Kemp	43.1	10 Ray Kemp	86.2
11 Ray Kemp	43.0	11 Ray Kemp	43.2	11 Don Tainton	86.3
12 Robyn Arlidge	43.4	12 Don Tainton	44.5	12 Brett Anson	87.5
13 Robert Carpenter	45.1	13 Ross Walsh	45.7	13 Robyn Arlidge	90.6
14 Brett Anson	45.5	14 Robyn Arlidge	47.2	14 Ross Walsh	91.3
15 Ross Walsh	45.6	15 Robert Carpenter	48.0	15 Robert Carpenter	93.1

<u>Test 3 Square Slalom</u>		<u>After 3 Tests</u>		<u>Test 4 Hopkirk</u>	
1 Allan McConnell	26.6	1 Allan McConne	100.1	1 Alan McConnell	37.8
2 Peter Johnson	27.0	2 Peter Johnson	103.8	2 Pete Smith	39.6
3 Steve Arlidge	27.8	3 Pete Smith	105.0	3 Ross Walsh	41.8
4 Pete Smith	28.6	4 Steve Arlidge	107.3	4 Peter Johnson	42.1
= 5 Alan Ball	28.9	5 Alan Ball	109.5	5 Steve Arlidge	42.5
Ross Walsh	28.9	6 Peter Kemp	111.6	6 Alan Ball	42.6
7 David Martin	29.8	7 David Martin	112.1	7 Peter Kemp	43.4
8 Ray Kemp	30.4	8 Neil Bennink	112.5	8 Ray Kemp	43.5
9 Peter Kemp	30.6	9 Ray Kemp	116.6	9 Brett Anson	44.6
10 Robyn Arlidge	31.8	10 Don Tainton	119.8	10 David Martin	45.6
11 Neil Bennink	33.2	11 Ross Walsh	120.2	11 Don Tainton	47.6
12 Don Tainton	33.5	12 Robyn Arlidge	122.4	12 Robyn Arlidge	48.6
13 Robert Carpenter	35.5	13 Brett Anson	124.0	13 Neil Bennink	49.8
14 Brett Anson	36.5	14 Robert Carpen	128.6	14 Robert Carpenter	50.6

Results

1st Allan McConnell	Mazda Rot	137.9	8th Ray Kemp	Corolla	160.1
2nd Pete Smith	Mazda 323	144.6	9th Ross Walsh	Mazda Rot	162.0
3rd Peter Johnson	Datsun 160	145.9	10th Neil Bennink	Corolla	162.3
4th Steve Arlidge	Datsun 160	149.8	11th Don Tainton	Suzuki	168.6
5th Alan Ball	Corolla	152.1	12th Brett Anson	Escort	168.6
6th Peter Kemp	Datsun 160	155.0	13th Robyn Arlidge	Datsun	171.0
7th David Martin	Datsun 120	157.7	14th Robert Carpenter	Suz	179.2

the beastly little swine beat me by a mere 8 seconds !

Robyn Arlidge returned to the fray after laying down her heavy load (he ain't heavy he's my son), Dave Guyatt has come to Brisbane from Townsville (but not especially for this Club Motorkhana) and was going very well before home dutys called, David is a man of senior years and was rated very highly in Townsville, we will watch his progress with interest.

Allan McConnell just ran away from the rest of us - I tried to persuade him that he was up against the 'Torvell and Dean' of the Motorkhana set but he remained unimpressed. Peter Johnsons car was suffering from a square camshaft but he was still an infernal nuisance snapping away at my heels. The boulder even overtook me after 3 tests but luckily the final test was 'Hopkirk' which is rather a speciality of mine. Steve Arlidge was vastly improved over his efforts last year and if only Ross Walsh would stop demolishing poles he could do quite well.

A day that began with mud finished with dust, flood and drought, the story of the Australian nation.

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CLUB CHAMPIONSHIPS 1984

<u>Motorkhana Championship</u>		<u>Off Road Champ (Cont)</u>		<u>Rally Championship</u>			
1	Alan McConnell	11 = 5	George Croucher	9 = 1	Bradley Roach	11	
2	Pete Smith	10	Lloyd Prescott	9	Michael Price	11	
3	Peter Johnson	9	Phil Unicomb	9	3 Iain Stewart	10	
4	Steve Arlidge	8	Ed van Amstel	9 = 4	George Kahler	9	
5	Alan Ball	7 = 9	Nev Taylor	8	Brian Marsden	9	
6	Peter Kemp	6	Nicholas Reeves	8	Errol Bailey	9	
7	David Martin	5 = 11	Linda Miller	7	Mr X	9	
8	Ray Kemp	4	Diann Scottorn	7 = 8	Tim Hatley	8	
9	Ross Walsh	3 = 13	Gary Haeusler	6	John Hatley	8	
10	Neil Bennink	2	David Haeusler	6 = 10	Jim Reddiex	7	
		= 15	John Muldoon	5	Ian Reddiex	7	
			David Ryan	5	12 Russell Worthingtn	6	
<u>Night Run Championship</u>			Stephen Hilton	4 = 13	Hugh Minckley	5	
= 1	Pete Smith	20 = 17	Terry Hilton	4	Chris Beecham	5	
	Kelvin Taylor	20	Rod Sams	3 = 15	Kelvin Taylor	4	
	Neil Jory	20 = 19	James Sams	3	David Ambrose	4	
= 5	Wilson Boyd	19	Ken Smith	2	17 Peter Garbett	3	
	Beryl Boyd	19 = 21	Thomas Orcher	2	18 Pat O'Brien	2	
	Alan Mitchell	19	Russell Saxby	1 = 19	Bryan Verrall	1	
	Greg Weale	19 = 23	Gary Turner	1	Del Garbett	1	
9	Ross Walsh	17			Ross Perry	1	
= 10	Alan McConnell	14			Neil Michel	1	
	Mark Lewis	14	<u>Speed Event Championsh</u>				
11	Sharon Gaylord	11	1	David Geers	11	Michael Bailey	1
= 12	Cameron Neilson	9	2	Stephen Jeffery	10	Michael Verity	1
	Julieann Brook	9 = 3	3	Ron Lange	9	David Mills	1
14	Kerrie Walsh	8		Phil Unicomb	9	Bruce Mills	1
= 15	Ray Kemp	6		Mr X	9		
	Alan Ball	6	6	Laurence Svenson	8	<u>Ladies Championship</u>	
			7	Ed van Amstel	7 = 1	Sharon Gaylard	11
			8	Nev Taylor	6	Linda Miller	11
			8	John Evans	5	Diann Scottorn	11
<u>Off Road Championship</u>			10	Steve Blackburn	4	Del Garbett	11
= 1	Ashton Bradley	11	11	Paul Watkinson	3	Beryl Reid	10
	Patricia Bradley	11	12	Kev White	2	6 Julieann Brook	9
= 3	Barry Macfarlane	10				7 Kerrie Walsh	8
	Sid Vahry	10					

Club Championship

1	Pete Smith	21	=14	Iain Stewart	9	=30	Laurence Svenson	6
2	Phil Unicombe	16		Sid Vahry	9		Ross Walsh	6
3	Alan McConnell	13	=18	Steve Arlidge	8	=33	Ray Kemp	5
= 4	Kelvin Taylor	12		Alab Ball	8		David Martin	5
	Ed van Amstel	12		Errol Bailey	8	=35	Tim Hatley	4
= 6	Ashton Bradley	11		George Kahler	8		John Hatley	4
	Patricia Bradley	11		Brian Marsden	8	=37	John Evans	3
	Sharon Gaylard	11	=23	Wilson Boyd	7		Nicholas Reeves	3
	David Geers	11		Beryl Boyd	7	=39	Neil Bennink	2
	Neil Jory	11		George Crpucher	7		Steve Blackburn	2
	Michael Price	11		Alan Mitchell	7		Mark Lewis	2
	Bradley Roach	11		Lloyd Prescott	7		Jim Reddiex	2
=13	Stephen Jeffery	10		Greg Weale	7		Ian Reddiex	2
=14	Peter Johnson	9		Nev Taylor	7			
	Barry Macfarlane	9	=30	Peter Kemp	6			

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Major Forthcoming Event

Club Motorkhana 1st April (?)

Your Editor was entrusted with this event but he can't find anywhere to hold it - but there's weeks to go yet so if you want to do a Club Motorkhana, 2 runs of 4 tests, entry fee \$5, enter on the day

Full Details Will Appear On The Club Notice-board

Or Phone Me : 379 6182 (Work) 379 2066 (Home)

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CAMS Snippets

	<u>MANUAL</u>		<u>CORRECTION</u>
Feb. 11	BSCC Rally QRC-1		MARCH 10/11 BSCC Rally QRC-1
Mar. 17	BSCC Rally Open		Delete
Apr. 8	QMSC Races - Open		April 15 LIR Races GT-1 Open
May 13	SPIR Races - Open ATCC-4		May 13 SPIR Races ATCC-4
			ASSC-2
Oct. 21	MGCCQ Races - Restr.		Nov. 18 MGCCQ Races LIR
			Cl. Inv.
Nov. 17	LCCA Rally Alpine ARC-6		Nov. 10/11 LCCA Rally Alpine
			Open - ARC-6

It is suggested that Production Rally Cars should be scrutineered for eligibility, as far as is possible, before an event. When post-event scrutiny is required the promoters should make adequate arrangements, prior to the event, for the vehicles to be escorted to a suitable place to await inspection.

REASON: Most rallies finish in a forestry area in the early hours of the morning. This is neither a suitable time nor place to scrutineer cars. It is not much use letting a competitor take a car away and then produce it a few days later for examination.

Moved Burgess/McConnell that the points scoring system for the 1984 season to be 6 motorkhanas out of 7 instead of 5 out of 7.

Moved Griffin/Wheazley that the application from the Central Queensland Motor Sporting Club for a round of the Queensland Motorkhana Championship on Easter Sunday, 22 April, be rejected; but if an application for a round on 6 May is received, it be given favour.

THE C.A.M.S. ANNUAL SEMINAR AND TROPHY DINNER WILL BE TAKING PLACE AT THE QLD. CRICKETERS CLUB ON SATURDAY 28 APRIL.
DINNER COST \$20.00 PER PERSON. PAYMENT TO THE C.A.M.S. OFFICE PLEASE.

Re 84/24 - Moved Tapsall/Dunn that CAMS accept Pedders 'Suspensions' offer of a perpetual trophy and that this be awarded to the driver with the highest pointscore for the PRC section of the QRC. It is recommended that the pointscore be as per Qld. Addendum 5.1(d) and should apply from 1.3.84. QUSEC should advise all clubs that this award should be included in all QRC event supplementary regulations for 1984.

Moved Nicol/Dunn that in 5.1(e) of the Qld. Addendum - "1983" be deleted and the paragraph be referred to State Council for clarification, following consideration of the following recommendation:
RAC recommends to State Council that if four or fewer rounds are held in the 1984 QRC then all should count.

Scrutineering Advisory Panel Minutes: Considerable discussion took place regarding the current number of scrutineers available for off-road events. Would the QSAP please advise results, etc. of exams so that members who sat for such exams may know their current position.
Both the qualified scrutineers are also active competitors, how can they possibly attend another 16 events as scrutineers before the year is out.

Those checking tracks be fully acquainted with the class of vehicles competing on track, e.g. how can 2 4WD vehicles competing at 40kph fit side by side between large trees when the track width is 3 metres?

Man-made obstacles should be constructed well away from dam walls. Jumps or corners with the camber towards dam walls are not desirable.

Moved Watkinson/Dein that the first aid kit contents be reviewed - specifically with reference to tissues. Doctors advise that the use of tissues in an open wound situation is inadvisable - suggest substitution with gauze.

Moved Dein/Massey that batteries with no free acid i.e. no liquid for spillage were required to be fitted with battery covers to prevent spillage. It should be clarified the cover is redundant. OBVIOUSLY wet cell batteries must still conform to this rule.

The whole grading list was reviewed taking into consideration the small number of events available in 1983 in which grading points could be obtained. The Clubman list was also examined and split into categories 3A and 3B.

CONFEDERATION OF AUSTRALIAN MOTOR SPORT

Queensland State Council

RALLY DRIVER CLASSIFICATIONS

AS AT 16.2.1984

GRADE 1 (State Classified)

G.BATTS D.BROWN R.BROWNING M.COOTE P.GLENNIE G.KAHLER G.KEYS
P.MARCOVICH I.OGILVIE A.PERRETT P.PHILLIPS R.REID P.ROGGENKAMP
R.WORTHINGTON

GRADE 2 (Recognised)

W.BLACK N.FRITTER T.GARBETT D.GOODALL R.HENDRICKSON J.HOLSTER
L.C.JOHNSTONE P.JONES R.KELLY K.LYNCH B.McCUBBEN B.MANN
P.McLOUGHLIN G.MILLER L.NEUMANN D.PAYNE M.ROACH W.SKIMMINGS
P.STEPHAN K.TAPSALL A.TAYLOR M.TAYLOR W.TEGG C.WILLIAMS

GRADE 3A (Clubman)

P.CADELL D.CURRIE A.CUTTS P.GRAHAM B.HAYWOOD N.JORY H.KABEL
P.KELLY P.LOCKHART R.MANN I.McCUBBEN A.McGRAA S.PASSLOW
J.REDDIEX T.SCULLY D.SHANNON B.SKINNER R.STEWART-REID P.SUDIRO
K.TAYLOR G.WHITTAKER D.WIELAND

GRADE 3B (Clubman)

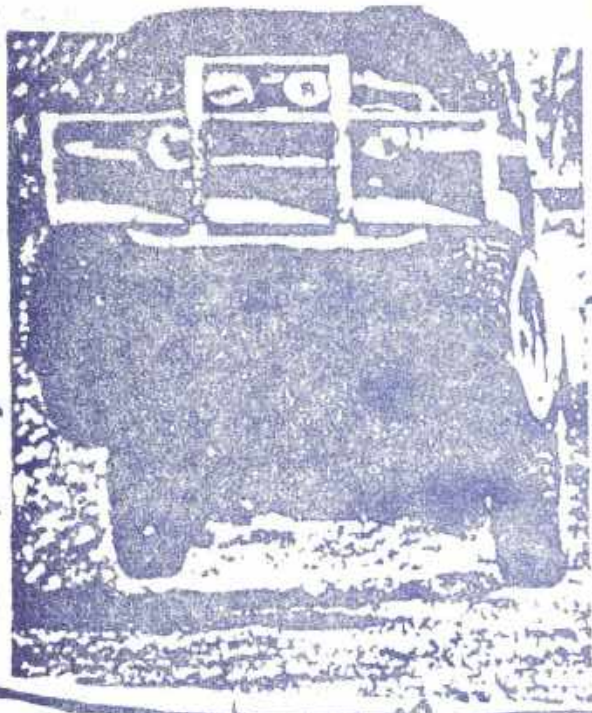
L.ACHESON R.ANDERSON R.BAILEY M.BARRY G.BERTRAM L.BONAVENTURA
T.BURGESS G.BYRNE K.CALLINAN L.COKER R.CROSS M.DAVIS R.FALDT
D.FISHER J.GARDNER L.GATTON D.GIBSON D.GUYATT K.HARVEY D.HOUSE
S.KABEL A.KIELNACZ G.LAW G.LILLEY C.LOWE P.MASON G.McKENZIE
S.McKINLEY G.MITCHELL C.MOFFITT P.O'BRIEN G.OFFER W.PARKER
R.PETTY C.PLANT D.REA G.ROLLINSON P.ROSLAN K.RUSSELL J.SIBLEY
N.SIVYER P.SLATTERY G.SOMMERVILLE K.WINDERS P.WOODWARD

The list above would be extensive if all drivers who in the past have reached Grade 3 or higher were included. Consequently if a driver has not competed for a period of three years, the name has been omitted even though the status of Grade 3 is retained. For any other omissions or errors, or for clarification of any grading, contact the Qld CAMS Rally Registrar -

Mr Ian Young
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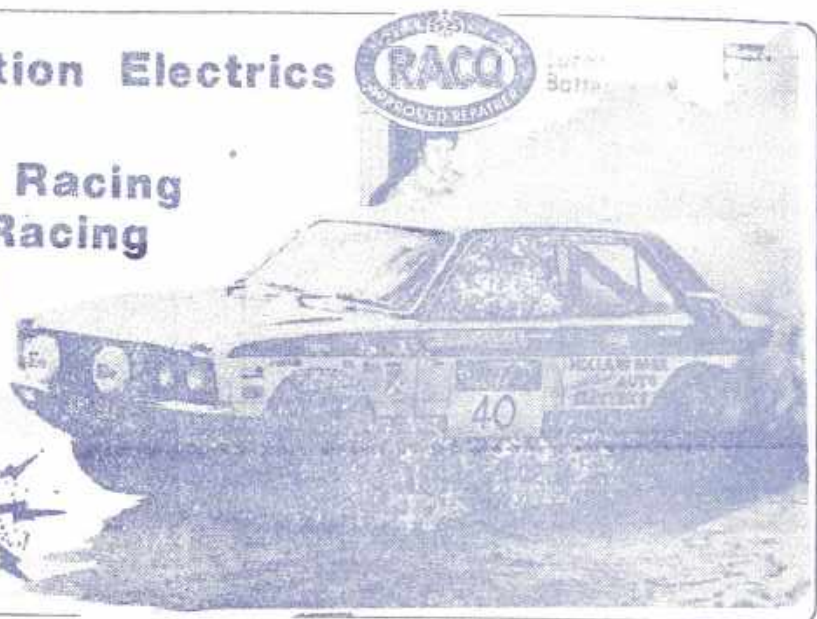


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Armstrong Nissan Rally
Round 1 Queensland Rally Championship
March 10th/11th 1984
Directed by Errol Bailey for the B.S.C.C.

Sitting here looking at results for Off Road events and rallies for month after month, it becomes all too easy to forget just what one needs in the way of audacity and skill to put up the sort of times that are achieved. The heart-in-the-mouth factor tends to be missed out if you weren't there. Well this time I WAS there, and believe me, I had heart for dinner.

I was tempted out of 'retirement' for this event because of two things. First of all I wanted to obtain point(s) in the Rally Championship, and secondly because Errol had organised something different, and very British in the way of a special stage event. Having been a Pommie Bastard upto 12 years ago I have fond memories of weekends spent roaming the country to do a stage here, and a stage there, instead of the interminable crashing round the state forests where one tree looks very like another. Not that there's anything wrong with the forests but I do suffer from 'been there and done that' itas as regards them. This of course is purely a personal view and the less than full entry list shows that your average low-browed rally driver (grunt, grunt) wasn't too impressed.

Readers of the British magazine "Cars and Car Conversions" must have noticed the articles on beefing up the suspension and steering, the welding of plates and pieces of angle iron to guard the links and arms against stresses the designer never envisaged. Well I've always thought that such matters were treated fairly lightly here, and that this event - not using forestry roads but literally off road tracks - would find a lot of car preparation wanting, and how right I was ! And if you competitors think this event was "Too Rough" then excuse me as I laugh, one annual UK event, The Dimanche Tour which ran through quarries and farm tracks in Kent and Surrey not 30 miles from London, used to have 15 finishers from 120 starters and those poor bastards didn't have a road book to tell them where the 'cautions' were, so weld up or ship out.

After advertising my availability for this event I had several offers (most of them anatomically impossible) until I was booked with Norm Fritter by his agent and daughter Coral Taylor. Coral handles all of Norms 'bookings' in the guise of being his road manager. Norm now lives in Sydney and he makes a crust through a Happiness and Companionship Medium about which I shall gloss over.

Mercifully the 'usual' Queensland bad weather held off - until the night before the event when a huge storm lashed the Warwick - Brisbane area, it was as if the God of the Weather had a copy of the route. I went to bed at 10.30 with images of Errol organising a video link with the Purga rain gauge.

But the day dawned bright and sunny and I at least dawned sunny. I'd sort of got an inkling that navigating for Norm was going to be like my old days of navigating for Daryll Kelly. Daryll was a mobile disaster when it came to time, he literally used to turn up at a rally start when we were two cars away from starting. Well Norm was in Nambour and we were getting phone calls from him at impossibly late hours saying he was about to leave.

So TIMS took me down to scrutineering at 10.30 (the cars had to be scrutineered by 11am to be in the event). Coral was there looking utterly splendid in her new black 'suit of lights' a present from "Markie" one

understands. "How's my father" she said and I replied "How would I know!" I began to relate to our good director and the four scrutineers (sounds like a pop-group) a story about Norm on his way down from Hambour. A fearful accident. Norm first on the scene. A mercy dash to save a little girls sight. My hoping the officials would understand if Norm was a trifle late. They were all lapping this load of codswallop up with gusto but someone drew attention to Corals face. Her jaw was down near her navel, I've never seen an expression so vacant, and I was laughed to scorn.

By 10.58 the Scruts were packing away their bits and pieces, you know the macreme' and knitting, so I thought it was time we all had a nice fizzy drink. I went to the corner shop and got a selection of bottles and upon my return, as I handed them out, I suddenly remebered that Norm is a Zen-Buddhist and he'd have to visit Brisbanes' only Shinto Shrine which is in Victoria Point, I was sure the Officials wouldn't mind waiting for a spiritual matter.

Time was galloping past even faster now, I was outside at 11.30 looking up the highway when a rally Datsun 1600 came past with what looked like Father Christmas at the wheel. He turned into the start area behind a rally Mazda and I gave it no further thought.

It was fully another 10 minutes, 10 minutes of saying "Yes I know it's 11.40 but it's not 10 o'clock in Perth" before the buffoon came into the scrutineering bay wearing the damn fool mask he'd been wearing on the highway - I felt limp and we hadn't even started yet. The car looked and sounded OK but none of the lights worked, the four scrutineers: Graham Campbell, Ross Angelo, Lin Melton and Vic Elias were, of course, forbidden to be of any assistance to us by CAMS regulation - so they weren't any help, but there again they weren't any hinderance either! Why do I always get drivers who know about as much about it as me?

The Start area in Woolies Car Park, Booval, was comparatively serene. The Club Administration Officer, Frau Oberleutnant Esme' Gibson was brutalizing the poor sods who wanted their road books, numbers etc with Husband Viv and the two children doing the handing out. A spectator burst round the car park had been arranged, one of those little sponsor pleasers that burn a lot of rubber but don't actually mean anything. I saw Peter Marcovich go round, great bootfulls of deep throated power with enough grunt to really get the back sliding the car from lock to lock, a magnificent display within inches of some very solid trolley racks. Our run was somewhat delayed by a stalled engine and Norms desire to go in every direction but the one I wanted.

Car Park

1	Marcovich/Taylo	U 34	=12	Bowman/Newbold	N 39	=24	Ball/Ball	N 41
2	Jory/Walker	C 36		Herlihen/Campbe	N 39	=30	Reid/Tegg	U 42
= 3	Taylor/Ambrose	C 37	=17	Mann/Young	R 40		Lilley/Tindal	C 42
	Lockhart/Bruce	C 37		Neumann/Garbett	R 40	32	Glennie/Smith	U 43
	Reddiex/Reddiex	C 37		Coker/Quinn	C 40	=33	Hendrickson/He	R 44
	Parker/Michel	C 37		Kielniacz/Golds	C 40		Perry/O'Connor	C 44
= 7	Graham/Garbett	C 38		Hatley/Hatley	C 40	=35	Fritter/Smith	R 45
	Stanley/Burr	C 38		Mills/Mills	N 40		Grey/Verrall	N 45
	Harvey/Sedan	C 38		Rasmussen/Palme	N 40	37	Hinchley/Beech	N 46
	Woodward/Morris	C 38	=24	Keys/Kelly	U 41	38	Spencer/Healy	N 50
	Griffith/Renwic	N 38		Coote/Stewart	U 41	=39	Phillips/Young	U 60
=12	Kahler/Marsden	U 39		Roach/Price	R 41		Bailey/Verity	N 60
	Worthington/Full	U 39		Whitaker/Staib	C 41			
	O'Brien/Roberts	C 39		Tebble/Smith	N 41			

A 20km transport followed into the second stage at Purga Creek. There was no waiting here so it was on with the helmet and off into the greenery. I've done Off Road events at Purga and been thoroughly frightened in buggys, so actually being in an all metal rally car with a thick rollcage sort of took all the fear away. This stage was 8.1km long and the quick bits were few and far between, witness the fastest average speed was a mere 64.4 kmph, there were 9 'cautioned' instructions and no less than 3 pages of instructions totalling 30 items, so the navigators were like one armed wallpaper hangers with calls on average 270 metres apart. Indeed I haven't spoken to a navigator who got round without a cock-up, at one time I was 3 instructions out, I was calling "Right at T" when Norm was coming up to a hairpin left. So I gave up doing anything informative and just called up the arrows when I saw them. A lumpy, bumpy, slippery grass track, great fun, at the finish I felt like I'd spun to earth in a Tiger Moth.

Purga Creek 8.1km

1	Hendrickson/He	R	7.37	14	Reddiex/Redd	C	8.12	27	Berry/O'Conn	C	8.46
2	Keys/Kelly	U	7.44	15	Graham/D Gar	C	8.13	28	Parker/Miche	C	8.58
3	Roach/Price	P	7.47	16	Coote/Stewart	U	8.15	29	Kielniacz/So	C	9.01
4	Phillips/Young	U	7.49	17	Tebble/Smith	N	8.22	30	Woodward/Mor	C	9.12
5	Whitaker/Staib	C	7.51	=18	Fritter/Smit	R	8.28	31	Spencer/Heal	N	9.13
6	Marcovich/Tayl	U	7.53		O'Brien/Rober	C	8.28	32	Griffith/Rew	N	9.17
= 7	Glennie/Smith	U	7.54	20	Gray/Verrall	N	8.31	33	K Taylor/Amb	C	9.18
	Ball/Ball	N	7.54	21	Hatley/Hatle	C	8.32	34	Merlihen/Cam	N	9.26
9	Lilley/Tindal	C	7.56	22	Worthington/	U	8.34	35	Mills/Mills	N	10.06
10	Hinckley/Beech	N	8.05	23	Lockhart/Bru	C	8.36	36	Coker/Quinn	C	10.27
=11	Newmann/P Garb	P	8.10	24	Kahler/Marsd	U	8.38	37	Bailey/Veri	N	10.41
	Jory/Walker	C	8.10	25	Reid/Tegg	U	8.40	38	Rasmussen/P	N	10.49
	Stanley/Burr	C	8.10	26	Mann/Young	R	8.43				

We lost Harvey/Sedan with a broken clutch and Bowman/Newbold with ball joint problems here.

The next transport took in all of Armstrong Nissans branches throughout the world. Birdsville, Wauchope, Cherbourg etc etc, it took 3½ months. At Gatton they gave you cold water to drink while they stood around consuming tinnies. After his glass of water Norm tried to ram a girl who'd hesitated for a fraction of a second at a junction. The transports were so exciting I couldn't wait to relax on a stage.

On this transport Russell Worthington callously ran down a pigeon. A noble looking bird, old and a bit slow on the wing, but he had months of useful life ahead of him teaching the lore and craft of pigeonmanship to the youngsters, when up comes the Auto Centre 323 with Bruce Fullerton egging him on, a sudden dart, a flurry of feathers and it was all over, Sic Transit Piggier.

We stopped at Pally H.Q. on the Warwick Industrial Estate, TIMS was there with food. Also in attendance were Peter Marcovich and Coral Taylor, Peters cylinder head had 'broken a piece off' so they joined Dennis Brown in some dedicated spectating. Also missing already were Harvey/Sedan with no clutch, and Bowman/Newbold with a ball out of joint.

The next stage was at Morgan Park, a recreational area in the outskirts of Warwick. This stage was 4.8km and smooth by comparison. After an initial dash down a track we had a totally confusing bit round heaps of dirt and down mown tracks. The sat solidly in our eyes and I had very little to do with the correct path that Norm chose, indeed Norm saved my bacon here as Dennis Brown and the gang were on hand urging us along and I'd have looked a right wally if we'd gone the wrong way.

On one 90 right we blundered straight on into a stump lined paddock, taking the long way round to regain the track. This stage finished with a glorious 2km run down a proper track along the fence line, very fast stuff with really broadside corners.

Morgan Park 1

1	Glennie/Smith	U	4.14	=11	O'Brien/Robert	C	4.37	27	Hinckley/Beech	N	5.05
2	Phillips/Young	U	4.15	=15	Reid/Tegg	U	4.41	28	Bailey/Verity	N	5.11
= 3	Keys/Kelly	U	4.19		Stanley/Burr	C	4.41	29	Coker/Quinn	C	5.14
	Hendrickson/He	R	4.19	17	Neumann/P Gar	R	4.42	30	Griffith/Ren	N	5.28
5	Roach/Price	R	4.21	18	Jory/Walker	C	4.43	31	Mills/Mills	N	5.49
6	Mann/Young	R	4.24	19	Hatley/Hatley	C	4.47	32	Rasmussen/Pa	N	6.00
7	Coots/Stewart	U	4.25	20	Ball/Ball	N	4.49	33	Gray/Verrall	N	6.11
8	Reddiex/Reddie	C	4.26	21	Woodward/Morr	C	4.52	34	Herlihen/Cam	N	6.41
9	Kahler/Marsden	U	4.29	=22	Worthington/F	U	4.53	35	Graham/D Gar	C	6.52
10	Fritter/Smith	R	4.31		Perry/O'Conno	C	4.53	36	Spencer/Heal	N	7.03
=11	K Taylor/Ambro	C	4.37		Tebble/Smith	N	4.53	37	Parker/Miche	C	14.40
	Whitaker/Staib	C	4.37	25	Lockhart/Bruce	C	4.59				
-	Lilley/Tindal	C	4.37	26	Kielniacz/Gol	C	5.04				

A short transport took us to the next stage, once again there was no waiting, helmet on and off we go.

This really was a top stage. Rough shire roads with great straights and 90 degree corners, just like Norfolk. It began on a long narrow straight full of rocky outcroppings. Norm roared down here with the car rocking and leaping from rock to rock like a mountain goat. The first Turn Left was a bit hard to see. Norm turned left on my instruction although the road wasn't visible, we cut through the grass and found ourselves on the right road. Others weren't so fortunate and overshot. I've seldom enjoyed a stage more.

Pulsar 1 5.0km

1	Hinckley/Beech	N	4.19	=12	Kielniacz/Gol	C	4.52	25	Coots/Stewart	U	5.58
2	Glennie/Smith	U	4.20	14	Perry/O'Conno	C	4.53	26	Rasmussen/Pa	N	6.20
3	Fritter/Smith	R	4.25	=15	Kahler/Marsde	U	4.56	27	Worthington/	U	6.24
= 4	Roach/Price	R	4.29		Tebble/Smith	N	4.56	28	Lockhart/Bru	C	6.30
	Stanley/Burr	C	4.29	17	Gray/Verrall	N	4.58	=29	Mills/Mills	N	6.32
5	Neumann/P Garb	R	4.33	18	Griffith/Renw	N	5.07		Spencer/Heal	N	6.32
7	O'Brien/Robert	C	4.35	19	Reddiex/Reddi	C	5.16	31	Keys/Kelly	U	7.10
8	Phillips/Young	U	4.41	20	Bailey/Verity	N	5.44	32	Mann/Young	R	7.45
9	Jory/Walker	C	4.44	21	Parker/Michel	C	5.48	33	Ball/Ball	N	8.23
10	Hatley/Hatley	C	4.48	22	Coker/Quinn	C	5.53	34	Hendrickson/	R	9.04
11	Whitaker/Staib	C	4.51	23	K Taylor/Ambr	C	5.54	35	Graham/D Gar	C	9.45
=12	Lilley/Tindal	C	4.52	24	Reid/Tegg	U	5.55	36	Woodward/Mor	C	10.20

Another short transport took us onto 'Patrol' and I would agree that this really WAS a fast and rough stage, I can do nothing else when 60% of the instructions are 'Cautions'. There was a short wait here which gave us all a chance to compare times and pour scorn on each others efforts. When we got underway the road dived into a narrow tunnel between the heavy foliage of the overhanging trees. 1.12km from the start of the stage there was a very fast S bend, as we turned in at about 5 thou in 3rd gear a patch of loose sand put the car totally sideways. So Norm not only had to get it straight but he had to keep it between the trees through two corners. I know this was 1.12km from the start of the stage as my call of "600 Metres S.O." went up two octaves in sheer terror. Two fancied runners came to mechanical grief just up the road, Russell Reid/Warren Tegg were walking back after the steering broke, and Keys/Kellys' car was in the bushes after taking out a tie rod. Near the end of the stage a "Caution Creek Crossing then rough for 100m" saw the end of our exhaust system, not just the muffler but the whole thing from the manifold back. This stilted conversation a bit, I took to putting my hand over Norms eyes to slow him for the Cautions.

Patrol 1 7.6km

1 Hendrickson/H R 6.06	12 Neumann/P Gar R 6.46	23 Ball/Ball N 7.22
2 Phillips/Youn U 6.07	13 Jory/Walker C 6.53	24 Woodward/Mor C 7.26
3 Reddiex/Reddi C 6.17	14 Whitaker/Stai C 6.57	25 Gray/Verrall N 7.27
4 Glennie/Smith U 6.23	=15 Mann/Young R 6.59	26 Kielniacz/Go C 7.32
5 Graham/D Garb C 6.30	O'Brien/Rober C 6.59	27 Lockhart/Bru C 7.35
6 Roach/Price R 6.31	17 Tebble/Smith N 7.03	28 Parker/Miche C 8.31
7 Hinckley/Seec N 6.33	18 Kahler/Marsde U 7.05	29 Coker/Quinn C 8.55
8 Stanley/Burr C 6.39	=19 Lilley/Tindal C 7.08	30 Bailey/Verit N 9.24
9 Spencer/Healy N 6.42	Hatley/Hatley C 7.08	31 Rasmussen/Pa N 9.53
10 Coote/Stewart U 6.44	21 Worthington/F U 7.09	32 Mills/Mills N 10.05
11 Fritter/Smith R 6.45	22 K Taylor/Ambr C 7.11	33 Perry/O'Con C 12.53

And that finishes this months coverage for the Armstrong Nissan Rally as the clock has beaten me, full report next month.

-0-

WANTED BODIES

Residents of the Capalaba Area would you/could you sell ART UNION TICKETS at the Capalaba Shopping Centre on MARCH 31st ?

If you can please Phone Noelle Drummond on 398 3947 (Home)

Esme' Gibson on 391 8881 (9.30 - 2.30 not Weds)

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PRIZEGIVING

The Trophies for the Armstrong Nissan Rally will be awarded at the Clubrooms on 11th APRIL 1984 at 8.30pm - a Gala Night inc. Grub .

Come along and fill the room.

<u>1983 QRC (Drivers)</u>		<u>1983 QRC (Navigators)</u>		<u>CIBIE/G.P. Cars (D)</u>	
1st	Peter Marcovich 34	1st	Iain Stewart 34	1	Terry Scully 32
2nd	Peter Phillips 32	2nd	Peter Young 32	2	Klvn Taylor 27
3rd	Peter Glennie 19	3rd	Brian Smith 19	3	Grg McKenzie 22
	Peter Lockhart 19		Stephen Treadwell 19		Graeme Offer 22
5th	Murray Coote 15	5th	Brian Marsden 15	5	Andrm McGraa 20
6th	Barry Mann 14	6th	Ian Young 14	6	J Gardner 16
7th	Andrew McGraa 12	7th	Cullen 12	7	J Gibson 15
8th	Gary Batts 11	8th	G Clark 11		P Lockhart 15
	Terry Scully 11		John Hall 11	9	B Mann 14
10th	Hank Kabel 10	10th	Peter Clydesdale 10		S Ross 14
	Lisle Neumann 10	11th	Peter Garbett 9	11	T Hatley 12
12th	Geoff Keys 9		Richard Kelly 9	12	P Graham 11
	Grant Lilley 9	13th	L Hendrickson 8		H Kabel 11
14th	Ron Hendrickson 8		Laurie Tindal 8		K Wilson 11
	Graham Offer 8	15th	P Dwine 7	15	R Davis 10
16th	G McKenzie 7		Greg Weale 7		G Lilley 10
	Warren Tegg 7	17th	R Dunn 6	17	B Dillon 9
18th	Trevor Garbett 6		A Lahey 6		R Dunn 9
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20th	K Lingard 5		Peter McMahon 5		G Whitaker 9
	Dale Payne 5				

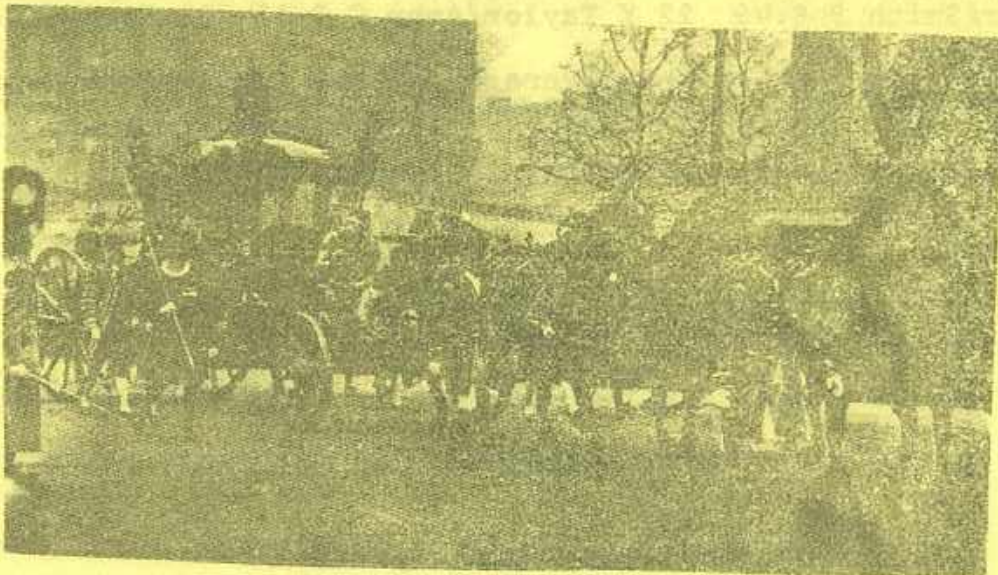
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SATURDAY | SUNDAY
MAY 5TH | 6TH



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1994

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DAY OR NIGHT
BUT WE CAN
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ABOUT THAT")

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 - HELP WITH THE PAPERWORK BEFORE THE EVENT ?
 - ASSIST THE SCRUTINEERS ?
 - " " STARTERS ?
 - " " SCORERS ?
 - BE A SET-UP CAR ?
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 - HAVE YOU ANY RADIO-NET EXPERIENCE ?
 - COULD YOU HOOK UP A 100% OVERPROOF RUM DRIP TO THE DIRECTORS JUGULAR ?
 - COULD YOU BE A PASSAGE CONTROL ?
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Cowing Events

- March 21st Wednesday - Off Road Night at the Clubrooms, 8pm
All Members Welcome
- 24th/25th Saturday/Sunday - Custom Off Road 300
Kobralbyn, Full Details Within
- 25th Sunday - I.W.M.A.C. Collingwood Park Rally Sprint
Starts 10am
- 28th Wednesday - Night Run from the Clubrooms, 8pm
Organised by Alan McConnell
- April 1st Sunday - Club Motorkhana (?) See Details Within.
- 2nd Monday - Rally School at the Clubrooms, 8pm
(See Details Within)
- 3rd Tuesday - Committee Meeting at the Clubrooms, 7.30pm
- 4th Wednesday - Social Night at the Clubrooms, 8pm
All Members Welcome
- 7th/8th Saturday/Sunday - Bathurst Light Car Club
Mid State Television Rally
A.R.C. Round 2
- 9th Monday - Rally School at the Clubrooms, 8pm
- 11th Wednesday - Armstrong Nissan Rally Trophy Presentation, 8pm
All Members Welcome
- 15th Monday - Rally School at the Clubrooms, 8pm
- 18th Wednesday - Off Road Night at the Clubrooms, 8pm
- ~~22nd Sunday~~ - McLEOD TYRES 500 DUBBO AORC RND 1
- 25th Wednesday - Night Run from the Clubrooms, 8pm
Organised by Kelvin Taylor
- 29th Sunday - Short Course Off Road Event
Regulations Available Soon (Phone Esme)
Full Details Next Month
- May 1st Tuesday - Committee Meeting at the Clubrooms, 7.30pm
- 2nd Wednesday - Social Night at the Clubrooms, 8pm
All Members Welcome
- 5th/6th Saturday/Sunday - James Hardie National Rally
A.R.C. Round 3
See Details Within
- 9th Wednesday - Rally Night at the Clubrooms, 8pm
All Members Welcome
- 13th Sunday - B.S.C.C. Q.M.C. Round
Full Details Next Month
- 16th Wednesday - Off Road at the Clubrooms, 8pm
All Members Welcome

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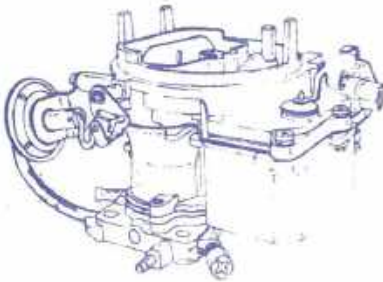
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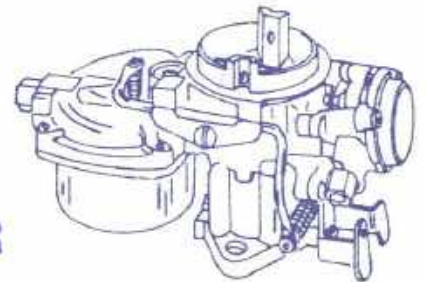
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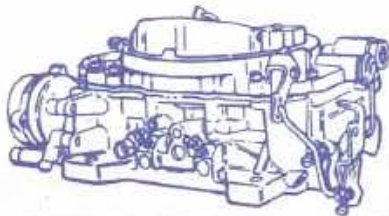
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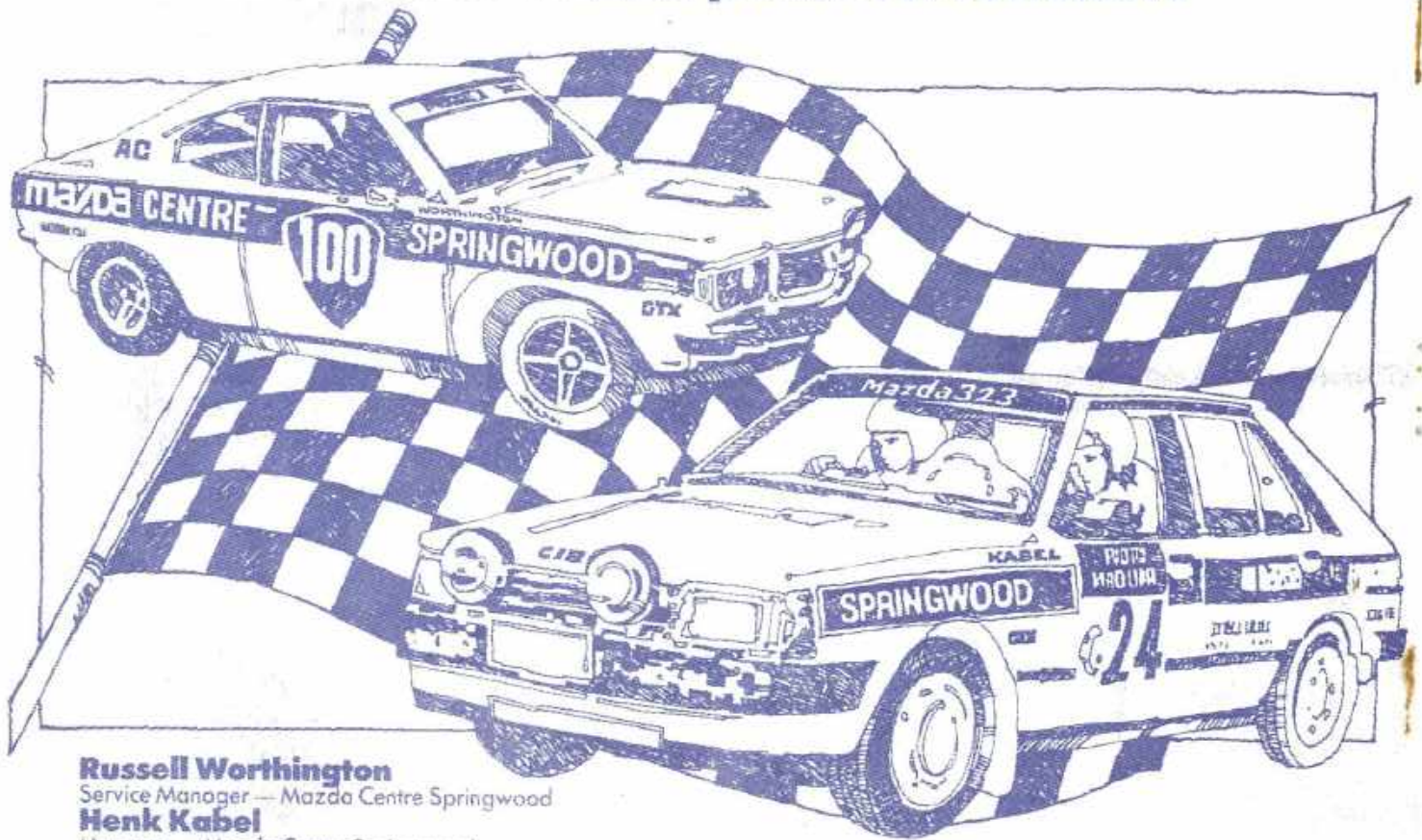
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