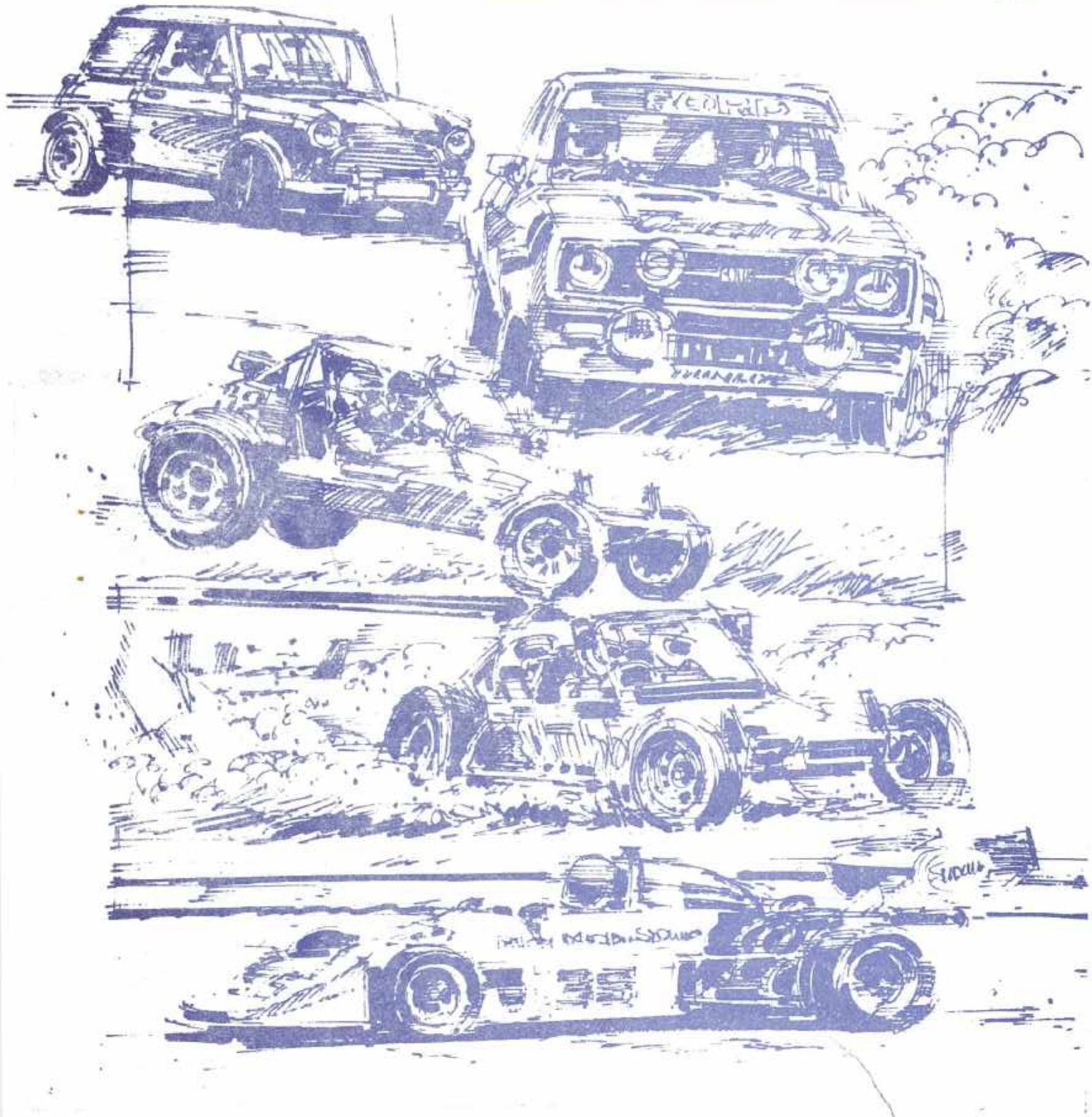




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered by Australia Post
Publication No. QBH 1880

APR 1984



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MAGAZINE - APRIL 1984

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Stop Press

JAMES HARDIE NATIONAL RALLY - Item 2.5 in the Supp. Regs :- the item (f) should read STATE NOVICE DRIVERS

MAJOR FORTHCOMING EVENT - CLUB MOTORKHANA 13th May 1984
At WINDERMERE ROAD, ALEXNDRA HILLS. About 300 metres down Windermere Road, just as the bitumen ends, dive through the hole in the scrub on the right. Starts 10.30am, 2 runs of 4 tests (3 forwards 1 reverse) \$5 entry to be made on the day, Basic Licence only ~~321~~ 379 6182
379 2066

Question - Why does TONY BEST keep Rally Caution Boards under his bed ? What exactly is he doing when he needs to caution himself severely ? An answer on one sheet of foolscap (one side of paper only).

Editorial

PLEASE READ THIS FIRST PARAGRAPH !!!

As the drawing of the clubs' Art Union draws near we must have all unsold tickets, and sold ticket stubs returned to the club. Send them to:

Brisbane Sporting Car Club Ltd
P.O.Box 347
Woolloongabba
Q 4102

and don't forget to enclose the money you received for the tickets - even if it did 'disappear' over Christmas.

The Clubs proposed Queensland Motorkhana Championship round due for May 13th still hasn't found a home, so it will be postponed until June, or even later. So many of our members live in huge penthouse apartments (in one of the more revolting examples of the american 'art' of publishing this chap was said to have a 'Condom on the coast' - the mind boggles) that it's a wonder we can't run the Motorkhana on somebodys roof.

I'd like to disappoint all those people who preume I'll be jouning the exodus of whinging Poms - so it's no good offering to help me pack, or having a whip round for my fare, I'm staying. After all why should I go, my Wifes Australian, my dogs Australian and my Mortgage is Australian (and nobody apart from my Wife makes scotch eggs you can carve "Addidas" onto).

Big Ed

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

MAJOR FORTHCOMING EVENT

THE RIGHT NUN OF THE CENTURY

MAY 2nd commencing from the clubrooms at 8pm.

Organised by KELVIN TAYLOR and Him Indoors - A Week Later than Normal as it was felt inadvisable to hold the event on Anzac Day (the last day of an extended Easter holiday) - WE DEFT ANYBODY TO GET A 'CLEAN SHEET' ON THIS EVENT. Concieved and Directed by a Genius, Checked by a lifelong bum picker - WHAT A COMBINATION.

Entries cost \$5 and will be made on the night. Yuo need a Car, Torch, Friend (or the wife - no on second thoughts, more divorces start on night runs than from any other cause), giant magnifying glass, book of hebrew and egyptian script, generous slice of marzipan cake, referdex, receipt from "The Booksmith" for over \$50 and a bottle of 'Brut' french champagne - Note! some of these items will be removed from you at the start.

So to summarise this page filling load of rubbish:

Night Run - Wednesday May 2nd - Entry \$5 - Starts from the Clubrooms at 8pm - Hours of mind boggling frn for a crew of two or more. SEEYERTHERE.

ARMSTRONG NISSAN RALLY

Round 1 Queensland Rally Championship

10th/11th March 1984

Directed by Errol Bailey for the
Brisbane Sporting Car Club Ltd

For New Readers : Shalander, Queen of the Iceni in Roman England loves Eroticus Ballium a chariot race organiser at the Circus Brisbaneum. But Eroticus loves only money and power and he spends long, lonely nights pouring over the books of the Brisbaneum Sporticus Chariot Clubia. In a fit of Piquet Shalander seduces the whole field of the rally and most of them go home pretending their chariots are broken. We pick up the story at the 6th stage.



Chapter 2

The next stage was at Cherribah. I've done Off Road events at Cherribah and we had a truly memorable Easter there a couple of years ago, so I knew what to expect. The rough bits would be very rough indeed.

We arrived at the start of this stage with no exhaust system whatsoever, so I got Norm (Fritter up from Sydney in his Datsun 1600) to roll down to the start of the stage and when we fired it up (and most of southern Queensland) I just looked blankly at Ian Preston and Brian Swinton as they mouthed "You can't go making that noise", I shouted out "What? I can't hear you for all this flaming noise" then it was time for us to go.

Being within sight of the Cherribah Homestead where tired businessmen had come to have a 'quiet' weekend I persuaded Norm to leave the line as silently as possible. So we tiptoed away making as little noise as we could, for about 10 seconds, then we bellowed off over a selection of grass tracks that cut through the trees. One "Very Rough Rocky Creek Crossing" was just that, the exit to the crossing was about 200 metres of rock slabs that the 1600 banged and barged its way over. It was as we regained terra firma here, at 8000 in 2nd creating 8000 decibels that I noticed all the Cherribah Management standing round the Range Rover looking stunned.

The steering to the left front wheel disappeared towards the end of this stage and it did so in the strangest place. There was an instruction "Gate then K.R., then Gate then K.L." and the steering broke between the two gates. As the car tried to turn left because the left front wheel was on full left lock, Norm put the right wheel onto full right lock and the equalising conflict of forces just saw us go straight ahead through the second gate - the gateposts were huge solid rounds of timber that would have split the car down the middle like a bandsaw. We scraped and veered our way to the finish of the stage.

Taking the front left wheel off showed a steering arm bent like a banana, opening the boot showed a strange array of seeming 'essential' items. A shovel without an handle, a street guide of Bendigo, the bound volumes of 'Forum' magazine and a tiny tool box, a sort of K-Mart \$3.95 special. We borrowed a hammer from the Control Officials (3 lads who offered Norm 'advice') and one little tap reduced the bent arm to three useless components. So after trying various dodges like bolting a ring spanner in place (!) we departed with steering on one wheel only and with me going white with fear.

Cherribah

= 1	Phillips/Young	U	7.27	12	Kahler/Marsde	U	8.16	23	Coker/Quinn	C	9.00
	Hendrickson/He	R	7.27	13	Ball/Ball	N	8.14	24	Lockhart/Br	C	9.06
3	Coote/Stewart	U	7.48	14	Taylor/Ambros	C	8.17	25	Woodward/Mo	C	9.25
4	Whitaker/Staib	C	7.52	15	Tebble/Smith	N	8.20	26	Hinckley/Be	N	9.30
5	Neumann/P Garb	R	7.54	16	Mann/Young	R	8.25	27	Parker/Mich	C	9.44
6	Worthington/Fu	U	7.56	17	Spencer/Healy	N	8.39	=28	Gray/Verral	N	9.57
7	Roach/Price	R	8.01	=18	Petty/O'Conno	C	8.40		Bailey/Veri	N	9.57
8	Fritter/Smith	R	8.04		Hatley/Hatley	C	8.40	30	Graham/D G	C	10.07
9	Lilley/Tindal	C	8.05	20	Kielniacz/Gol	C	8.51	31	Rasmussen/	N	10.57
10	Jory/Walker	C	8.06	=21	Glennie/Smith	U	8.56	32	Mills/Mill	N	10.59
11	Stanley/Burr	C	8.09		O'Brien/Rober	N	8.56	33	Reddiex/Re	C	18.44

Of course running along with only one wheel attached is OK on the straights as the wheel probably runs better than normal, but on right hand junctions and tight corners the dead wheel flops onto full left lock and three times we fell into the ditch. The first time was when we pulled over to let Grant Lilley (?) by and we were shunting to and fro in the ditch and up the bank for ages.

Stage Time Totals after 6 Stages

1	Phillips/Young	U	31.19	12	Kahler/Marsd	U	34.03	23	Gray/Verral	N	37.49
2	Roach/Price	R	31.50	13	O'Brien/Robe	N	34.14	24	Spencer/Hea	N	38.59
3	Glennie/Smith	U	32.30	14	Tebble/Smith	N	34.15	25	Coker/Quinn	C	40.09
4	Neumann/P Garb	R	32.45	15	Hinckley/Bee	N	34.18	26	Petty/O'Con	C	40.49
5	Stanley/Burr	C	32.46	16	Hatley/Hatle	C	34.35	27	Woodward/Mo	C	41.53
6	Whitaker/Staib	C	32.49	17	Hendrickson/	R	35.17	28	Bailey/Veri	N	41.57
7	Fritter/Smith	R	32.55	18	Worthington/	U	35.35	29	Graham/D Ga	C	42.05
8	Mann/Young	R	33.06	19	K Taylor/Amb	C	35.54	30	Reddiex/Red	C	43.32
9	Jory/Walker	C	33.12	20	Kielniacz/Go	C	36.00	31	Mills/Mills	N	44.11
10	Lilley/Tindal	C	33.20	=21	Lockhart/Bru	C	37.23	32	Rasmussen/P	N	44.39
11	Coote/Stewart	U	33.51		Ball/Ball	N	37.23	33	Parker/Mich	C	48.18

Classified

Phillips/Young	31.19	Roach/Price	31.50	Stanley/Burr	32.46
Glennie/Smith	32.30	Neumann/P Garbett	32.45	Whitaker/Staib	32.49
Coote/Stewart	33.51	Fritter/Smith	32.55	Jory/Walker	33.12

Recognized

Clubman

Novice O'BRIEN/ROBERTSON 34.14

Tebble/Smith 34.15
 Hinckley/Beecham 34.18
 Ball/Ball 37.23

The only two crews currently in the top 3 who would find themselves well placed at the finish were Roach/Price and Hinckley/Beecham - this was very much an event in which to hurry slowly.

Not having any real idea what to do I saw that the next stage was only 1.6km long and if we could stagger through that then we could go to service at Kilarney. Having once done a long stage in the Kielder Firest on the 1970 RAC International sitting on the front wing of a Cooper S, the prospect of trying a short stage with no exhaust and one wheel steering wasn't too horrifying. I arranged out departure with the car behind us and we set off from Caroline O'Shaunnessy who was running things.

We were going very well down 280ZX1 (Sounds like a 'Secret Washing Ingredient') until we got halfway and became jammed in a creek crossing. I got out and danced around ineffectively, Norm forced it up the bank and I jumped back in and we finished with the next car in our boot, I told the Control people that he'd have the same time as us and I hope we didn't cost him too much time.

280ZX 1 1.6km

1	Glennie/Smith	U	1.06	=11	Jory/Walker	C	1.16	=23	Woodward/Mor	C	1.24
2	Phillips/Young	U	1.07	=13	Kielniacz/Go	C	1.17	=25	Lockhart/Bru	C	1.25
= 3	Hendrickson/He	R	1.09		Spencer/Heal	N	1.17		Coker/Quinn	C	1.25
	Neumann/P Garb	R	1.09	=15	Stanley/Burr	C	1.20	27	Parker/Miche	C	1.27
5	Kahler/Marsden	U	1.11		Hatley/Hatle	C	1.20	=28	Reddiex/Redd	C	1.33
6	Worthington/Fu	U	1.12	=17	O'Brien/Robe	N	1.21		Rasmussen/Pa	N	1.33
= 7	Coote/Stewart	U	1.14		Tebble/Smith	N	1.21		Bailey/Verit	N	1.33
	K Taylor/Ambro	C	1.14	=19	Lilley/Tinda	C	1.22	31	Mills/Mills	N	1.41
	Whitaker/Staib	C	1.14		Gray/Verrall	N	1.22	32	Fritter/Smit	R	3.17
10	Mann/Young	R	1.15	=21	Petty/O'Conn	C	1.23				
=11	Roach/Price	R	1.16		Hinchley/Bee	N	1.23				
				=23	Graham/D Gar	C	1.24				

We then had a 22km transport to service - and there followed the strangest part of the night. Normally I lead a bookish sedentary life - the only excitement being when the till is 5 cents out at the close of the day. So this event with its shocks literal as well as metaphoric had been rather draining to the system. But the greatest shock was yet to come. As we sped towards Kilarney in a car in which we daren't use the footbrake, a large jet black horse took up his position sideways across the dark bitumen road. We passed a vehicle going in the opposite direction, then just as our eyes regained their night sight, there he was, tall, black, magnificent and deadly. Cool as a cucumber Norm avoided it by gradually drifting the car over to the right (not easy to do as half the car wanted to drift over to the left) - it was all over so quickly that tensing with fright wasn't worthwhile. At Service Norm raced up and down the road finding someone with a spare steering arm but about the exhaust we could do nothing for the moment.

All this was taking time and when the new arm had been fitted we were 72 minutes late, so we missed out on a fast 2.95 km of shire roads.

Stage 8 - Bluebird TRX 1 - 2.95km

1	Hendricksnn/He	R	2.14	12	Mann/Young	R	2.32	=23	O'Brien/Robe	N	2.46
2	Phillips/Young	U	2.18	13	Whitaker/Sta	C	2.37		Woodward/Mor	C	2.46
3	Glennie/Smith	U	2.21	14	Jory/Walker	C	2.38	25	Lilley/Tinda	C	2.48
4	Neumann/P Garb	R	2.24	=15	Kielniacz/Go	C	2.39	26	Parker/Miche	C	2.59
5	K Taylor/Ambro	C	2.24		Hatley/Hatle	C	2.39	=27	Coker/Quinn	C	3.06
6	Reddiex/Reddie	C	2.25	=17	Kahler/Mrsad	U	2.40		Rasmussen/Pa	N	3.06
= 7	Coote/Stewart	U	2.27		Worthington/	U	2.40		Bailey/Verit	N	3.06
	Graham/D Garbe	C	2.27	19	Gray/Verrall	N	2.41	30	Mills/Mills	N	3.30
	Hinckley/Beech	N	2.27	20	Tebble/Smith	N	2.43	31	Stanley/Barr	C	3.46
10	Roach/Price	R	2.29	21	Petty/O'Conn	C	2.44				
11	Spencer/Healy	N	2.30	22	Lockhart/Bru	C	2.45				

The next stage looks gorgeous, 22.7km of winding road than began fast, swooping through the valleys to the west of Warwick, and finishing in the ranges.

Stage 9 Skyline 1 22.7km

1	Phillips/Young	U	17.49	11	Hatley/Hatle	C	19.47	21	Lockhart/Bru	C	20.57
2	Hendrickson/He	R	18.00	12	Worthington/	U	20.02	22	O'Brien/Robe	N	21.05
3	Coote/Stewart	U	18.18	13	Jory/Walker	C	20.04	23	Petty/O'Conn	C	21.06
4	Roach/Price	R	18.38	14	Mann/Young	R	20.09	24	Stanley/Burr	C	21.44
5	K Taylor/Ambro	C	18.42	15	Kielniacz/Go	C	20.10	25	Woddward/Mor	C	21.56
6	Tebble/Smith	N	18.57	16	Hinckley/Bee	N	20.16	26	Coker/Quinn	C	22.09
7	Spencer/Healy	N	19.03	17	Whitaker/Sta	C	20.17	27	Rasmussen/Pa	N	22.50
8	Kahler/Marsden	U	19.05	18	Gray/Verrall	N	20.36	28	Neumann/P Ga	R	23.21
9	Reddiex/Reddie	C	19.18	19	Lilley/Tinda	C	20.46	29	Bailey/Verit	N	23.23
10	Graham/D Garbe	C	19.28	20	Parker/Miche	C	20.55	30	Mills/Mills	N	24.25

Having little else to do (alright I admit that I haven't read a set of regs or the CAMS book for ages, and I had no idea whether you could "cut and run" anymore.) we found the 8.3km stage, Gazelle 1, near Murrays Bridge.

Another fine stage, shire roads buried under very long grass. There was a good fast run down to a muddy Turn Hard Right where the spectators were gathered. Then a really fast run through grass that restricted vision and made it a real test of nerve and reaction. Marc Roach averaged 91.4kmph (57.1mph) over this stage and it contained the first gear hairpin I mentioned plus another two 90 degree turns at crossroads. So his speed in the bits where vision was non-existent must have been in the order of 90mph (gulp!). Quickest of the Classifieds was Peter Phillips (54.2mph), Clubman: Jim Reddiex (55.8mph) and the amazing 55.5mph by Novice Greg Tebble of the QLCC. The Big Ed "Viscera Trophy" for highest speed in the unlikeliest circumstances go's to Tim Hatley for averaging 53.7mph in a not-terribly-quick Subaru. The time set by Norm and myself wasn't recorded which was a shame, I haven't been so terrified for years.

Stage 10 Gazelle 1 8.33km

1	Roach/Price	R	5.26	10	Graham/D Garb	C	5.50	=19	Lockhart/Bruc	C	6.19
2	Hendrickson/Hen	R	5.27	11	K Taylor/Ambr	C	5.56		Stanley/Burr	C	6.19
3	Reddiex/Reddiex	C	5.34	12	Kahler/Marsde	U	5.58	21	Jory/Walker	C	6.20
4	Tebble/Smith	N	5.35	13	Gray/Verrall	N	5.59	22	O'Brien/Rober	N	6.21
5	Phillips/Young	U	5.43	14	Petty/O'Conno	C	6.04	23	Worthington/F	U	6.43
6	Mann/Young	R	5.45	15	Hinckley/Beec	N	6.06	24	Rasmussen/Pal	N	6.53
7	Hatley/Hatley	C	5.46	16	Parker/Michel	C	6.12	25	Bailey/Verity	N	6.57
8	Coote/Stewart	U	5.48	17	Neumann/P Gar	R	6.14	26	Coker/Quinn	C	7.07
9	Lilley/Tindal	C	5.49	18	Whitaker/Stai	C	6.15	27	Mills/Mills	N	7.43

And that was the end of my rally apart from TIMS and I running a control on the second division. I went back and ate and drank and had a couple of hours kip in the car with the dog. To my disappointment, when I woke up and lowered the window, I asked Kerrie Payne, Mike Mitchell, Peter and Wendy Marshall and some other bods if they wanted to hear my impersonation of my dog licking his bits and lumps - they all refused, no respect for art some people.

Meanwhile the meaningfull part of the night was returning to Warwick first of all for a re-run of the Pulsar Stage.

Stage 11 Pulsar 2 4.87 km

= 1	Hendrickson/	R	4.30	6	Roach/Price	R	4.42	11	Hinckley/Bee	N	4.52
	Reddiex/Reddie	C	4.30	= 7	Kahler/Marsd	U	4.45	12	O'Brien/Rober	N	5.00
	Mann/Young	R	4.32		Neumann/P Ga	R	4.45	13	Graham/D Garb	C	5.02
4	Coote/Stewart	U	4.36	9	Hatley/Hatle	C	4.46	=14	K Taylor/Ambr	C	5.03
5	Phillips/Youn	U	4.40	10	Worthington/	U	4.49		Gray/Verrall	N	5.03

Pulsar 2 (Cont)

16 Tebble/Smith	N 5.04	20 Lockhart/Bruce	C 5.27	24 Coker/Quinn	C 6.21
17 Lilley/Tindal	C 5.07	21 Whitaker/Staib	C 5.45	25 Rasmussen/P	N 6.52
18 Jory/Walker	C 5.11	22 Parker/Michel	C 6.15	26 Mills/Mills	N 7.06
19 Petty/O'Connor	C 5.14	23 Bailey/Verity	N 6.17		

What I'd forgotten to mention is a special message that Gary Batts wanted to broadcast. In Townsville during the running of the 1980 "Pacific Festival Rally" (AN EVENT WON BY YOUR EDITOR - See the June, July, August and September editions of 1980 for the full story - I think Mark Taylor was with me, but I didn't really need him) Gary lent a pair of socks to KERRIE PAYNE and has never seen them since, he wants you all to know that lending socks to Kerrie Payne is like casting them off of the Story Bridge.

Then the event returned to Morgan Park for another run round the track;

Morgan Park 11 4.8km

= 1 Hendrickson/He	R 4.28	10 K Taylor/Ambr	C 4.58	19 Jory/Walker	C 5.28
Roach/Price	R 4.28	=11 Whitaker/Stai	C 5.00	20 Petty/O'Con	C 5.32
3 Neumann/P Garb	R 4.31	Hatley/Hatley	C 5.00	21 Graham/D Ga	C 5.42
4 Phillips/Young	U 4.33	13 Gray/Verrall	N 5.04	22 Rasmussen/P	N 6.10
5 Kahler/Marsden	U 4.38	14 Parker/Michel	C 5.07	23 Coker/Quinn	C 7.59
6 Coote/Stewart	U 4.39	15 Lilley/Tindal	C 5.08	24 Bailey/Veri	N 9.04
7 Tebble/Smith	N 4.43	16 Reddiex/Reddi	C 5.09	25 Mills/Mills	N 10.15
8 Worthington/Fu	U 4.46	17 O'Brien/Rober	N 5.14		
9 Hinckley/Beech	N 4.53	18 Lockhart/Bruc	C 5.22		

Stage 13 Bluebird TRX 2 2.95km

1 Coote/Stewart	U 2.13	9 Tebble/Smith	N 2.29	17 Lockhart/Br	C 2.45
2 Roach/Price	R 2.16	10 Kahler/Marsde	U 2.30	18 Parker/Mich	C 2.55
3 Hendrickson/He	R 2.17	11 Hatley/Hatley	C 2.35	19 Coker/Quinn	C 2.59
= 4 Neumann/P Garb	R 2.20	=12 Graham/D Garb	C 2.37	20 Bailey/Veri	N 3.06
K Taylor/Ambro	C 2.20	O'Brien/Rober	N 2.37	21 Rasmussen/P	N 3.17
6 Hinckley/Beech	N 2.21	14 Gray/Verrall	N 2.38	22 Mills/Mills	N 4.00
7 Reddiex/Reddie	C 2.26	15 Petty/O'Conno	C 2.41		
8 Worthington/Fu	U 2.27	16 Lilley/Tindal	C 2.43		

Stage 14 Skyline 2 22.7km

1 Coote/Stewart	U 19.06	= 7 Gray/Verrall	N 20.39	15 Hinckley/B	N 22.29
2 Reddiex/Reddi	C 19.39	9 K Taylor/Amb	C 20.40	16 Parker/Mic	C 22.39
3 Kahler/Mrasde	U 19.50	10 Graham/D Gar	C 20.50	17 Lockhart/B	C 22.53
4 Hendrickson/H	R 20.00	11 Hatley/Hatle	C 21.19	18 Coker/Quin	C 23.42
5 Roach/Price	R 20.10	12 O'Brien/Robe	M 21.40	19 Mills/Mill	N 24.43
6 Neumann/P Gar	R 20.32	13 Petty/O'Conn	C 22.03	20 Rasmussen/	N 24.50
= 7 Worthington/F	U 20.39	14 Lilley/Tinda	C 22.13	21 Bailey/Ver	N 25.56

Then another run over the long grass of Gazelle - this time Marc Roach pushed his average speed upto 59.62mph.

Stage 15 Gazelle 2 8.33km

1 Roach/Price	R 5.12	= 7 Graham/D Garb	C 5.28	15 Lockhart/Br	C 6.06
= 2 Hendricksen/H	R 5.26	9 K Taylor/Ambr	C 5.39	16 Pakker/Mich	C 6.07
Reddiex/Reddi	C 5.26	10 Lilley/Tindal	C 5.42	17 O'Brien/Rob	N 6.23
4 Coote/Stewart	U 5.27	11 Neumann/P Gar	R 5.45	18 Coker/Quinn	C 6.55
= 5 Kahler/Mrasde	U 5.35	12 Gray/Verrall	N 5.46	19 Rasmussen/P	N 7.15
Hatley/Hatley	C 5.35	13 Petty/O'Conno	C 5.50	20 Mills/Mills	N 7.38
= 7 Worthington/F	U 5.38	14 Hinckley/Beec	N 5.56	21 Bailey/Veri	N 7.49

Division 1

1	Roach / Price	R	96.27	12	J Reddiex / I Reddiex	C	109.32
2	Coote / Stewart	U	97.39	13	Gray / Verrall	N	110.37
3	Hendricksen / Hendrick	R	98.48	14	Graham / D Garbett	C	111.03
4	Kahler / Marsden	U	100.15	15	Lockhart / Bruce	C	111.22
5	K Taylor / Ambrose	C	102.40	16	Petty / O'Connor	C	113.26
6	T Hatley / J Hatley	C	103.22	17	Coker / Quinn	C	122.52
7	Neumann / P Garbett	R	103.46	18	Parker / Michel	C	122.54
8	Worthington / Fuller	U	104.31	19	Bailey / Verity	N	128.28
9	Lilley / Tindal	C	104.58	20	Rasmussen / Palmer	N	129.35
10	Hinckley / Beecham	N	105.01	21	Mills / Mills	N	139.11
11	O'Brien / Robertson	N	107.41				

In the latter half of the first division we lost Peter Glennie/Brian Smith, Anthony Kielniacz/Ian Goldsworthy, Paul Woodward/Lyndsay Morrison, John Spencer/Paul Healy, Peter Ball/Martin Ball, Glen Tebble/Smith and Greg Whitaker/Alan Staib.

Kelvin Taylor had been moaning louder than a dry bearing but he still led the Clubman class from the surprising Tim Hatley. Jim Reddiex, (surely the most surprising CLUBMAN (!) of them all) was putting up some stunning times after an early delay.

Hugh Hinckley was the top Novice in 10th place overall with Pat O'Brien over 2½ minutes behind.

After the division break the event headed south towards Layburn for 15.2km amidst "Numerous Timber Tracks".

Stage 16 Stanza 15.2km

1	Hendricksen/He	R	14.54	8	Hatley/Hatley	C	16.12	15	Parker/Mic	C	18.04
2	Coote/Stewart	U	15.14	9	Worthington/Ful	U	16.30	16	Coker/Quin	C	18.07
=3	Roach/Price	R	15.32	10	Hinckley/Beec	N	16.47	17	Petty/O'Co	C	18.25
	Neumann/P Garb	R	15.32	11	Lilley/Tindal	C	17.16	18	Lockhart/B	C	18.50
5	Reddiex/Reddie	C	15.51	12	K Taylor/Ambr	C	17.19	19	Mills/Mill	N	20.21
6	Kahler/Marsden	U	15.59	13	O'Brien/Rober	N	17.54	20	Rasmussen/	N	20.58
7	Graham/D Garbe	C	16.11	14	Gray/Verrall	N	17.58	21	Bailey/Ver	N	22.28

Esme' Gibson and the Gibsonites were running the control at the end of this stage at some ungodly hour of the night, and reported it to be very popular. (Does the B.S.C.C. get its moneys worth out of Esme', or does the B.S.C.C. get its moneys worth ?)

The next stage was "EXA Turbo", 20.2 km of high speed down the Leyburn Cunningham Road. Hendricksen averaged 53.55mph. The first route instruction has just a touch of surrealism about it. For a start it's 9.49 km from the start control (a rare occasion for the navigator to really see his driver at work) and the instruction is "TR (Hard to See)" So there you are with a Halda reading 1.3% too long, wheelspin is adding 3.5% and you bomb past the junction doing 105mph aiming for a spot 450 metres too far ahead ! Just how many people did overshoot ?

Stage 17 EXA Turbo 20.2km

1	Hendricksen/He	R	14.06	8	Hatley/Hatley	C	15.14	15	Lockhart/B	C	16.44
2	Coote/Stewart	U	14.13	=9	Neumann/P Gar	R	15.16	16	O'Brien/Ro	N	17.04
3	Roach/Price	R	14.26		K Taylor/Ambr	C	15.16	17	Coker/Quin	C	17.24
4	Kahler/Marsden	U	14.29	11	Lilley/Tindal	C	15.26	18	Rasmussen/	N	18.28
5	Reddiex/Reddie	C	14.41	12	Parker/Michel	C	15.53	19	Bailey/Ver	N	18.41
6	Worthington/Fu	U	15.00	13	Petty/O'Conno	C	16.17	20	Mills/Mills	N	18.53
7	Hinckley/Beech	N	15.09	14	Gray/Verrall	N	16.37	21	Graham/D G	C	20.05

Everybody then returned to the 'groovy' track round Morgan Park for another run.

Stage 18 Morgan Park 3 4.8km

1	Reddiex/Reddie	C	4.19	=7	Graham/D Garbe	C	4.52	15	Ckoer/Quinn	C	5.35
2	Coote/Stewart	U	4.32	9	Gray/Verrall	N	4.54	16	Rasmussen/Pa	N	5.39
3	Lilley/Tindal	C	4.40	10	Roach/Price	R	5.06	17	Mills/Mills	N	5.59
4	Hinckley/Beecha	N	4.45	11	Petty/O'Connor	C	5.11	18	Bailey/Verit	N	6.04
5	Hatley/Hatley	C	4.46	12	Hendricksen/He	R	5.13	19	K Taylor/Amb	C	6.48
6	Parker/Michel	C	4.50	13	O'Brien/Robert	N	5.19	20	Worthington/	U	6.58
=7	Kahler/Marsden	U	4.52	14	Lockhart/Bruce	C	5.21	21	Neumann/P Ga	R	10.33

Stage 19 Pulsar 3 5.0km

1	Roach/Price	R	4.14	8	Hendricksen/He	R	4.56	15	Lockhart/Bru	C	5/36
2	Reddiex/Reddiex	C	4.16	=9	Worthington/Fu	U	4.58	16	Parker/Miche	C	5.47
3	Kahler/Matsden	U	4.43		Neumann/P Garb	R	4.58	17	Coker/Quinn	C	5.55
4	Graham/D Garbet	C	4.46	11	K Taylor/Ambro	C	5.09	18	Bailey/Verit	N	6.08
5	Coote/Stewart	U	4.47	12	Lilley/Tindal	C	5.12	19	Rasmussen/Pa	N	6.39
=6	Hatley/Hatley	C	4.49	13	O'Brien/Robert	N	5.26	20	Gray/Verrall	N	6.50
	Hinckley/Beecha	N	4.49	14	Petty/O'Connor	C	5.30	21	Mills/Mills	N	7.09

Stage 20 Patrol 2 7.6km

1	Roach/Price	R	6.22	8	Graham/D Garbe	C	7.26	15	Gray/Verrall	N	8.29
2	Coote/Stewart	U	6.34	9	Hinckley/Beech	N	7.32	16	Lockhart/Bru	C	8.39
3	Hendricksen/Hen	R	6.35	10	Worthington/Fu	U	8.01	17	Parker/Michel	C	9.00
4	Kahler/Marsden	U	6.44	11	Petty/O'Connor	C	8.02	18	Coker/Quinn	C	9.23
5	Reddiex/Reddiex	C	6.49	=12	O'Brien/Rober	N	8.04	19	Mills/Mills	N	9.45
6	Neumann/P Garbe	R	7.14		Lilley/Tindal	C	8.04	20	Rasmussen/Pa	N	10.22
7	Hatley/Hatley	C	7.23	14	C Taylor/Ambro	C	8.11	21	Bailey/Verity	N	10.23

TIMS and I were the start control for the next stage. El Presidente' Juan (Manuel) Reddiex had a bodyshell that was split almost all the way round, one more gpod bump and the engine and front subframe wpuld depart on their own. Kelvon Taylor/Dave Ambrose were still as happy as the Ayotollah in a bacon factory - during a wine tasting. So I've changed the results and put Dave in with CORAL Taylor, who's a far more agreeable companion than old Kelvin when he's talked himself into a brown study.

Instead of having the poor sod of a navigator get out of his belt we tried to call cars upto the control upon their arrival. Everybody looked very tired but with 22 rough stages behind them I'm not surprised. I'm reminded of the division break for the rough as guts Stanthorpe Rally where people slumped in blue vinyl chairs looking dazed.

Stage 21 280ZX2 1.6km

1	Coote/Stewaet	U	1.13	8	Lilley/Tindal	C	1.19	=14	Rasmussen/P	N	1.29
2	Neumann/P Garbe	R	1.14	=9	Reddiex/Reddie	C	1.21		Bailey/Verib	N	1.29
=3	Hendricksen/Hen	R	1.15		Gray/Verrall	N	1.21	17	Lockhart/Bru	C	1.32
	Roach/Price	R	1.15	11	Coker/Quinn	C	1.24	18	Mills/Mills	N	1.39
=5	Kahler/Marsden	U	1.18	12	O'Brien/Robert	N	1.25	19	Hatley/Hatle	C	2.04
	Worthington/Ful	U	1.18	13	Parker/Michel	C	1.26	20	Graham/D Gar	B	6.30
	C Taylor/Ambros	C	1.18	=14	Hinckley/Beec	N	1.29	21	Petty/O'Conn	C	7.04

Stage 22 Prairie 14.7km

1	Coote/Stewart	U	11.13	8	Worthington/F	U	13.14	15	Neumann/P G	R	15.33
2	Hendricksen/He	R	11.18	9	Gray/Verrall	N	13.31	16	Petty/O'Co	C	15.36
3	Roach/Price	R	11.32	10	K Taylor/Ambr	C	13.46	17	Parker/Mich	C	15.54
4	Reddiex/Reddie	C	11.51	11	Lilley/Tindal	C	14.25	18	Mills/Mills	N	16.32
5	Kahler/Marsden	U	12.05	12	O'Brien/Rober	N	14.26	19	Rasmussen/P	N	16.50
6	Hinckley/Beech	N	12.28	13	Lockhart/Bruc	C	14.40	20	Bailey/Veri	N	17.22
7	Hatley/Hatley	C	12.36	14	Coker/Quinn	C	15.26	21	Graham/D Ga	C	21.59

Stage 23 Bluebird TRX 3 2.9 km

1	Roach/Price	R	2.14	8	Hinckley/Beec	N	2.38	15	Parker/Michel	C	2.59
2	Hendricksen/Hen	R	2.18	=9	Kahler/Marsde	U	2.40	16	O'Brien/Robe	N	3.02
3	Coote/Stewart	U	2.21		K Taylor/Ambr	C	2.40	17	Bailey/Verit	N	3.04
=4	Graham/D Garbet	C	2.34	11	Lockhart/Bruc	C	2.44	=18	Petty/O'Conn	C	3.08
	Reddiex/Reddiex	C	2.34	12	Gray/Verrall	N	2.48		Coker/Quinn	C	3.08
6	Worthington/Ful	U	2.36	13	Neumann/P Gar	R	2.49	20	Rasmussen/Pa	N	3.20
7	Hatley/Hatley	C	2.37	14	Lilley/Tindal	C	2.56	21	Mills/Mills	N	3.44

Then another run through the long grass, this time Marc Roach pushed the average to 62.2mph which really is moving.

Stage 24 Gazelle 3 8.3km

1	Roach/Price	R	4.59	8	K Taylor/Ambr	C	5.42	15	Neumann/P Ga	R	6.33
=2	Coote/Stewart	U	5.17	=9	Graham/D Garb	C	5.50	16	Petty/O'Conn	C	6.46
	Hendricksen/Hen	R	5.17		Gray/Verrall	N	5.50	17	Lockhart/Bru	C	6.50
4	Reddiex/Reddiex	C	5.24	11	Lilley/Tindal	C	5.55	18	O'Brien/Robe	N	6.53
=5	Kahler/Marsden	U	5.33	12	Hinckley/Beec	N	6.00	19	Rasmussen/Pa	N	7.12
	Worthington/Ful	U	5.33	13	Parker/Michel	C	6.12	20	Coker/Quinn	C	7.16
7	Hatley/Hatley	C	5.36	14	Bailey/Verity	N	6.22	21	Mills/Mills	N	7.33

Stage 25 Pulsar 4 5.0km

1	Reddiex/Reddiex	C	4.17	=7	Worthington/F	U	4.51	15	Petty/O'Conn	C	5.46
2	Roach/Price	R	4.18	=9	K Taylor/Ambr	C	4.55	16	Rasmussen/Pa	N	6.27
3	Hendricksen/Hen	R	4.19		Hinckley/Beec	N	4.55	17	Coker/Quinn	C	6.28
4	Coote/Stewart	U	4.43	11	Gray/Verrall	N	4.57	18	Lockhart/Bru	C	6.35
=5	Braham/D Garbet	C	4.50	12	Neumann/P Gar	R	5.15	19	Parker/Miche	C	6.38
	Hatley/Hatley	C	4.50	13	Lilley/Tindal	C	5.24	20	Mills/Mills	N	6.51
=7	Kahler/Marsden	U	4.51	14	O'Brien/Rober	N	5.32	21	Bailey/Verit	N	6.59

And what could be nicer to finish off a hard night than another run round Morgan Park - "Anything" I hear you cry.

Stage 26 Morgan Park 4 4.8km

1	Reddiex/Reddiex	C	4.13	8	Gray/Verrall	N	4.42	15	O'Brien/Robe	N	5.13
2	Roach/Price	R	4.22	9	Worthington/F	U	4.43	16	Rasmussen/Pa	N	5.80
3	Hendricksen/Hen	R	4.23	10	Graham/D Garb	C	4.44	17	Petty/O'Conn	C	5.46
4	Coote/Stewart	U	4.30	11	K Taylor/Ambr	C	4.50	18	Mills/Mills	N	5.48
5	Hinckley/Beecha	N	4.39	12	Neumann/P Gar	R	4.52	19	Coker/Quinn	C	5.49
6	Hatley/Hatley	C	4.40	13	Lilley/Tindal	C	4.57	20	Lockhart/Bru	C	5.57
7	Kahler/Marsden	U	4.41	14	Parker/Michel	C	4.59	21	Bailey/Verit	N	6.08

Division 2

1	Roach / Price	R	74.20	12	Neumann / R Garbett	R	89.49
2	Coote / Stewart	U	74.21	13	O'Brien / Robertson	N	90.18
3	R Hendricksen / L Hend	R	74.34	14	Parker / Michel	C	91.42
4	J Reddiex / I Reddiex	C	75.30	15	Lockhart / Bruce	C	93.28
5	Kahler / Marsden	U	77.45	16	Coker / Quinn	C	95.55
6	Hatley / Hatley	C	80.47	17	Petty / O'Connor	C	97.31
7	Hinckley / Beecham	N	81.16	18	Graham / D Garbett	C	99.47
8	Worthington / Fullerto	U	83.02	19	Rasmussen / Palmer	N	102.54
9	Lilley / Tindal	C	85.24	20	D Mills / B Mills	N	104.14
10	K Taylor / Ambrose	C	85.54	21	M Bailey / Verity	N	105.58
11	Gray / Verrall	N	87.53				

How remarkable that an event so hard should have no retirements on the second division, it seems that once you'd been disposed of by way of accident or breakage the rest of the field were impervious. Too Rough or too little preparation ?

Results

1st	Marc Roach / Mick Price	Datsun	170.47	1st	Reco
2nd	Murray Coote / Iain Stewart	Datsun	172.00	1st	Clas
3rd	Ron Hendricksen / Lois Hendricksen	Jowett	173.22	2nd	Reco
4th	George Kahler / Brian Marsden	Escort	178.00	2nd	Clas
5th	Tim Hatley / John Hatley	Subaru	184.09	1st	Club
6th	Jim Reddiex / Ian Reddiex	Citroen	185.42	2nd	Club
7th	Russell Worthington / Bruce Fullerton	Mazda	187.33	3rd	Clas
8th	Hugh Hinckley / Chris Beecham	Escort	186.17	1st	Novi'
9th	Kelvin Taylor / Dave Ambrose	Mazda	188.34	3rd	Club
10th	Grant Lilley / Laurie Tindal	Mazda	190.32		Clubman
11th	Lisle Neumann / Peter Garbett	Datsun	193.35	3rd	Reco
12th	Pat O'Brien / Mike Robertson	Datsun	197.59	2nd	Novi
13th	Tony Gray / Allan Verrall	Datsun	198.30	3rd	Novi
14th	Peter Lockhart / Michael Bruce	Isuzu	204.50		Clubman
15th	Peter Graham / Del Garbett	Datsun	210.50		Clubman
16th	Rod Petty / Steve O'Connor	Gemini	210.57		Clubman
17th	Wayne Parker / Chris Michel	Datsun	214.36		Clubman
18th	Lindsay Coker / Mike Quinn	Cortina	218.47		Clubman
19th	Kerry Rasmussen / Paul Palmer	Torana	232.19		Novice
20th	Michael Bailey / Michael Verity	Mazda	234.26		Novice
21st	David Mills / Bruce Mills	Gemini	243.25		No-vice

A successful event organizationwise but it'll have to be a lot smoother before the punters come back for another go. The only bloke I've found who's been fullsome in his praise is Tim Hatley - his Subaru must be welded into one large lump. I wish all rallies were like the Armstrong Nissan, 3 hours of competitive motoring for the finishers, more than you'll get in a year of Rally-sprinting - and you ^{DONT} have to do all that damn waiting.

Well Done Errol.

-0-

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Naturally we at the Brisbane Sporting Car Club are very pleased to again be involved with James Hardie and Coy. Pty. Limited. This year also sees the involvement of a number of other members of James Hardie Industries Limited and we now have awards totalling over \$8,000.00.

There are also a number of other features which make the James Hardie National Rally attractive. Although the entry fee is similar to most other rounds of the A.R.C. we feel that, our inclusion of T.Shirts, badges, service registration and dinner tickets represents good value for money. You will also notice that it is not necessary to complete all special stages to be a finisher.

Although the rally will actually start at Mt. Coot-tha (with the first competitive in the amphitheatre like quarry) it is intended to parade competitors through Brisbane city centre prior to the start. Catering and rides for the children will be available at the start.

The rally covers about 300 competitive kilometres, centring on Imbil again. The people of Imbil will again be manning stalls, selling meals and snacks, both at rally headquarters and in the forest. Did you try their sumptuous "rally breakfast" last year?

Last year's Mitchell Creek spectator section will be run both day and night this year. Again cars will be visible throughout much of the 14 km section.

Again provision will be made for 3 minute intervals if dust is a problem.

The final section in Brisbane will be competitive.

Don't forget to order extra T.shirts, dinner tickets, etc. with your entry (use the entry form to order even if not entering).

IF YOU CAN'T COMPETE WHY NOT HELP - WE CAN GIVE YOU YOUR VERY OWN SPECTATOR POINT IN THE FOREST. CONTACT ESME ON 391 8881.

We look forward to your participation.

James **Hardie**
National
Rally



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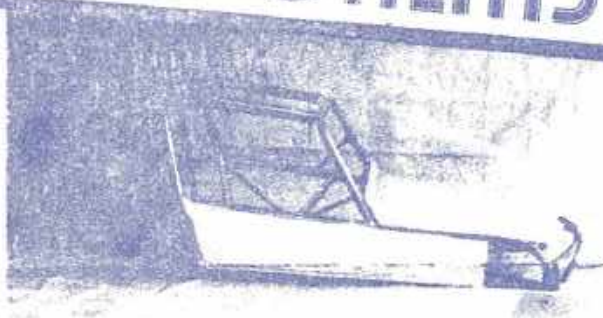
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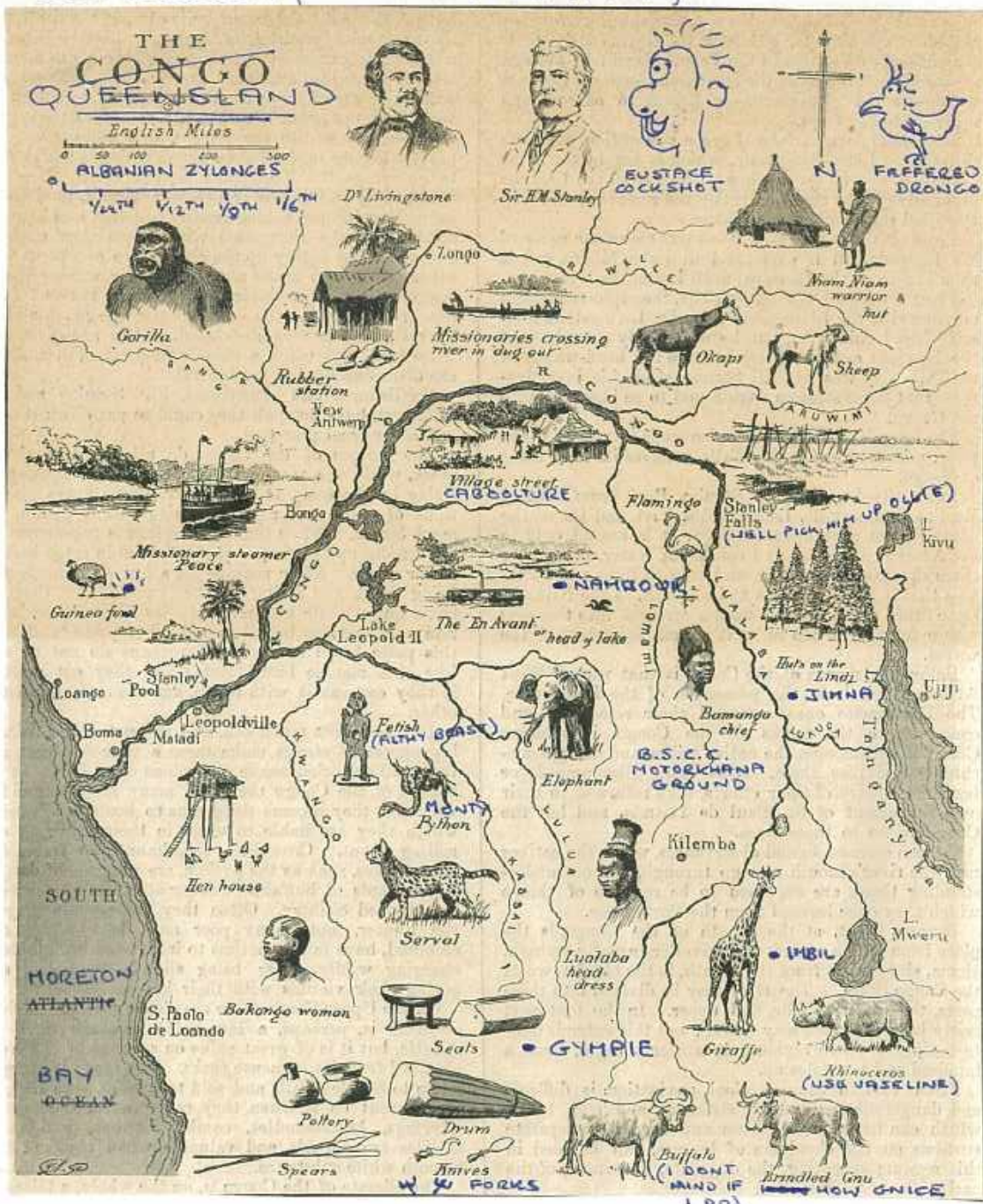
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THINGS COULD HAVE
been worse, or should have
been better ???

"CUSTOM OFF ROAD 300"

There is still a lot of controversy about Kooralbyn "Custom Off Road 300" and even today, opinions are diverse....The water-pumpers triumphed on the day, 62% of the field completed the event, of course the organisers did their best to make this a real dress rehearsal for the 4th Round of the Australian Off Road Championships.

What happened to "Kindon"? Due to the spread of Parthenium weed, John Wettenhall, the property manager, informed the B.S.C.C. that off-road racing was no longer permitted. Hence the all out attempt to secure Kooralbyn Valley for the 1984 Queensland Round.

In response to a questionnaire posted out immediately after the event the following became evident:

- a) Did you find the whole course rough 25% Yes 75% NO
- b) Only sections rough? 75% Yes
 If yes state section "100% up the rocky hill and down"
- c) Were the controls adequate? 100% YES (also remember their were
 no passage cards handed out).
- d) Did you find any problems with the course marking? 100% response to
 no problems.
- e) Would you like to see more or less of the following:
 - i) straight sections 71% more 1 - 2 kms ling
 - ii) river crossings with river flats - 86% more
 - iii) Tight sections? 71% more
 - iv) Steep ascent and descents - 57% Less.

To the many sponsors, especially Good-Year, Custom Off Road and Sci-Fleet a big thank you for making the event the success it was.

Also whilst thanking the sponsors let me once again thank the start marshals, the starter, the timers, the time-out people, all the fourteen observer points cum recovery vehicles, radio personnel, passage checkers, the assistant directors and those who helped stick, pick and mark the course.

Anyway, the race went on almost as expected and lets talk about it.....

Of course, visiting South East Queensland for their first event were the Old Man Emu Racing team and Bill Croft. All in all seven open-class buggies, six class 2 buggies, six class 3 buggies, four class 4 buggies, six class 8 vehicles and disappointingly one class 6 (Enduro sedan) entry

The track conditions improved greatly with the odd shower prior and during the prologue.

The prologue was run over a 7 km section taking in a wide variety of the terrain to be raced over. As expected, Laurence and Janelle Svenson clocked the best time 5.59, closely followed by the green horn David Geers 6.24, then surprisingly the Pallara Produce merchant Lance Zivec 6.26, followed by current Queensland Off-Road Champions Ashton and Pat Bradley 6.27, with the Renault Baha of Roy Jeffery Motors 6.28, the two southerners made the top ten Bill Croft 6.30, Colin Bond 6.40.

A surprising D.N.F. in the prologue section was the Renault powered, Cobra 100 driven by Ed Van Amstel. The vehicle was towed back into the pit area for gear-box repairs and later went out to record a sizzling un-official prologue time enabling the organisers to seed him into second off the line for the night loop.

After some heavy late afternoon showers one of Australia's past Speedway Champs lit the sky with a sparkling array of fire-works provided by to of Off-Roading's female helpers.

At precisely 7.30 p.m. on Saturday night, Ron Dormer flagged the twenty-nine competitors away for their first loop. It certainly was impressive to see the vehicles winding their way up the many and varied hill sections

With a two minute starting interval between the vehicles dust was not a problem and some very fast times were recorded.

Van Amstel's Renault wasn't missing a beat, no loading up, a great run (2) 16.42 a slight gap to the Svensons (1) 17.06, a carburettor problem late in the loop Bradley's (1) 17.22, Bill Croft (3rd place - 1600cc Australian Championships) (2) 17.23, Nev Taylor (4) 18.33, Ron Lange (navigator the Baha driver Barry Macfarlane) (2) 18.37, Ron Wilson (3) 18.50 and a most improved performance by the Hiltons (3) 18.52 - new motor and all, followed by John Evans (1) 20.31 were the first then home.

An anxious O.M.E. team awaited for the L200 Mitsubishi ute to pass through the first check-point but it was Colin Bond who made a hurried exit on foot to the O.M.E. pan-tec. An all night vigil found the L200 on the track again next morning, however, excluded from the event for failing to pass through the main control.

Our only other casualty in the night loop was the Ed Hopkins Sandmaster with a blown gear-box on the "Town Hall stairs".

A pleasing effort to see 93% of the field still to race after the night loop.

Sunday morning dawned, a little overcast, not a lot of rain on Saturday night, quite a few headaches by courtesy of the 3.a.m. disco at the Country Club.

From the commentary position it was Pat Collins to introduce crews to the public, a top job and his task was well received by one and all.

Laurence and Jenelle Svenson emerged as the fastest in their second loop 26.49, followed closely by Van Amstel being superbly navigated by Christi Brand 27.00, Bill Croft 27.16 with the Bradleys only seconds away 27.34

David Geers and Mark Morrell weren't going to give the leaders a lot of start either 28.16.

Section 3 the field re-grouped and it was the Svensons 26.02 to emerge the victors by only seven seconds from Ed Van Amstel 26.09 with Bill Croft biting away at the Cobra's heels 26.43. 79% of the field still racing with two sections to complete.

The lead see-sawed throughout laps 4 and 5 with some top driving from not only the leaders but right back through the field.

Meanwhile each class were having its own battle with a few astonishing results and some incredible performances.

Overall winner, Ed Van Amstel dominated Class 2: 2.02.01, Class 1 went to the Svensons: 2.02.07. Ron Wilson and son Lincoln showed plenty of reliability to finish 5th outright and 1st in Class 3: 2.16.54

VW Baja Class 4 saw Nev Taylor return to the winners circle and his fourth outright is a credit to his driving performance: 2.15.43

Cedric Loy in his tough little Niva Loda was the only finisher in Class 8. Cedric's performance -11th outright: 2.38.02 shows that he will be a real force to contend with when motor modifications are completed.

The Director's award was presented to Derrick Kennedy, an outstanding drive in his Scorpion prepared Baha.

The T.J.M. Award was presented to Paul Watkinson, an amazing feat to repair his vehicle get it back on the track after the night loop, survive a roll-over rebuild the front end and show great determination and competitiveness.

The Tyre Service's Award went deservedly so, to a top drive, honest competitor - Cedric Loy.

John Evans was presented with the most improved driver award.

Best prepared vehicle was won by the Jeffery Motors Baha.

I thought the day's racing was indicative of the effort put into the running of the event, a Top event all round.

However, the debate is wide open, there is a lot of controversy about the event. The important thing is we are able to correct all these problem areas we have.

- a) Straights - there will be several so as the big guns can open up
- b) The up and down hills - they will still be there going up, perhaps not coming down.
- c) There will be only one or two actual river crossings.
- d) The tight sections will remain the same as will the steel ascents and descents.
- e) There will still be a night loop.
- f) The event will feature a bitumen start outside the Country Club perhaps
- g) At least six spectator points fully manned, travel to and from in buses going via the resort facilities.
- h) A much larger pit and toilet area will be constructed.

Hope to see you there, we need your support, thanks for a top event.

Phil Unicomb.

OFF ROAD ADVISORY PANEL (C.A.M.S.)

Your CAMS panel members for 1984 are: Geoff Dein, Tom Poots, Ron Wilson, Barry Massey, Paul Watkinson, Phil Unicomb.

A number of items have already been dealt with by this panel namely:

- a) Arm restraints or safety nets
- b) Baja Class - maximum wheelbase of IRS configuration should be equal to that of the early lay pack configuration i.e. 97"
- c) Use of rear lighting during day-light hours.
- d) Single seaters.

The panel feels that it is necessary to compile some alterations to the present short course regulations, do you agree? If so come along to the next meeting, its simple just contact one of the above members.

KOORALBYN VALLEY LONG COURSE.

With reference to supplementary regulations for the above event
Paragraph 27: AWARDS

STATES: Trophies will be given for 1st, 2nd and 3rd in each Class
The organising committee reserve the right to add to this
list at any time.

It DOES NOT state any deductions from the list.

Would the organising committee for the event explain why Class 4 3rd
Place Trophy was not presented when there was four starters?

Is this sort of misrepresentation going to continue in future events?

A reply by the organising committee in the club magazine, so future
competitors in each Class will understand what they are entitled to
at the conclusion of each event.

signed: David Blackmore.

To Mr. Dave Blackmore,

The organising committee for the Kooralbyn Valley Long Course
would firstly like to draw your attention to Paragraph 8:
ELIGIBILITY OF VEHICLES "The organisers reserve the right to
combine any class which has less than five entrants in such a
class"

In fairness to Class 4 competitors which had four vehicles entered,
the decision was made to allot only 1st and 2nd trophies rather
than combine them with any class.

Further, immediately after the presentation of trophies the above
explanation was given to the parties involved.

P.U.

4TH ROUND AUSTRALIAN OFF-ROAD CHAMPIONSHIPS

KOORALBYN VALLEY RESORT, 6TH/7TH OCTOBER 1984.

ONLY 24 WEEKS AWAY

WE ARE DESPERATELY SHORT OF THE FOLLOWING OFFICIALS:

- A) PASSAGE CONTROL OFFICIALS
- B) TIMING OFFICIALS
- C) CROWD CONTROL OFFICIALS
- D) PIT AND TRACK MARSHALS
- E) RECOVERY
- F) RADIO OPERATORS
- G) BRISBANE LIAISON OFFICER
- H) PROMOTIONS OFFICER,

IF YOU COULD HELP OUT IT WOULD BE GREATLY APPRECIATE -
PHONE ESME ON 391 8881 OR PHIL UNICOMB ON 208 5564.

CLUB CHAMPIONSHIPS 1984

Night Run Championship

= 1	Pete Smith	31
	Kelvin Taylor	31
= 3	Allan Mitchell	28
	Greg Weale	28
= 5	Neil Jory	26
	Sharon Gaylard	26
= 7	Alan McConnell	23
	Mark Lewis	23
9	Ross Walsh	21
=10	Wilson Boyd	19
	Beryl Boyd	19
12	Alan Ball	14
=13	Peter Johnson	11
	Chris Johnson	11
15	Ray Kemp	10
=16	Cameron Neilson	9
	Juieann Brook	9
=18	Kerrie Walsh	8
	Rod White	8
=20	Betty Melton	7
	Del Garbett	7
=22	Alan Erlandsen	5
	D Schuppli	5

Off Road Chamiponship

= 1	Ashton Bradley	20
	Patricia Bradley	20
	Ed van Amstel	20
4	Phil Unicomb	18
= 5	Nev Taylor	16
	Nicholas Reeves	16
7	Barry Macfarlane	14
8	Chris Brand	11
= 9	Sid Vahry	10
	Laurence Svenson	10
	Janelle Svenson	10
=12	George Croucher	9
	Lloyd Prescott	9
=14	Linda Miller	8
	Diann Scottorn	8
	Rod Sams	8
	James Sams	8
=18	Ron Wilson	7
	Lincoln Wilson	7
=20	Gary Haeusler	6
	David Haeusler	6
	Bill Croft	6
	Mal Heather	6
=24	John Muldoon	5
	David Ryan	5
	Stephen Hilton	5
	Terry Hilton	5
28	Ron Lange	4
=29	Hohn Evans	3
	Alan Curtis	3
=31	Ken Smith	2
	Thomas Orcher	2
	Mark Warncke	2
	Mark Singleton	2

Off Road Champ (Cont)

=35	Russell Saxby	1
	Gary Turner	1
	Cedric Loy	1
	Geoff Loy	1
	Noel Jeffrey	1
	Stephen Jeffrey	1
	Robert Linneweber	1
	Warren Seed	1
	John Brixey	1
	Robert Langdon	1
	Michael O'Brien	1
	Clive Scott	1
	Paul Watkinson	1
	Tibbetts	1
	Derrick Kennedy	1
	J Holden	1

Motorkhana Championship

1	Alan McConnell	11
2	Pete Smith	10
3	Peter Johnson	9
4	Steve Arlidge	8
5	Alan Ball	7
6	Peter Kemp	6
7	David Martin	5
8	Ray Kemp	4
9	Ross Walsh	3
10	Neil Bennink	2

Speed Event Championship

1	David Geers	11
2	Stephen Jeffrey	10
= 3	Ron Lange	9
	Phil Unicomb	9
5	Laurence Svenson	8
6	Ed van Amstel	7
7	Nev Taylor	6
8	John Evans	5
9	Steve Blackburn	4
10	Paul Watkinson	3
11	Kev White	2

Rally Championship

= 1	Bradley Roach	11
	Michael Price	11
3	Iain Stewart	10
= 4	George Kahler	9
	Brian Marsden	9
	Errol Bailey	9
= 7	Tim Hatley	8
	John Hatley	8
= 9	Jim Reddiex	7
	Ian Reddiex	7
11	Russell Worthingt	6
=12	Hugh Hinckley	5
	Chris Beecham	5
	Tony Best	5
=15	Kelvin Taylor	4
	David Ambrose	4

Rally Champ (Cont)

17	Peter Garbett	3
18	Pat O'Brien	2
=19	Bryan Verrall	1
	Del Garbett	1
	Ross Perry	1
	Neil Michel	1
	Michael Bailey	1
	Michael Verity	1
	David Mills	1
	Bruce Mills	1
	Rod Bailey	1
	Victor Elias	1
	Lin Melton	1
	Alan Clunes	1

Club Championship

1	Pete Smith	21
= 2	Phil Unicomb	17
	Ed van Amstel	17
4	Alan McConnell	16
= 5	Kelvin Taylor	12
	Nev Taylor	12
= 7	Ashton Bradley	11
	Patricia Bradly	11
	David Geers	11
	Stephen Jeffrey	11
	Michael Price	11
	Bradley Roach	11
=13	Peter Johnson	10
	Ron Lange	10
	Laurence Svensn	10
=16	Allan Mitchell	9
	Iain Stewart	9
	Greg Weale	9
=19	Steve Arlidge	8
	George Kahler	8
	Brian Marsden	8
	Alan Ball	8
	Errol Bailey	8
=24	Sharon Gaylard	7
	Neil Jory	7
	Nicholas Reeves	7
=27	Peter Kemp	6
	Ross Walsh	6
=29	John Evans	5
	Tim Hatley	5
	John Hatley	5
	Ray Kemp	5
	Mark Lewis	5
	Barry Macfarlane	5
	David Martin	5
36	Chris Brand	4
=37	Jim Reddiex	3
	Ian Reddiex	3
	Janelle Svenson	3
	Sid Vahry	3
	Paul Watkinson	3
	Steve Blabkburn	3
=43	Wilson Boyd	2

Club Championships (Cont.)

=43 Beryl Boyd	2 = 2	Sharon Gaylard	11	= 8	Kerrie Walsh	8
Del Garbett	2	Patricia Bradley	11		Linda Milner	8
= Neil Bennink	2 = 4	Beryl Boyd	10		Diann Scottorn	8
		Chris Brand	10	11	Betty Melton	7
<u>Ladies Championship</u>	= 6	Julieann Brook	9			
1 Del Garbett	11	Janelle Svenson	9			



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JUSTA' (CAMS) MINUTE :

Moved Wheeley/Griffin that the Northern Clubs organise a North of the Tropics Motorkhana Series in 1985 with the dates organised so that southern competitors would be able to get to the events easily.

Moved McConnell/Burgess that Supplementary Regulations stress that no competitor should drive within the pits or access areas at any speed above 15 KPH.

CAMS ANNUAL GRUB & DANCE EVENING:

APRIL 28TH (SATURDAY), \$20 A HEAD, SEE OUR STATE WINNERS GET THEIR JUST DESERTS. JOIN THE B.S.C.C. TABLE(S).

FULL DETAILS FROM CAMS 369 4802 (12.10 - 12.15 Mon - Fri)

MAJOR FORTHCOMING EVENT.

LONG COURSE OFF ROAD EVENT - SUNDAY 27TH MAY 1984.

ORGANISED BY TERRY CONNEELY AT PURGA CREEK.

SUPPLEMENTARY REGULATIONS OUT SHORTLY.

TO REACH THE COURSE: LEAVE IPSWICH ON WARWICK RD, BEAR LEFT TO BOONAH, TURN RIGHT DOWN PURGA CREEK SCHOOL ROAD LEFT AT CROSSROADS AND FOLLOW YOUR NOSE.

MEMBERSHIP

We extend a warm welcome to the following members who have joined the B.S.C.C. this year.

Glen Tibbits.....	Scarborough	Debra Kerr...Capalaba
Brian Bowley.....	Bald Hills	(Associate)
Timothy Blake.....	Greenslopes	
Ronald Cullen.....	Warrell Park	Glance Phipps
Barry Cook.....	Browns Plains	Capalaba
Reg Carter.....	Moree NSW	
Malcolm Clarke.....	Moree NSW	
Thomas Eustace.....	Shorncliffe	
Warren Ellis.....	Frenchs Forest	
Alan Erlandsen.....	Bulimba	
Lawrie Foat.....	Cannon Hill	
David Guyatt.....	River Hills	
Sharon Gaylard.....	Bracken Ridge (Associate)	
Catherine Gurdon.....	Wacol (Associate)	
Stephen Hilton.....	Lawnton	
Terrence Hilton.....	Kallangur	
Dean Hawkins.....	Riverhills	
Donald Irving.....	Daisy Hill	
Robert Jeffery.....	Mt.Gravatt	
Grant Jenson.....	Moree NSW	
Christopher Johnson.....	Coorparoo	
Scott Kriedemann.....	Lawnton	
Jeannette Kabel.....	The Gap (Associate)	
David Knight.....	Wellers Hill	
Richard Langdon.....	Everton Hills	
Anthony Lye.....	Coorparoo	
William Morrison.....	Camp Hill	
Leanne Mitchell.....	Coorparoo	(Associate)
Mark Morrell.....	Alderley	
Catherine Moore.....	Moree NSW	(Associate)
Pat Maguire.....	Highgate Hill	
Betty Melton.....	Bardon (Associate)	
Melissa Montgomery.....	Camp Hill (Associate)	
Norman Perring.....	Rocklea	
Frederic Ripoll.....	Inala	
Michael Robertson.....	Everton Hills	
Steven Snell.....	Coopers Plains	
Phillip Saul.....	Greenslopes	
Michael Schilpzand.....	Camira (Associate)	
Daniel Schuppli.....	Bulimba	
Eric Tomson.....	Greenbank	
Gary Turner.....	Goondiwindi	
Lincoln Wilson.....	Kallangur	
Jonathan Willis ⁴ Lynch.....	Sunnybank	
Gregory Zaver.....	Ashgrove	
Gerard Ziegenfusz.....	Moree NSW	
Paul and Brad Zacka.....	Goondiwindi.	

Our Honorary Members are:

N.R. Johnston, C. Jones, J.A. Keefe, M. Stahl, J.Wettenhall,
L. Hawkes, J. Evans, C. Young, V. Becker.

Our Life Members are:

C.H. Blake, G. Connelly, H.A. Kabel, R.N. Luckhurst, J.E.Tremain.

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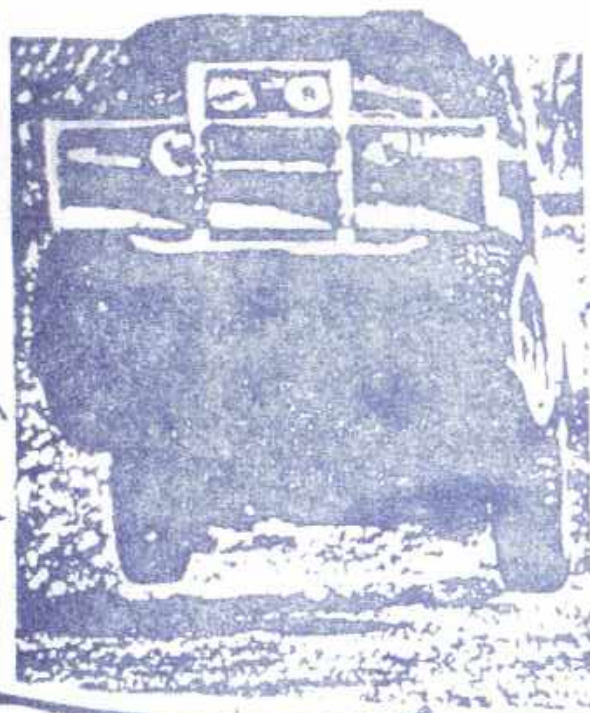
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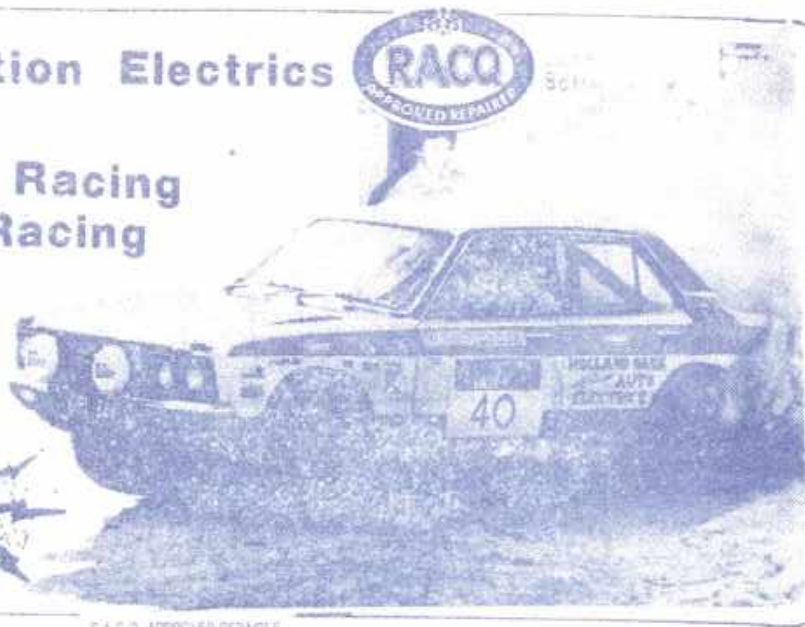
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RACQ APPROVED REPAIR

KOORALBYN LONGCOURSE - 24/25th MARCH 1984

I suppose I have to write and give Cedric his due. After my giving him heaps after his 'DNF's' he finally broke the drought. Back in form again. He brought the little Niva in first in class - we are all suitably pleased with his effort. Of course he couldn't have done it without a really gutsy little truck.

Also loved the television coverage on channel 7 - Colin Bond (of big time operator fame) telling 'how it really was' - rough and hard (sounds like a green pineapple to me) and then they followed up with a shot of the Niva, and announced it's class win. Hope the guys at Sci-Fleet were watching.

Kooralbyn seems to be a real winner for spectators (and frustrated ex-drivers/navigators) The short course was absolutely spectacular, especially the starting of a number of vehicles at a time. And the downhill right-hander at the end of the straight was a great attention getter.

Actually had people running from one fence to another to catch all the action. More please Phil!!!

I am looking forward to 'Goondiwindi' being run out there. The area and facilities should prove a real winner for the interstaters.

The only snag seems to be the cost of accommodation - 2 people for one night for \$62.00 is a bit much for a working girl(?) like me.

One of Cedric's large range of friends came to the rescue when he broke both front shock absorber towers, and welded what looked like two bits of railway track in place.

Another rim went the way of all good rims (where the man is concerned) and I think will have to be put out to pasture. He also lost brakes early on in the piece.

However, I am sure this wasn't too much of a problem, as he never used his brakes when I was riding with him. The occasional tree or bank - or fence etc.

With a bit of luck and organization we will be at Dubbo at Easter - see you there.

Pat McCreery



Kooralbyn are ever mindful of the cost of accommodation for competitors and others, in fact with a 15% discount the cost of a twin-room, complete with shower, bath, toilet, television, sun-deck, was on the weekend of the 24th/25th March \$39.00 per room per night.

P.U.

Ipswich West Moreton Auto Club
Collingwood Park Action Rallysprint

25th March 1983

This report is being written on the fly (and I wish the little brute could stop wriggling) so it may read even stranger than the normal run of rubbish.

Warren Tegg hadn't driven on a rally for about a year, he knew he'd be off form so he invited your Editor to accompany him, as using the Magazine to write something up and thereby keep it dark, is a sound policy. (Writing in the magazine works in inverse proportion to the space allocated to it - the bigger the writing the lower the impact).

His Stanza, now co-owned by Dennis Brown, looked and sounded magnificent. Dennis was sharing the car - he had Greg Weale in with him. The organisers had received a very full field for this event as people turn from staying up all night smashing their car to peices, to doing a lot less competitive mileage at a more civilized hour, Very few of the B.S.C.C. notables didn't enter (from the Brisbane area at least), most notable of the absentees being the people we saw spectating (Russell Reid, Errol Baoley etc).

Peter Marcovich/Coral Taylor were No.1, Greg Whitaker No.4, Kelvin Taylor No.7, Neil Jory No.8, Jim Reddiex No.10 and masses of talent behind.

At first sight the Road Book looked terrifying - we had to fill the drivers mind with 33 instructions in 6½ kilometres. Thank heavens I thought that Warrens not an Albanian who needs the instructions putting v-e-r-y-s-l-o-w-l-y, we'd be overshooting before I could stop him. In actual fact, so twisty was the nature of the track, that calls as much as 200 metres apart gave one a short breather.

Our first run was very unimpressive. The Stanza has such power that sharp corners have to be done in one big burst or it cuts through the sandy surface and the car bogs to a halt. We lost further time when I overshot us one junction and a bloke was standing in the road frantically waving us down. We crept round the corner and found the Datsun 1600 of Mick Barry/Graeme Offer about 50 metres down the track wedged between two trees. We had to take to the bushes on the right to get round him. A hard bumpy, bashy ride but a lovely sounding car that really goes on the 'straight' bits.

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

1	Marcovich/C Tay	U 465	=11	Gatton/Morrison	C 502	=29	Ball/Kemp	N 529
2	Whitaker/Staib	C 480	=15	J Reddiex/IREdd	C 509		Gaylard/Jory	N 529
6	I Reddiex/J Red	N 496		Melton/Elias	N 509	36	Payne/Smith	R 536
=77	Borwn/Weale	U 497	21	McCabe/McCabe	N 515	=37	Tegg/Smith	R 537
	S Reid/Goonan	C 497	25	Schilpzand/Schi	N 523	41	Bailey/Flann	N 546
9	Jory/Gaylard	C 500	26	Johnson/Johnson	N 525	47	Tapsall/Hall	R 557
10	Mason/D Garbett	C 501	27	Charalambous/Mc	N 526	=51	Krebs/Krebs	N 600
=11	K Taylor/Ambros	C 502	28	Neilsen/Wright	N 528		Haynes/Harri	N 600

The sensation of the first lap must be Ian Reddiex in his dads Citroen who was 13 seconds ahead of the second club Novice Lin Melton. Also raising eyebrows were: Peter Marcovich for being fastest by 15 seconds, Greg Whitakers fine second place, Dennis Brown considering he hasn't sat in a competitive car for almost 18 months, Stewart Reid, and Keith Tapsall

who put up a time of 4 days, 3 years because John Hall had the hand brake stuck up his trouser leg.

We then had Rallysprintings biggest drawback - a wait of about 5 tonnes. Being constantly hungry I gave long lingering looks at the barbecue but Kathstrine Tegg didn't seem to get the massage - I even played with baby Tegg and said how nice he'd look covered in tomato sauce. What made it worse was that people kept asking what time we'd done - and not believing our answer. I think the people who were 'nice' about our time were worse than the whackers who made fun of it.

But on Run 2 those who were last become those who are (nearly) first. Keith Tapsaal (That started out as a mis-type but it has a pleasant Norwegian air about it), who hasn't sat in a competitive car for so long he likes his instructions in Latin (People called Romani they go the house ?) was a fighting 7th overall and my man picked up to 9th place ahead of Ian Reddiex. (I think young Reddiex should be given a saliver test to see if he's been 'nobbled'). Our run was actually fun this time, bags of speed, standing on the brakes impossibly late, sliding between the trees, half a dozen Webers the size of dustbins sucking away - when I go to heaven I want it to be like that with the addition of Racquel Welch sitting on my lap feeding me 'rocky road'.

Stage 2 5.2km

1	Marcovich/C Tay	U 345	11	Payne/Smith	R 370	36	Ball/Kemp	N 394
3	Whitaker/Staib	C 355	=16	S Reid/Goonan	C 373	40	Bailey/Facex	N 397
4	K Taylor/Ambros	C 356		Mason/D Garbet	C 373	41	Charalambous	N 398
5	Brown/Weale	U 358	23	Neilsen/Wright	N 381	51	Krebs/Krebs	N 421
7	Tapsall/Hall	R 366	29	Schikpzand/Sch	N 387	52	J Reddiex/I	C 422
8	Gatton/Morrison	C 367	33	Jory/Gaylard	C 391	55	Kohnson/John	N 457
9	Tegg/Smith	R 368	34	Melton/Elias	N 392	=58	Haynes/Harri	N 600
10	Reddiex I/J Red	N 369	35	McCabe/McCabe	N 393			

Poor 'old' Jim Reddiex must be tired out from polishing his medal - never mind I can forgive anybody, who gets me home from Committee Meetings before 11pm, anything. Other famous father/son combinations spring to mind. At least Geoff Brabhams very quick in the U.S.A., I saw Fangios son racing in Formula 3 at Crystal Palace in about 1966 and he was TERRIBLE, if Stan Jones had lived a little longer he'd have had nothing to moan about and Alfred Moss, Alberto Ascari, Hans Stuck etc, an interesting field for study.

After 2 Stages 11.8km

1	Marcovich/C Tay	U 810	15	Jory/Gaylard	C 891	=30	Ball/Kemp	N 923
3	Whitaker/Staib	C 835	17	Melton/Elias	N 901	32	Charalambous	N 924
4	Brown/Weale	U 855	19	Tegg/Smith	R 905	36	J Reddiex/I	C 931
5	K Taylor/Ambros	C 858	20	Payne/Smith	R 906	39	Bailey/Facex	N 943
6	I Reddiex/J Red	N 865	23	McCabe/McCabe	N 908	47	Johnson/John	N 982
8	Gatton/Morrison	C 869	24	Neilsen/Wright	N 909	52	Krebs/Krebs	N 1021
9	S Reid/Goonan	C 870	25	Schilpzand/Sch	N 910	=59	Haynes/Harr	N 1200
11	Mason/Garbett	C 874	=30	Tapsall/Hall	R 923			

We then had another long wait - about 4.7 fruit pascales. When we sat down again Warren got his meat out. It was frozen solid (well he'd had an ice block rubbing up against it) so Strine and I rolled it around on the hot plate. When it had gone all black and limp I slapped it between two slices of bread, covered it in tomato sauce and sank my fangs into it. I was getting fed up with all this hanging about for a 5 minute stage.

We strolled upto the start of Stage 3. The best two engines in the event went off first, Peter Marcovich's Escort and Dennis in 'our' Stanza. Approaching the finish Peter came into sight down a steep dusty hill, then he turned left into a chicane and broadsided back onto the track, roaring up the hill into the finish. Dennis almost did the same. Leaving the chicane he just clipped the inside apex and then the back wheel thudded into a mound of rocks on the outside of the bend. The car leapt into the air and twirled round in his own length - the dust then mercifully hid it from view. Greg Weale said it was a little bit hair raising. Warren fell flat on his back in a swoon - I had to fan him awake with an 'un-sealed' lease.

When the car reached us one of the back wheels was self instigating a mobile camber compensating mode on the right rear wheel - either the wheel was buckled (a buckled Mag wheel, that'll be a novelty) or a bent axle. They all shot off and I was left glumly surveying the scene - I haven't finished an event since the 1907 Paris-Peking race. A competitor from the Northern Territory and I fell into conversation. He reckoned that the locally cars are built far too lightly to survive this sort of pounding and he could finish quite well by just surviving. That's very true, what spoilt the whole effect was seeing him arrive back at the pits on the end of a piece of rope.

The axle was bent so once again 'Jonah' Smith strikes. I rang TIMS and she collected me - a good event for what we did but it'll never replace rallying.

Stage 3 4.4km

1	Marcovich/C Tay	U	278	14	Gatton/Morriso	C	300	31	Bailey/Towel	N	317
4	J Reddiex/I Red	C	290	=18	Johnson/Johnso	N	306	35	Charalambous/	N	320
= 5	Whitaker/Staib	C	291		Schilpzand/Sch	N	306	36	Melton/Elias	N	321
	Tapsall/Hall	R	291	=23	Mason/D Garbet	C	309	41	Krebs/Krebs	N	331
= 8	Payne/Smith	R	292		Ball/Kemp	N	309	44	Haynes/Harris	N	337
	I Reddiex/J Re	N	292	25	Neilsen/Wright	N	310	55	S Reid/Goonan	C	480
13	K Taylor/Ambros	C	298	28	McCabe/McCabe	N	314				

The Jim Strikes Back - Not a President, a Thunderbolt. Keith Tapsalls Circus Maximus training really began to tell and he realed Greg Whitaker in the same car to a tie.

After 3 Laps 16.2km

- 1	Marcovich/C Ta	U	1088	14	Tapsall/Hall	R	1214	28	Charalambous	N	1244
3	Whitaker/Staib	C	1126	=15	Schilpzand/Sc	N	1216	31	Bailey/Bumfl	N	1260
5	K Taylor/Ambro	C	1156	18	Neilsen/Wrigh	N	1219	35	P Johnson/C	N	1288
6	I Reddiex/J Re	N	1157	20	J Reddiex/I R	C	1221	45	S Reid/Goona	C	1350
7	Gatton/Morriso	C	1169	=21	Melton/Elias	N	1222	46	T Krebs/K Kr	N	1352
8	Mason/D Garbet	C	1183		S McCabe/J Mc	N	1222	49	Haynes/Harri	N	1537
10	Payne/S Smith	R	1198	25	Ball/Kemp	N	1232				

And lap 3 was the last for a few notables : The aforementioned Dennis Brow /Greg Weale, very sad to see the end of Greg Whitakers run - he accompanied by Alan Staib were all that stood between Kelvin Taylor and a Clubman class win. Of course this also put Keith Tapsall/Alan Hall out as well. Neil Jory/Sharon Gaylard had already gone out and Tim Charalambous/Peter McMahon had too. Del Garbett had been having a drive, coming 49th on stage 1, =51st stage 2, 48th on stage 3 and was lying 47th when we didn't see her anymore.

Stage 4 4.5km

2	Marcovich/C Tay	U 290	14	Gatton/Morris	C 320	=29	Payne/Smith	R 338
3	J Reddiex/I Red	C 300	15	Mason/D Garbe	C 322		Schilpzand/Sc	N 338
5	I Reddiex/J Red	N 305	17	Ball/Kemp	N 325	35	S Reid/Goonan	C 341
6	K Taylor/Ambros	C 307	21	T Krebs/K Kre	N 333	43	Neilsen/Wrigh	N 360
9	P Johnson/M Joh	N 311	=22	Melton/Elias	N 334	46	Haynes/Harris	N 367
12	S McCabe/J McCa	N 317	28	Bailey/Elijar	N 337			

Good for Jim another top time, in this one short-arse stage he regained no less than 8 places ! Peter Johnson shows such talent for these events that perhaps he'll give club motorkhanas a miss in future.

After 4 Stages

1	Marcovich/C Ta	U 1378	14	Payne/S Smit	R 1536	26	Bailey/Atatu	N 1597
4	I Reddiex/J Redd	N1462	15	S McCabe/J Mc	N1539	27	Johnson/John	N 1599
5	K Taylor/Ambro	C 1463	18	Schilpzand/Sc	N1554	34	T Krebs/K Kre	N1685
6	Gatton/Morris	C 1489	19	Melton/Elias	N 1556	36	S Reid/Goonan	C1691
= 9	Mason/D.Garb	C 1505	20	Ball/Kemp	N 1557	49	Haynes/Harris	N1904
12	J Reddiex/I.Red	C1521	22	Neilsen/Wrig	N1579			

Look at young Reddiex go!

Stage 5 3.9 km

3	K Taylor/Ambr	C 228	=9	Gatton/Morris	C 236	=30	Neilsen/Wrig	N 250
=4	Marcovich/C.Tay	U 229	=13	Johnson/John	N 239	34	Schilpzand/Sc	N 253
6	Mason/D.Garbett	C 230	=15	Melton/Elias	N 240	35	Haynes/Harris	N 253
8	I.Reddiex/J.Redd	N235	20	Ball/Kemp	N 242	36	T. Krebs/K.Kr	N 259
=9	J.Reddiex/I.Redd	C236	=26	S. Reid/Goonan	C247			
	Payne/Smith	R 236						

But Kelvin Taylor strikes back on the final stage. Last retirement of the day was the Citroen of Steve & Janet McCabe.

RESULTS

1st	Peter Marcovich/Coral Taylor	Escort	1607	1st Classified
4th	Kelvin Taylor/Dave Ambrose	Mazda	1691	1st Clubman
5th	Ian Reddiex/Jim Reddiex	Citroen	1697	1st Novice
6th	Laurie Gatton/Keith Morrison	Datsun	1725	2nd Clubman
8th	Paul Mason/Del Garbett	Corona	1735	4th Clubman
11th	Jim Reddiex/Ian Reddiex	Citroen	1757	7th Clubman
13th	Dale Payne/Sherry Smith	Mazda	1772	4th Recognized
16th	Lin Melton/VicElias	Datsun	1796	4th Novice
=17th	Alan Ball/Ray Kemp	Datsun	1799	5th Novice
19th	Richard Schilpzand/M.Schilpzand	Mazda	1806	7th Novice
21st	Graham Neilsen/Allan Wright	Mazda	1829	8th Novice
23rd	Peter Johnson/Chris Johnson	Datsun	1838	10th Novice
25th	Michael Bailey/Robert Hawke	Mazda	1844	11th Novice
37th	Stewart Reid/Chris Goonan	Corolla	1938	13th Clubman
38th	Tony Krebs/Karen Krebs	Torana	1944	21st Novice
44th	Jeff Haynes/Glenn Harris	Datsun	2157	28th Novice

A fine win for Peter Marcovich/Coral Taylor but the real star of the show must be Ian Reddiex for his 5th place overall. These events are fun but I bet they'll never replace rallying.

ADVANCE NOTICE

An amendment to the National Motorkhana Code instigates KHANACROSS. One car at a time, 1st AND 2nd gears, courses upto 1½ km in length, cars must stop in a grrage every 200 metres, helmets will be worn, courses must have CAMS approval, one competitor at a time. We'll keep you posted on future developments.

COMING EVENTS

April	18th	Wednesday	-	Off Road Night at the Clubrooms, 8pm All club members welcome
	25th	Wednesday	-	Social Night at the Clubrooms 8pm
May	1st	Tuesday	-	Committee Meeting at the Clubrooms, <u>7.30pm</u>
	2nd	Wednesday	-	Night Run from the Clubrooms 8pm Directed by Kelvin Taylor
	5th/6th	Sat/Sun	-	JAMES HARDIE NATIONAL RALLY Noon Australian Rally Championship Round 3 Directed by Peter Marshall
	9th	Wednesday	-	Rally Night at the Clubrooms 8pm All Club Members Welcome
	13th	Sunday	-	Club Motorkhana at Alexandra Hills 10.30a
	16th	Wednesday	-	Off Road Night at the Clubrooms 8pm All Club Members Welcome
	20th	Sunday	-	Round of the Holland Park Auto Electrics Rallysprint Series. I've received no Regs so I know as much as you.
	23rd	Wednesday	-	Night Run from the Clubrooms at 8pm Directed by Allan Mitchell Drawing of the Art Union at the Clubrooms Gala Occasion - 8.30pm
	27th	Sunday	-	Long Course Off Road at Purga Creek Directed by Terry Conneely
	30th	Wednesday	-	Social Night at the Clubrooms 8pm All Club Members Welcome
June	5th	Tuesday	-	Committee Meeting at the Clubrooms <u>7.30pm</u>
	10th	Sunday	-	B.S.C.C.Q.M.C. Round ?
	13th	Wednesday	-	Rally Night at the Clubrooms 8pm All Club Members Welcome
	20th	Wednesday	-	Off Road Night at the Clubrooms 8pm All Club Members Welcome

CLUB OFFICIALS

		PHONE NUMBER	
		HOME	WORK
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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.....	PETER MARSHALL	202 6932	202 6932
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	395 1484	
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AUDITOR.....	MEV JOHNSTON	266 8241	358 1022
PROMOTIONS OFFICER.....			
ASSISTANT PROMOTIONS OFFICER...			
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SPORTING SUB C TEE CHAIRMAN....			
MOTORKHAWA OFFICER.....			
OFF ROAD OFFICER.....	PHIL UNICOMB	208 5564	208 5564
RALLY OFFICER.....	WARREN TEGG	48 3889	394 1922
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

CUSTOM OFF-ROAD 300 at KOORALBYN

Directed by Phil Unicomb for the
Brisbane Sporting Car Club Ltd

24th/25th March 1984

Once again the club magazines' Off Road reports lack most things in the way of 'flavour' and human (? - have you seen some of the clubs competitors !) interest. Surely there's somebody in the Off Road ranks who could provide me with a few lines or notes or a bit of local colour, I know that by adopting a opinion one is liable to get beaten to a pulp every now and again, but I've always believed that our members have enough common sense to say "Who cares what this Pommie bastard thinks anyway".so roll up, you too could cheerfully insult people AND have cans of beer forced upon you.

Still let us make of this splendid event what we can. (Esme' has just told me that we have received a page of 'colour' from Pat McCreery, so 3 rousing things for Pat).

Has there ever been a better spot for Off Road events than Kooralbyn ? All the benefits of civilized living along with the event being right on the doorstep - and you can either camp or stay in one of the country' estates lodges. A top sporting weekend away from ordinary cares and strife and so close to Brisbane - I hope you're all properly grateful.

Phil Unicomb, flexing his organisational muscles for the October A.O.R.C. event to be held at Kooralbyn, was bold enough to have a 10 mile or so night loop Saturday night. These night loops are super tricky to organise and even the great GC came unstuck one year at Goondiwindi when the competitors came back down the starting straight. So one would expect a pretty nervous Mr Unicomb when at 7pm the fastest cars bombed off into the dark.

Night Loop

1	Van Amstel/Br	2	16.42	10	Hilton/Hilt	3	18.52	19	O'Brien/Scot	6	22.29
2	Svenson/Svens	1	17.06	11	Jeffrey/Jef	4	19.07	20	Loy/Loy	8	22.32
3	Bradley/Bradl	1	17.22	12	Evans/Curti	1	20.31	21	Smith/Orcher	8	23.04
4	Croft/Heather	2	17.23	13	Byrne/Munro	1	20.39	22	Miller/Scott	2	23.05
5	Zivec/McDouga	2	17.32	14	Kennedy/Hol	4	20.57	23	Massey/Best	8	23.31
6	Gears/Morrell	1	17.41	15	Herbert/Rid	8	21.25	24	Duncan/Ellis	3	26.30
7	Taylor/Reeves	4	18.33	16	Brixey/Lang	4	21.37	25	Sams/Sams	3	30.08
8	Lange/Macfral	2	18.37	17	Linneweber/	3	22.00m	25	Watkinson/Ti	2	81.00
9	Wilson/Wilson	3	18.50	18	warncke/Sin	3	22.12				

What deeds of bravery (driver) and terror (navigator) these times must hide. Two super long range spotlights boring into the night with the buggy bouncing and rocking and the long grass showing starkly in the light. I hope Paul Watkinson had some trouble on this lap, I'd hate to think of him crouched straining over the wheel, beads of perspiration on his upper lip - all to record a time 64 minutes behind the super-fast Ed van Amstel - no, no that's my sort of performance and Pauls far quicker than that.

After the night loop was the time for socialising, especially for Ed Hopkins/Ian Baker whose Class 1 buggy had posted the first retirement. So instead of Ian having to spend the night looking longingly at the amber fluid he was allowed to have 1. Ian Bond and the Maloney don't want me to mention that they were penalised for MISSING A MAJOR CONTROL.

However as Ian frightened your Editor to death in January I can only say that I think he missed the control deliberately, with a view to cheat. I'm only glad that the Director spotted that his time of 3 minutes 13 secs was just a bit TOO quick to be true.

The morning saw the rising of the sun. (Cor Blimey - but I truly have books in my shop that carry on like that for real) and soon the cars were departing for the first of the daylight 'long' laps.

Lap 2

1	Svenson/Svensol	26.49	10	Wilson/Wilso	4	29.32	19	Herbert/Rid	8	34.20	
2	Van Amstel/Bra2	27.00	11	Watkinson/Ti	2	29.44	20	Linneweber/	3	34.47	
3	Croft/Heather	2	27.16	12	Bond/Maloney	8	29.48	21	Smith/Otche	8	36.05
4	Bradley/Bradl	1	27.34	13	Sams/Sams	3	30.17	22	Evans/Curti	1	37.01
5	Geers/Morrell	1	28.16	14	Hilton/Hilto	3	31.39	23	O'Brien/Sco	6	37.02
6	Zivec/McDouga	2	28.53	15	Warncke/Sing	3	33.06	24	Massey/Best	8	39.36
7	Jeffrey/Jeffr	4	28.55	16	Loy/Loy	8	33.51	25	Kennedy/Hol4	150.43	
8	Lange/Macfarl	2	29.01	17	Miller/Scott	2	33.53				
9	Taylor/Reeves	4	29.10	18	Brixey/Langd	4	34.00				

Nice to see Lance Zivec back in action, and running strongly, so soon after his disastrous shunt at the last Kooralbyn short course event. Let us also mention Warren Seed who's navigating for Robert Lineeweber, because if he's not mentioned here his name won't get in because he navigates for somebody with such a long name ! (You don't know the joy with which we type out the crew of Loy/Loy - 7 stabs at the keys and it's all over).

After 2 Laps

1	Van Amstel/Br	2	43.42	9	Jeffrey/Jeffr	4	48.02	17	Miller/Scott	2	56.58
2	Svenson/Svens	1	43.55	10	Wilson/Wilson	3	48.22	18	Evams/Curtis	1	57.32
3	Croft/Heather	2	44.39	11	Hilton/Hilton	3	50.31	19	Smith/Orcher	8	59.09
4	Bradley/Bradl	1	44.56	12	Warncke/Single3	55.18	20	O'Brien/Scot	6	59.31	
5	Geers/Morrell	1	45.57	13	Brixey/Langdo	4	55.37	21	Sams/Sams	3	60.25
6	Zivec/McDouga	2	46.25	14	Herbert/Ridgw	8	55.45	22	Massey/Best	8	63.07
7	Lange/Macfarl	2	47.38	15	Loy/Loy	8	56.23	23	Watkinson/Ti2	110.44	
8	Taylor/Reeve4	4	47.43	16	Linneweber/Se	3	56.47	24	Kennedy/Hol	4	171.40

Ed van Amstel had pulled a meagre 13 second lead from Laurence Svenson but the latter was currently going just a little faster - the old days of people winning these events by tens of minutes appears to be at an end, nowadays it's all go all the way.

Lap 3

1	Svenson/Svens	1	26.02	9	Wilson/Wilson	3	29.42	17	Brixey/Langd	4	33.59
2	Van Amstel/Br	2	26.09	10	Jeffrey/Jeffr	4	29.50	18	Kennedy/Holt	4	34.42
3	Croft/Heather	2	26.43	11	Bond/Maloney	8	29.58	19	Massey/Best	8	35.29
4	Bradley/Bradl	1	27.10	12	Evans/Curtis	1	31.05	20	Miller/Scott	2	35.57
5	Zivec/McDouga	2	28.37	13	Linneweber/Se	3	33.04	21	O'Brien/Scot	6	39.13
6	Watkinson/Tib	2	28.43	14	Loy/Loy	8	33.13	22	Hilton/Hilto	3	43.02
7	Sams/Sams	3	29.18	15	Herbert/Ridgw	8	33.25	23	Lange/Macfar	2	45.45
8	Taylor/Reeves	4	29.27	16	Warncke/Single3	33.50					

After 3 Laps

1	Van Amstel/Br	2	69.51	9	Evans/Curtis	1	88.37	17	Lange/Macfar	2	93.23
2	Svenson/Svens	1	69.57	10	Warncke/Sing	3	89.08	18	Hilton/Hilto	3	93.33
3	Croft/Heather	2	71.22	11	Herbert/Ridg	8	89.10	19	Massey/Best	8	93.36
4	Bradley/Bradl	1	72.06	=12	Loy/Loy	8	89.36	20	O'Brien/Scot	6	98.44
5	Zivec/McDouga	2	75.02		Brixey/Langd	4	89.36	21	Watkinson/Ti2	139.27	
6	Taylor/Reeves	4	77.10	14	Sams/Sams	3	89.43	22	Kennedy/Hol	4	206.22
7	Wilson/Wilson	3	78.04	15	Linneweber/S	3	89.51				
8	Jeffrey/Jeffr	4	87.52	16	Miller/Scott	2	92.55				

And the Svensons close up to 6 seconds behind Ed van Amstel after over an hour of dicing through the bush. The closest of the class duels was that in Class 8 with 26 seconds separating Herbert/Ridgway from Loy/Loy. In Class 3 43 seconds covered Warncke/Singleton, Sams/Sams and Linneweber/Seed but they were all far behind Wilson/Wilson.

Lap 4

1	Van Amstel/Bra	2	26.03	8	Lange/Macfarl	2	29.33	15	Brixey/Lang	4	33.35
2	Svenson/Svenso	1	26.12	9	Sams/Sams	3	29.49	16	Kennedy/Hol	4	35.27
3	Bradley/Bradley	1	27.36	10	Watkinson/Tib	2	29.59	17	Linneweber/	3	37.15
4	Bond/Maloney	8	28.26	11	Miller/Scott	2	31.57	18	O'Brien/Sco	6	38.25
5	Taylor/Reeves	4	28.59	12	Evans/Curtis	1	33.06	19	Croft/Heath	2	39.24
6	Jeffrey/Jeffre	4	29.15	13	Warncke/Singl	3	33.19	20	Hilton/Hilt	3	67.08
7	Wilson/Wilson	3	29.20	14	Loy/Loy	8	33.28				

After 4 Laps

1	Van Amstel/Bra	2	95.54	8	Sams/Sams	3	119.32	15	Linneweber	3	127.06
2	Svenson/Svenso	1	96.09	9	Evans/Curtis	1	121.43	16	O'Brien/Sc	6	137.09
3	Bradley/Bradle	1	99.42	10	Warncke/Sing	3	122.27	17	Hilton/Hil	3	160.41
4	Taylor/Reeves	4	106.09	11	Lange/Macfar	2	122.56	28	Watkinson/	2	169.26
5	Wilson/Wilspn	3	107.24	12	Loy/Loy	8	123.04	19	Kennedy/Ho	4	241.49
6	Croft/Heather	2	110.46	13	Brixey/Langd	4	123.11				
7	Jeffrey/Jeffr	4	117.07	14	Miller/Scott	2	124.52				

Lap 5

1	Svenson/Svenso	1	25.58	7	Lange/Macfarl	2	30.05	13	Loy/Loy	8	34.58
2	Van Amstel/Bra	2	26.07	8	Croft/Heather	2	31.46	14	Miller/Scot	2	35.26
3	Bradley/Bradle	1	27.03	9	Hilton/Hilton	3	32.17	15	O'Brien/Sco	6	39.15
4	Sams/Sams	3	29.36	10	Evans/Curtis	1	33.19	16	Brixey/Lang	4	48.11
5	Wilson/Wilson	3	29.30	11	Linneweber/Se	3	33.39	17	Watkinson/T	2	50.24
6	Taylor/Reeves	4	29.34	12	Warncke/Singl	3	33.46	18	Jeffrey/Jef	4	51.46

Results

1st	Ed van Amstel / Christine Brand	122.01	1st Class 2
2nd	Laurence Svenson / Janelle Svenson	122.07	1st Class 1
3rd	Ashton Bradley / Patricia Bradley	126.45	2nd Class 1
4th	Nev Taylor / Nicholas Reeves	135.43	1st Class 4
5th	Ron Wilson / Lincoln Wilson	136.54	1st Class 3
6th	Bil Croft / Mal Heather	142.32	2nd Class 2
7th	Rod Sams / James Sams	148.58	2nd Class 3
8th	Ron Lange / Barry Macfarlane	153.01	3rd Class 2
9th	John Evans / Alan Curtis	155.02	3rd Class 1
10th	Mark Warncke / Mark Singleton	156.13	3rd Class 3
11th	Cedric Loy / Geoff Loy	158.02	1st Class 8
12th	Noel Jeffrey / Stephen Jeffrey	158.52	2nd Class 4
13th	Linda Miller / Diann Scottorn	159.18	4th Class 2
14th	Robert Linneweber / Warren Seed	160.45	4th Class 3
15th	John Brixey / Richard Langdon	171.22	3rd Class 4
16th	Michael O'Brien / Clive Scott	176.24	1st Class 6
17th	Stephen Hilton / Terry Hilton	192.58	5th Class 3
18th	Paul Watkinson / Tibbets	219.50	5th Class 2
19th	Derrick Kennedy / J Holden	4 laps	4th Class 4

A marvelous win by Ed van Amstel/Christine Brand after Laurence and Janelle Svenson had set a new lap record on the final lap as they tried to catch them. Although they don't have quite the same amount of danger these enduro Off Road events are longer, and far rougher, than the world championship grand prix - and when they're run at the pace that this one was it really is most impressive.

Fastest Laps

1	Svenson/Svens	1	25.58	10	Taylor/Reeve	4	28.59	19	Loy/Loy	8	33.13
2	Van Amstel/Br	2	26.03	11	Lange/Macfar	2	29.01	20	Herbert/Ridg	8	33.25
3	Croft/Heather	2	26.43	12	Sams/Sams	3	29.18	21	Brixey/Langd	4	33.35
4	Bradley/Bradl	1	27.03	13	Wilson/Wilso	3	29.20	22	Kennedy/Hold	4	34.42
5	Geers/Morrell	1	28.16	14	Evans/Curtis	1	31.05	23	Massey/Best	8	35.29
6	Bond/Maloney	8	28.20	15	Hilton/Hilto	3	31.39	24	Smith/Orcher	8	36.05
7	Zivec/McDouga	2	28.37	16	Miller/Scott	2	31.57	25	O'Brien/Scot	6	37.02
8	Watkinson/Tib	2	28.43	17	Linneweber/S	3	33.04				
9	Jeffrey/Jeffr	4	28.55	18	Warncke/Sing	3	33.06				

Sexterganaginal Survey

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Laurence Svenson/Janelle Svenson	1	3	2				
Ed van Amstel/Christine Brand	2	2	3				
Ashton Bradley/Patricia Bradley	1			3	2		
Bill Croft/Mal Heather	2			2	1		
Ian Bond/Maloney	8				1		
Rod Sams/James Sams	3				1		
Lance Zivec/McDougall	2					2	1
David Geers/Morrell	1					1	1
Nev Taylor/Nicholas Reeves	4					1	1
Ron Wilson/Lincoln Wilson	3					1	
Paul Watkinson/Tibbets	2						1
Noel Jeffrey/Stephen Jeffrey	4						1

-0-

Night Run - 28th March

Our monthly Night Run was this time organised by a former Champion, Alan McConnell, so the 16 club members who participated were expecting the best.

And we got it. The route was huge - I did 81kms although this included several trips back to check things - and it took in every tricky up and down and round about piece of road in Brisbane. After about 50kms I was just like a stunned mullet, and Kelvin was chanting the instructions with me reacting like a robot, if he'd said "Turn Left into the River" it would have been his last ever instruction.

The event started very badly for KT and myself, we turned onto the freeway like goodboys then we couldn't make out what to do, we went round and round the bloody biscuit factory - and if Kelvin says "Smell the biscuits" once again it's curtains for him. So finally we went to a designated street in Rosalie and worked backwards. From there on my memories a blurr, the only suburb we didn't visit was Crowthorne. We approached one question and Del Garbett was there looking so blatantly nonchalant that she should have worn a banner that said "I've found the answer!". Some of the answers were longer than the Encyclopaedia Brit and at one lengthy write Neil Jory plonked his Escort in front of us. We also had trouble with Allan Mitchell and Greg Weale in a bourg mobile.

Pete Smith/Kelvin Taylor	0	The final question was in a fairly busy road. "What happens between 7.30pm - 8.00pm?" and we shot past this restaurant before I could stop. So we turned round with difficulty, right next to the church notice board that contained the answer! I actually needed the beer I had at the finish. Nice one Alan.
Peter Johnson/Chris Johnson	0	
Allan Mitchell/Greg Weale	10	
Alan Ball/Rod White	20	
Betty Melton/Del Garbett	30	
Neil Jory/Sharon Gaylard	40	
Alan Erlandsen/D Schuppli	70	
Ross/Walsh/Ray Kemp	170	

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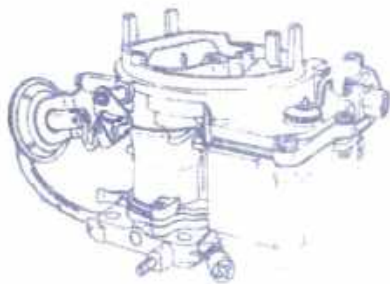
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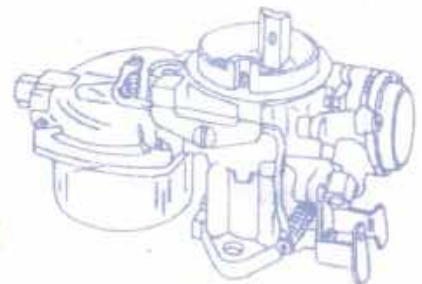
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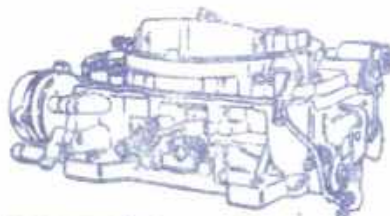
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