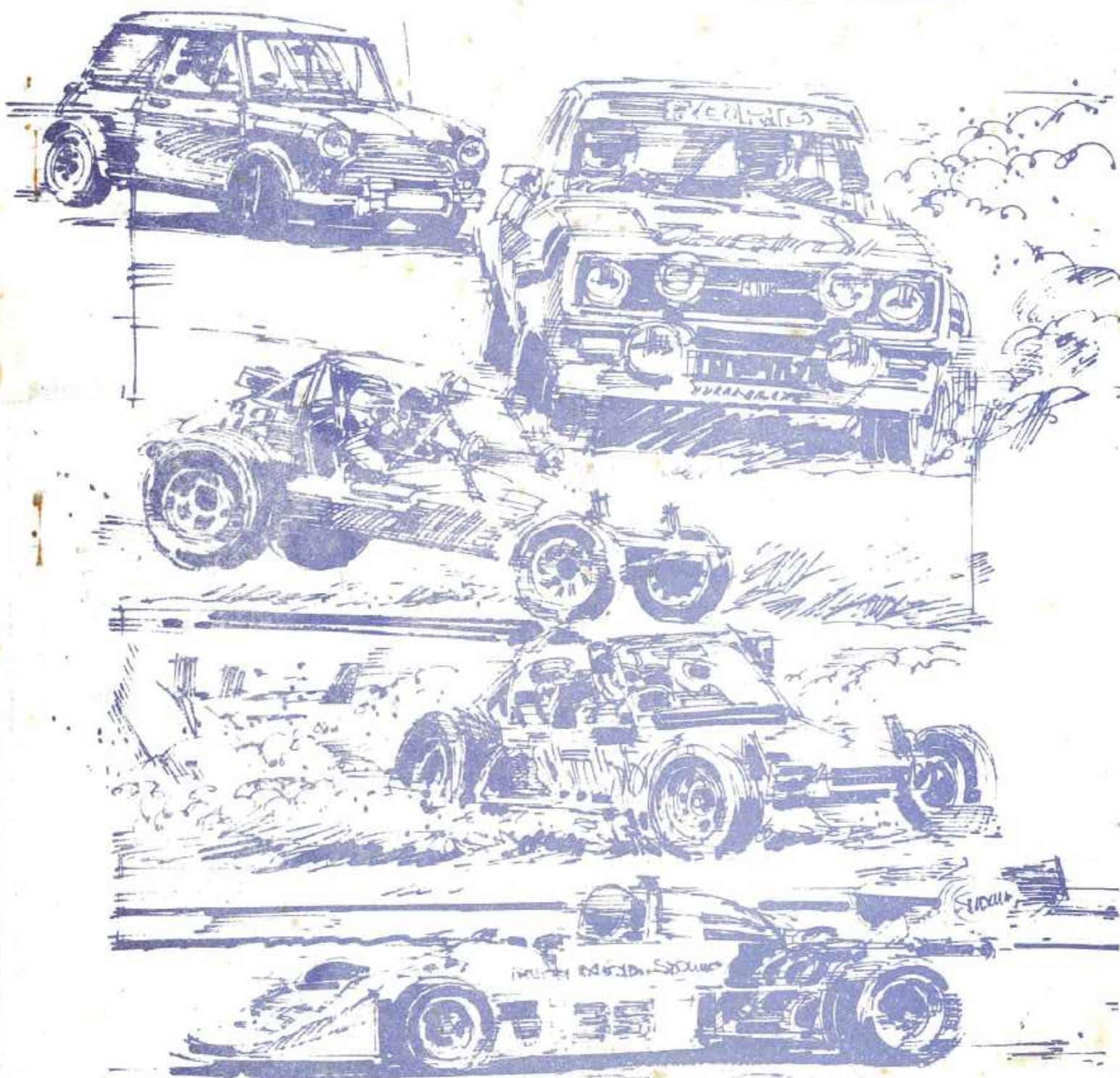




# BRISBANE SPORTING CAR CLUB MAGAZINE

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Contents

Page	1	Contents
	2	Editorial
	3 - 10	James Hardie National Rally 1984
	11	Some Hardie Thoughts by Director Peter Marshall
	12	A Letter from Pat McCreery our RORC
	13 - 16	"L'Order National du Merite" The Truth
	17 - 18	Club Motorkhana 13th May
	18 - 19	Club Championships 1984
	20 - 24	Inside "Sale of the Century"
	24	Christian Autosports Rallysprint 20th May
	25	Major Forthcoming Event - Performance Steering and Tuning Enduro - Purga Creek 27th May
	26	Club Officials
	27	Coming Events

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Stop Press



## Editorial

The Editorial sub-committee - myself, Harry Smith and a small piece of putty named Simon, decided that the magazine would be a week late this month so it could accomodate the James Hardie National Rally. We knew the anguish this decision would cause, people having to sit on the khazi until their bum dried, but like MacArthur wanting to H-Bomb Peking in 1953 it was a choice we thought justified.

Those members desiring a burst of cheap, wicked humour may care to know that your Editor will appear on Sale of the Century on Monday 11th June at 7pm. I am the Pox Doctors Clerk on the left. Why don't I write a page inside on what going on the show is like.

Everytime Peter Marshall directs the James Hardie National Rally it gets better - and I still think there's a case for the club paying someone who puts so much time and energy (physical and mental) into the running of our National events, expertise and skill always costs money - if you don't believe me go to your doctor !!

Motorkhanas have been a traditional form of club motor sport that demand nothing in the way of specialised vehicles (not the club ones anyway), that anyone can enter for a modest outlay, thus having a competitive days outing in agreeable company. But Motorkhanas in The Brisbane Sporting Car Club Ltd are at risk. First of all we have been unsuccessful in finding a Motorkhana Officer who can organise a calendar and generally act as a 'father figure', not an onerous job at all but I won't do it as I "do my share already". So come on Alan McConnell, Peter Johnson, Steve Arlidge, Alan Ball, Peter Kemp, David Martin, Ray Kemp, Ross Walsh or Neil Bennink give Esme a ring NOW and discuss it with her. Secondly the club now has nowhere to run its grass events. We've used Holden C.C.'s ground recently but it's now been sold leaving us up the creek, we must find an acre of flat grass not too far from Brisbane soon or we lose out. We thank JOHN SHIRLEY for offering his ground at Beaudesert but it's a bit far for a club effort.

Motorkhana Round the Flags Boys - and lets Pull Together !

There is of course a good reason why your Editor does the Magazine and doesn't organise events. At my last club in the U.K. I was forbidden to organise rallies/night runs because everything I touched turned to dust. You may think the Magazine is rubbish - but you should see my Night Runs. However I thought that helping Kelvin Taylor get his event on the streets of Brisbane wouldn't do any harm, all I had to do was check Kelvins workings and I persuaded him to let me type the instructions. This was a wrong decision as with my brain wedged into low gear I got the questions in the wrong order. I really am sorry that people found themselves doing an event even more random than we'd intended, I've promised I'll never touch one again and I'd be gratefull not to be beaten to a pulp.

Congratulations to Iain Stewart for navigating Murray Coote into third place on the James Hardie National Rally. One was amazed to hear that Dale Payne is so fat and heavy that his weight cut off the fuel supply to the engine, and if Steve McCabe is now looking for a job, then we can tell him that the "Thousand Delights Jov House" in the red light district of Shangai is looking for a bottle washer. What little TIMS and I saw at Mt Cootha :- Marc Roach was very impressive, nobody dived into sight quicker than Peter Marcovich, and everytime Dale Payne went over a bump the revs went up 500 - a full who-cares-what-this-smart-arse-thinks report is inside.



## JAMES HARDIE NATIONAL RALLY

Round 3 of the Australian Rally Championship

5th/6th May 1984

Directed by Peter Marshall for the  
Brisbane Sporting Car Club Ltd

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Once again James Hardie lent added lustre to the States biggest and best rally of the year, and this year there was no messing about by the gods of the weather, so the event ran smoothly to its conclusion.

This degree of success stands as a tribute to all those club members who took part, not only Jim Reddiex and Mike Mitchell who helped in the central planning of the event but also all the control officials, the zero'ers and sweepers, scrutineers, Allan Mitchell and Greg Weale who slaved over a ComputerLand I.B.M. personal computer to produce the results, plus hundreds of others especially Wendy Marshall and Dawn Mitchell - being married to a rally organiser is like not being married but with aggravation.

Gloomy predictions that forest rallying was being replaced by Rally Sprints were proved wrong when a magnificent entry of 72 was obtained. There were 10 National Classified, 6 Classified, 5 Recognized, 24 Clubman and 27 Novices - so despite the hideous threat of 'Production Rallying' there are still plenty of people who want to try their hand at forest racing. We had 10 Production Type entries, the chief ones being Ed Mulligan/Geoff Jones in a Mazda RX7 (The very last person I would have associated with where's-all-the-power-gone rallying) and John Atkinson/Tony Carroll in a Commodore. Up at the sharp end of the field and providing the skilful spectacle were Greg Carr/'Fred' Gocentas in the ex-works type Fiat Abarth, Geoff Portman/Dave McKenzie in a Nissan Bluebird, David Officer/Kate Hobson - Mitsubishi Galant (an ex-works shell dating from about 1975) then the first of the Queenslanders, Murray Coote/Iain Syewart in a slightly modded Datsun 1200, Peter Clark/Mick Harker - Nissan Stanza, Peter Glennie/Brian Smith - Datsun 200B, Peter Marcovich/Coral Taylor - Ford Escort, John Berne/Bruce Fullerton - Ford Escort. Running as the first of the non-national Classified drivers was novice (!) Greg Hansford/navigated by Dale Payne, so often very quick racing drivers find rallying relatively easy - would Greg be in that class? Running well up in field were the Men of the Moment Marc Roach/Mick Price in their Datsun P510, then Dennis Brown/Warren Tegg - Datsun Stanza, Geoff Keys/Richard Kelly - Datsun Stanza, Ron and Lois Hendrickson were rightly the first of the Recognized crews, then Gary Batts/John Hall, at No.19 George Kahler/Brian Marsden in the L.P.G. powered Escort, Barry Mann/Ian Young, Lisle Neumann/Peter Garbett - Datsun P510, Norm Fritter/Del Garbett - Datsun 1600, first of the clubman was Stewart Reid/Ian Goldsworthy - Toyota Corolla, closely followed by Kelvin Taylor/Dave Ambrose, Grant Lilley/Lawrence Tindal (are we sure that shouldn't be Lawrence?), Peter Sudiro/Andrew Bennet and Simon Passlow/Peter Dwine. What a galaxy of talent. The Novice class contained most of the young male population of Southern Queensland.

The Brisbane City Council had once again been kind enough to lend us the Mt Cootha Quarry for the first stage. Apart from the thrills of watching the nations top rally drivers giving their all in perilous circumstances, Dennis Browns service crew fell down one of the many drops and broke his leg in a lot of places - Get Well Soon and avoid the Hokey Cokey if possible. We saw only a few cars here :- Nobody came rushing into sight quicker than Peter Marcovich, Marc Roach was impressive, Geoff Portman was



very late after car problems and Greg Hansford/Dale (Fat Boy) Payne went out of sight going Chugga-Chugga-Chug-Chug - they found out eventually that having somebody sitting in the passenger seat cut off the fuel supply to the engine !

### Stage 1 Mt Cootha

Classes are as follows G = Godlike = National Classified  
 U = Upper = State Classified  
 R = Recognized  
 C = Clubman  
 N = Noice

I had to work from a set of instructions that had been reduced to micro-dot size to ease their entry into the Soviet Bloc, therefore I am not stating on a stack of bibles that I haven't crossed an odd line or two, if in doubt check against your copy of the results.

"P" against the Class indicates a "Production" type rally car.

1	Carr/Gocentas	G	2.09	=23	Brown/Tegg	U	2.34	=46	P Ball/M Bal	N	2.43
= 2	Coote/Stewart	G	2.20		Lilley/Tind	C	2.34		Mimnaw/Kraus	N	2.43
	Berne/Fullert	G	2.20		Middleton/T	CP	2.34	49	Scott/Farmer	N	2.44
= 4	Glennie/Smith	G	2.21		Stanley/Bur	C	2.34	=50	Cross/Steane	C	2.45
	Roach/Price	U	2.21		Scharf/Grun	N	2.34		Herlihen/Wot	N	2.45
6	Officer/Hobson	G	2.26	29	Kahler/Mars	U	2.35		M Bailey/Wer	N	2.45
= 7	Marcovich/C Ta	G	2.27	30	Scully/Clar	C	2.37	=53	Coker/Quinn	C	2.47
	Hendrickson/He	R	2.27	31	S Kabel/Tip	CP	2.38		O'Brien/Robe	N	2.47
= 9	Mulligan/Jones	GP	2.28	=32	Fritter/D G	R	2.39	=55	Lockhart/Bru	CP	2.50
	Clark/Harker	G	2.28		O'Shanesy/D	CP	2.39		Muir/Turner	N	2.50
	Bell/Temple	C	2.28		Johnson/Str	N	2.39	57	Griffith/Ren	N	2.52
=12	Keys/Kelly	U	2.29		Gray/Verral	N	2.39	58	Haynes/Harri	N	2.53
	Blanch/Ryan	C	2.29	=36	Neumann/P G	R	2.40	59	O'Kane/Brisce	N	2.55
=14	Wightman/Thomp	U	2.30		H Kabel/Mor	CP	2.40	=60	Mulholland/G	CP	2.56
	Robertson/Fox	N	2.30		McCabe/Redd	N	2.40		D Mills/B Mi	N	2.56
	Mann/Young	R	2.30		A Hill/T Hi	N	2.40	=62	Clunes/Elias	N	2.57
	Jory/Walker	C	2.30	=40	Sudiro/Benn	C	2.41		Zaver/O'Shea	N	2.57
18	Passlow/Dwine	C	2.31		Worboys/Car	CP	2.41	64	Porteous/Cro	N	2.58
=19	Reid/Goldworth	C	2.32		Parker/Mich	C	2.41	65	Zande/Mogg	N	3.03
	K Taylor/Ambro	C	2.32		Neilsen/Wri	N	2.41	66	Hamilton/O'C	N	3.12
	R Bailey/E Bai	C	2.32	=44	Batts/Hall	U	2.42	67	Hansford/Pay	N	6.41
22	T Hatley/J Hat	C	2.33		Graham/Best	C	2.42	68	Portman/McKeG	13.14	
=23	Atkinson/Carro	GP	2.34	=46	McGraa/Cull	C	2.43				

How does Carr do it ? 7.9% faster than anybody else, I suppose with drops like that surrounding you, you must have the courage of your convictions. Then it was Off to the Woods courtesy of the Forestry Dept. Stopping for petrol at the Shell, Nambour and carrying on to the Imbil area.

### Stage 2 Bellbird

1	Carr/Gocentas	G	7.20	=12	Middleton/T	CP	8.00	=24	P Ball/M Bal	N	8.20
2	Coote/Stewart	G	7.21	14	Blanch/Ryan	C	8.02	=26	Scully/Clark	C	8.24
3	Portman/McKenz	G	7.25	=15	Reid/Goldsw	C	8.05		O'Shanesy/Da	CP	8.24
4	Pfficer/Hobson	G	7.27		Pa-slow/Dwi	C	8.05		Mulholland/G	CP	8.24
5	Brown/Tegg	U	7.45	=17	Nrumann/P G	R	8.10	29	Cross/Steane	C	8.25
6	Roach/Price	U	7.46		K Taylor/Am	C	8.10	30	T Hatley/J H	C	8.27
7	Glennie/Smith	G	7.48	19	Mulligan/Jo	GP	8.13	=31	Worboys/Carp	CP	8.28
= 8	Rpbertson/Fox	N	7.50	20	R Bailey/E	C	8.15		Lockhart/Bru	CP	8.28
	Mann/Young	R	7.50	21	Sudiro/Benn	C	8.16	33	Batts/Hall	U	8.32
=10	Wightman/Thomp	U	7.55	22	Graham/Best	C	8.18	=34	Marcovich/C	G	8.33
	Fritter/D Garb	R	7.55	23	Atkinson/Ca	GP	8.19		Keys/Kelly	U	8.33
=12	Clark/Harker	G	8.00	=24	Bell/Temple	C	8.20		Gray/Verral	N	8.33



Stage 2 (Cont.)

37	Parker/Michel	C	8.35	47	Scharf/Grun	N	8.59	57	Zover/O'Shea	N	9.51
38	Coker/Quinn	C	8.36	48	M Bailey/Ve	N	9.03	58	Muir/Turner	N	9.52
39	Jory/Walker	C	8.40	49	McGraa/Cull	C	9.05	59	Johnson/Stre	N	11.16
=40	Hendrickson/	R	8.41	=50	O'Brien/Rob	N	9.07	60	H Kabel/Morr	CP	11.23
	Scott/Farmer	N	8.41		D Mills/B M	N	9.07	61	Mimnaw/Krau	N	14.00
42	S Kabel/Tippe	CP	8.47	52	Griffith/Re	N	9.10	=62	Berne/Fuller	G	20.00
43	Lilley/Tindal	C	8.48	53	Neilsen/Wri	N	9.17		Hansford/Pay	N	20.00
44	Haynes/Harris	N	8.55	54	Herlihen/Wo	N	9.25		Porteous/Cr	N	20.00
45	O'Kane/Brisco	N	8.57	55	Hamilton/O'	N	9.31				
46	A Hill/T Hill	N	8.58	56	Zande/Mogg	N	9.42				

On or about this time we lost :- George Kahler/Brian Marsden with a broken stabiliser bar on the Christian Autosports Ford Escort, Eric Stanley/Barrie Burr - drive shaft failure on their VW, Alan Clunes/Vic Elias bent the front end of their Hillman Hunter and Steve McCabe/Ian Reddiex in Jims' much shunted Citroen GS went over the edge in lieu of a pay rise. The small but gutsy car had a tree shaped dent in the navigators door, the dent into the rear behind the driver went into the rear suspension, and with one rear suspension torn off it was dragged off the stage by utilising the front wheel drive.

Stage 3 Mitchells Creek

1	Carr/Gocenta	G	11.17	=21	Bell/Temp	C	12.38	43	H Kabel/Mor	CP	13.41
2	Officer/Hobs	G	11.35	23	Batts/Hall	U	12.42	44	Mulholland/	CP	13.45
3	Glennie/Smit	G	11.45	24	K Taylor/A	C	12.56	=45	Coker/Quinn	C	13.48
4	Portman/McKe	G	11.50	25	T Hatley/J	C	13.00		M Bailey/Ve	N	13.48
5	Roach/Price	U	11.56	26	O'Kane/Bri	N	13.02	47	Scharf/Grun	N	13.52
6	Marcovich/C	G	12.07	=27	Blanch/Rya	C	13.03	48	Haynes/Harr	N	13.54
7	Brown/Tegg	U	12.09		P Ball/M B	N	13.03	49	McGraa/Cull	C	13.55
8	Neumann/P Ga	R	12.15		Johnson/Str	N	13.03	50	O'Brien/Rob	N	14.12
9	Passlow/Dwin	C	12.19	30	O'Shanesy/	CP	13.05	=51	Neilsen/Wri	N	14.13
=10	Clark/Harker	G	12.20	=31	Mulligan/J	GP	13.06		A Hill/T Hi	N	14.13
	Jory/Walker	C	12.20		R Bailey/E	C	13.06	53	Gray/Verral	N	14.16
12	Mann/Young	R	12.22	=33	S Kabel/Ti	CP	13.12	54	Zever/O'She	N	14.26
13	Keys/Kelly	U	12.23		Cross/Stea	C	13.12	55	D Mills/B M	N	14.36
=14	Hendrickson/	R	12.24	35	Worboys/Ca	C	13.14	56	Griffith/Re	N	14.41
	Wightman/Tho	U	12.24	36	Scully/Cla	C	13.16	57	Zande/Mogg	N	15.03
16	Coote/Stewar	G	12.25	37	Scott/Farm	N	13.18	58	Parker/Mich	C	15.14
17	S Reid/Golds	C	12.27	38	Lilley/Tin	C	13.19	59	Muir/Turner	N	18.14
18	Graham/Best	C	12.28	39	Lickhart/B	CP	13.22	60	Mimnaw/Krau	N	19.00
19	Middleton/Th	CP	12.34	40	Herlihen/W	N	13.23	=61	Hansford/Pa	N	25.00
20	Fritter/D Ga	R	12.35	41	Atkinson/C	GP	13.28		Porteous/Cr	N	25.00
=21	Sudiro/Benne	C	12.38	42	Robertson/	N	13.34				

John Berne/Bruce Fullerton had differential problems on their Ford Escort and Garth Hamilton/Steve O'Connor flattened their Datsun 1200 (The car was so unrecognizable that they sold the shell to a Wrecker as a 1983 Stanza). Peter Marcovich was not setting the world alight owing to brake and electrical problems, the question to ask is, "Is Coral Taylor a Jonah?"

After 3 Stages (Not including any Road Penalties)

1	Carr/Gocenta	G	20.46	8	Clark/Hark	G	22.48	15	Fritter/D G	R	23.09
2	Officer/Hobso	G	21.28	9	Wightman/T	U	22.49	16	Keys/Kelly	U	23.25
3	Glennie/Smit	G	21.54	10	Passlow/Dwi	C	22.55	17	Bell/Temple	C	23.26
4	Roach/Price	U	22.03	11	S Reid/Gold	C	23.04	18	Graham/Best	C	23.28
5	Coote/Stewart	G	22.06	12	Neumann/P	R	23.05	19	Jory/Walker	C	23.30
6	Brown/Tegg	U	22.28	13	Marcovich/	G	23.07	20	Hendrickson	R	23.32
7	Mann/Young	R	22.42	14	Middleton/	CP	23.08	21	Blanch/Ryan	C	23.34



### After 3 Stages (Cont)

22 Sudiro/Bennet C	23.35	36 Lilley/Tinda	24.41	50 Parker/Mic C	26.28
23 K Taylor/AmbroC	23.38	37 Scott/Farme N	24.43	51 D Mills/B N	26.39
24 Mulligan/Jone GP	23.47	38 Cross/Steane C	24.52	52 Griffith/R N	26.43
25 R Bailey/E Ba C	23.53	39 Mulholland/ CP	25.05	53 Johnson/St N	26.58
26 Robertson/Fox N	23.54	40 Coker/Quinn C	25.13	54 Zever/O/Sh N	27.14
27 Batts/Hall U	23.56	41 Scharf/Grun N	25.25	55 H Kabel/Mo CP	27.44
28 T Hatley/J Ha C	24.00	42 Gray/Verral N	25.28	56 Zande/Mogg N	27.48
29 P Ball/M Ball N	24.06	43 Herlihen/Wo N	25.33	57 Muir/Turne N	30.56
30 O'Shanesy/Davi CP	24.08	44 M Bailey/Ve N	25.36	58 Portman/Mc G	32.29
31 Scully/Clark C	24.17	45 Haynes/Harr N	25.42	59 Minnaw/Kra N	35.43
32 Atkinson/Carr GP	24.21	46 McGraa/Cull C	25.43	60 O'Kane/Bri N	42.54
33 Worboys/CarpenCP	24.23	47 A Hill/T Hi N	25.51	61 Porteous/C N	47.58
34 S Kabel/Tippe CP	24.37	48 O'Brien/Rob N	26.06	62 Handsford/ N	51.41
35 Lockhart/Bruc CP	24.40	49 Neilsen/Wri N	26.11		

### Nat. Class

	Classified	Recognized
Carr/Gocentas	20.46	Roach/Price 22.03
Officer/Hobson	21.28	Brown/Tegg 22.28
Glennie/Smith	21.54	Wightman/Thompson 22.49
Coote/Stewart	22.06	Keys/Kelly 23.25
Clark/Harker	22.48	Batts/Hall 23.56
Marcovich/C Taylor	23.07	

### Clubman

	Novice	Production
Passlow/Dwine	22.55	Middleton/Thing 23.08
S Reid/Goldworthy	23.04	Mulligan/Jones 23.47
Bell/Temple	23.26	O'Shanesy/Davis 24.08
Graham/Best	23.28	Atkinson/Carroll 24.21
Jory/Walker	23.30	S Kabel/Tipper 24.37
Blanch/Ryan	23.34	Lockhart/Bruee 24.40

No great surprises in the Premier class - except perhaps for Peter Marcovich's lowly position, but he was battling against adversity (Coral Taylor navigating). Roach/Price were doing a top job in the Classifieds, they're new to the class and I bet Dennis Brown was wishing they hadn't bothered. When will this farce over the Recognized class finish, we have the Clubman class bulging with talent and you could fire a cannon up the recognized class. Now come on own up, who stuck a sky-rocket up Simon Passlow's bum? he's never gone like this before - he used to be such a nice lad. The Novices were quite subdued this year, lucky for the front runners that 'Chunky' Payne had slowed Gregg Hansford down or he'd have been out of sight. If I was forced to say anything about the Production class except YAWN (Did you see that revolting Rallysprint the ABC had on, I've had more fun watching Diff'rent Strokes) it would be that the girls, Caroline O'Shanesy and Meg Davis were doing very well.

### Stage 4 Foreign Legion

1 Carr/Gocentas G	15.49	13 Blanch/Ryan C	17.07	25 Lilley/Tin C	17.44
2 Portman/McKen G	15.55	14 Fritter/D GaR	17.13	=26 T Hatley/J C	17.46
3 Glennie/Smith G	16.17	15 Robertson/F N	17.14	Worboys/Ca CP	17.46
4 Officer/Hobso G	16.18	16 Middleton/T CP	17.15	=28 Atkinson/C GP	17.48
5 Coote/Stewart G	16.19	17 Mann/Young R	17.18	R Bailey/E C	17.48
6 Roach/Price U	16.25	18 Passlow/Dwi C	17.20	=30 Bell/TempleC	17.50
7 Clark/Harker G	16.29	19 Marcovich/C G	17.22	Johnson/St N	17.50
8 Brown/Tegg U	16.32	20 Graham/Best C	17.34	32 O'Shanesy/ CP	17.53
9 Hendrickson/H R	16.42	21 Sudiro/Benn C	17.36	33 Mulligan/J GP	18.00
10 Hansford/Payn N	16.59	22 Reid/Goldsw C	17.40	34 Keys/Kelly U	18.05
11 Neumann/P Gar R	17.02	=23 Wightman/Th U	17.41	35 Scully/Cla C	18.06
12 K Taylor/Ambr C	17.06	Jory/Walker C	17.41	36 Batts/Hall U	18.08



### Stage 4 (Cont.)

=37	Lockhart/Bru	CP	18.14	46	McGraa/Cull	C	18.57	55	Griffith/Re	N	20.17
	Scott/Farmer	N	18.14	=47	H Kabel/Mor	CP	19.02	56	Zande/Mogg	N	21.13
39	Herlihen/Wot	N	18.18		Scharf/Grun	N	19.02	57	Muir/Turner	N	22.08
40	P Ball/M Ball	N	18.28	49	A Hill/T Hi	N	19.04	58	O'Brien/Rob	N	25.06
41	Gray/Verrall	N	18.31	50	D Mills/B M	N	19.13	59	Mi-naw/Krau	N	27.17
42	S Kabel/Tipp	CP	18.35	51	Coker/Quinn	C	19.14	=60	Porteous/Cr	N	31.00
43	Parker/Miche	C	18.37	52	M Bailey/Ve	N	19.17		Zaver/O'She	N	31.00
=44	Mulholland/G	CP	18.39	53	Neilsen/Wri	N	19.42				
45	Haynes/Harri	N	18.42	54	O'Kane/Bris	N	19.57				

Around about here we lost Rod Cross/Alan Stean (Datsun 1600) when the navigators stomache came out for a look round. Fang and I were at the end of Stage 5 and I was surprised at the number of cars that one dare not lean against - had it been a case for Sherlock Holmes I'm sure Dr. Watson would have entitled it "The Company of the Green Face".

### Stage 5 Western

1	Carr/Gocentas	G	8.39	=21	Worboys/Carp	CP	9.50	41	Scharf/Grun	N	10.24
2	Officer/Hobso	G	8.45		Gray/Verrall	N	9.50	42	D Mills/B M	N	10.33
3	Porteous/McKe	G	8.47	23	Lilley/Tinda	C	9.53	43	A Hill/T Hi	N	10.35
4	Roach/Price	U	8.59	24	Atkinson/Car	GP	9.54	44	O'Kane/Bris	N	10.36
5	Glennie/Smith	G	9.00	25	O'Shanesy/Da	CP	9.55	45	H Kabel/Mor	CP	10.37
6	Coote/Stewart	G	9.07	=26	Sudiro/Benne	C	9.56	46	Neilsen/Wri	N	10.39
7	Brown/Tegg	U	9.15		Graham/Best	C	9.56	47	Parker/Mich	C	10.46
8	Blanch/Ryan	C	9.16	28	T Hatley/J H	C	10.00	48	Herlihen/Wo	N	10.48
9	Hendrickson/H	R	9.19	29	P Ball/M Ba	N	10.01	49	Haynes/Harr	N	10.55
=10	Clark/Harker	G	9.20	=30	Middleton/T	CP	10.04	50	Robertson/F	N	11.02
	K Taylor/Ambr	C	9.20		R Bailey/E	C	10.04	51	Griffith/Re	N	11.06
12	Hansford/Payn	N	9.24	=32	Scully/Clar	C	10.07	52	M Bailey/Ver	N	11.33
13	Passlow/Dwine	C	9.30		Scott/Farme	N	10.07	53	Zaver/O'Shea	N	11.45
14	Wightman/Thom	N	9.34	34	Lockhart/Br	CP	10.09	=54	Zande/Mogg	N	11.50
15	Jory/Walker	C	9.37	=35	Keys/Kelly	U	10.12		Mimnaw/Krau	N	11.50
16	Batts/Hall	U	9.38		S Reid/Gold	C	10.12	56	Muir/Turner	N	11.58
17	Bell/Temple	C	9.42		Mulholland/	C	10.12	57	Mann/Young	R	15.40
=18	Neumann/P Gar	R	9.46	=38	Worboys/Carp	CP	10.17	58	Marcovich/C	G	17.32
	Johnson/Strei	N	9.46		S Kabel/Tip	CP	10.17	=59	Fritter/D G	R	23.00
20	Mulligan/Jone	GP	9.48		Coker/Quinn	C	10.17				

Pat O'Brien/Michael Robertson gave it away here because of "Radiator Problems" I wonder if it had a tree through it? So far the retirement rate had been commendably low, indeed all 9 starters in the Production class were due to finish, perhaps the manufacturers do know best after all.

### Stage 6 Breakneck

1	Carr/Gocenta	G	10.42	15	Marcovich/C	G	12.04	29	Bell/Temple	C	12.49
2	Portman/McKe	G	10.45	16	Hendrickson	R	12.08	30	Johnson/Str	N	12.55
3	Glennie/Smit	G	10.59	17	T Hatley/J	C	12.09	31	O'Shanesy/D	CP	13.00
4	Roach/Price	U	11.02	=18	Hansford/Pa	N	12.10	32	Lockhart/Br	CP	13.04
5	Coote/Stewar	G	11.05	<del>X</del>	Middleton/T	CP	12.10	33	Lilley/Tind	C	13.06
6	Brown/Tegg	U	11.08	20	Blanch/Ryan	C	12.16	34	Wightman/Th	U	13.08
7	Clark/Harker	G	11/16	21	Atkinson/Ca	GP	12.17	35	Gray/Verral	N	13.15
8	Mann/Young	R	11.30	22	Fritter/D G	R	12.20	36	Mulholland/	N	13.20
9	Officer/Hobs	G	11.34	23	Neumann/P G	R	12.31	37	Parker/Mich	C	13.24
10	Passlow/Dwin	C	11.49	24	Robertson/F	N	12.33	38	McGraa/Cull	C	13.36
=11	Batts/Hall	U	11.55	25	R Bailey/E	N	12.34	39	Herlihen/Wo	N	13.39
<del>X</del>	Sudiro/Benne	C	11.55	=26	Worboys/Car	C	12.41	40	S Kable/Tip	CP	13.42
13	Graham/Best	C	12.00		Jory/Walker	C	12.41	41	H Kabel/Mor	CP	13.43
14	Reid/Goldsw	C	12.02	28	Mulligan/Jo	GP	12.47	42	Neilsen/Wri	N	14.00



Stage 6 (Cont.)

43 A Hill/T Hil N	14.03	49 Scott/Farmer N	15.04	55 Zaver/O'Sh N	17.51
44 Scharf/Grund N	14.04	50 Griffith/Ren N	15.18	56 Mimnaw/Kra N	18.11
45 O'Kane/Bris N	14.16	51 D Mills/B Mi N	15.29	57 Porteous/C N	19.58
46 P Ball/M Bal N	14.18	52 Muir/Turner N	15.37	58 Keys/Kelly U	20.38
47 Coker/Quinn C	14.27	53 Zande/Mogg N	16.26	59 K Taylor/A C	24.00
48 Haynes/Harri N	14.43	54 M Bailey/Ver N	17.45		

Terry Scully/Graham Clark in the Historic Rally Car (Torana XU-1) retired with a broken diff.

After 6 Stages

1 Carr/Gocenta G	55.56	21 R Bailey/E B C	64.19	41 Parker/Mic C	69.15
2 Officer/Hobs G	58.05	22 Atkinson/Car GP	64.20	42 A Hill/T H N	69.33
3 Glennie/Smit G	58.10	23 Mulligan/Jon GP	64.22	43 Haynes/Har N	70.02
4 Roach/Price U	58.29	24 Worboys/Carp CP	64.40	44 Marcovich/ G	70.05
5 Coote/Stewart G	58.37	25 Robertson/Fo N	64.43	45 Neilsen/Wr N	70.32
6 Clark/Harker G	59.53	26 O'Shanesy/Da CP	64.56	46 H Kabel/Mo CP	71.06
7 Brown/Tegg U	60.23	27 Lilley/Tinda C	65.24	47 Keys/Kelly U	72.20
8 Passlow/Dwin C	61.35	28 Lockhart/Bru CP	66.07	48 D Mills/B N	72.54
9 Hendrickson/ R	61.41	29 P Ball/M Bal N	66.53	49 Griffith/R N	73.24
10 Blanch/Ryan C	62.13	30 Gray/Verrall N	67.04	50 K Taylor/A C	74.04
11 Neumann/P Ga R	62.24	31 Mann/Young R	67.10	51 Bailey/Ver N	74.11
=12 Batts/Hall U	62.37	32 S Kabel/Tipp CP	67.11	52 Fritter/D R	75.42
Middleton/Th CP	62.37	33 Mulholland/G CP	67.16	53 Zande/Mogg N	77.17
=14 S Reid/Golds C	62.58	34 Johnson/Stre N	67.29	54 Muir/Turne N	80.39
Graham/Best C	62.58	35 Scott/Farmer N	68.08	55 O'Kane/Bris N	87.43
16 Sudiro/Benne C	63.12	36 Herlihen/Wot N	68.18	56 Zaver/O'Sh N	87.59
17 Wightman/Tho U	63.12	37 McGraa/Culle C	68.33	57 Hansford/P N	90.14
18 Jory/Walker C	63.39	38 Scharf/Grund N	68.55	58 Mimnaw/Kra N	93.01
19 Bell/Temple C	63.47	39 Portmans/McK G	68.01	59 Porteous/CN	121.56
20 T Hathey/J H C	63.55	40 Coker/Quinn C	69.11		

Nat Clas

Carr/Gocentas	55.56	Roach/Price	58.29	Hendrickson/Hendrickso	61.41
Officer/Hobson	58.05	Brown/Tegg	60.23	Neumann/P Garbett	62.24
Glennie Smith	58.10	Batts/Hall	62.37	Mann/Young	67.10
Coote/Stewart	58.37	Wightman/Thompson	63.12	Fritter/D Garbett	75.42
Clark/Harker	59.53	Keys/Kelly	72.20		
Portman/McKenzie	69.01				

Clubman

Passlow/Dwine	61.35	Novice		Production	
Blanch/Ryan	62.13	Robertson/Fox	64.43	Middleton/Thing	62.37
S Reid/Goldworthy	62.58	P Ball/M Ball	66.53	Atkinson/Carroll	64.20
Graham/Best	62.58	Gray/Verrall	67.04	Mulligan/Jones	64.22
Sudiro/Bennet	63.12	Johnson/Streitberg	67.29	Worboys/Carpenter	64.40
Jory/Walker	63.39	Scott/Farmer	68.08	O'Shanesy/Davis	64.56
		Herlihen/Wotsit	68.18	Lockhart/Bruce	66.07

Portman/McKenzie rise 19 places in 3 more-or-less short stages. Roach drags out a lead of almost 2 minutes from Dennis Brown. The Hendricksons move from 4th in class to 1st, Mann and Fritter begin to fade away. Still Passlow zooms ahead in the Clubman Class but Blanch moves from 6th to 2nd in class and must be a threat. Robertson commands the Novice class, but Gray moves up to challenge Ball and Peter Johnson makes a welcome appearance in 4th spot. In the Production Class the ladys fade a bit and Middleton takes a commanding lead.



Stage 7 Black Hut

1	Carr/Gocenta G	16.20	21	Marcovich/C G	18.36	41	Mulholland/G CP	20.11
2	Coote/Stewar G	16.36	22	Gray/Verral N	18.38	=42	Keys/Kelly U	20.17
3	Officer/Hobs G	16.37	23	Mulligan/Jo GP	18.39		Scharf/Grund N	20.12
4	Wightman/ThomU	17.00	24	Atkinson/Ca GP	18.44	44	O'Kane/Bris N	20.18
5	Glennie/SmithG	17.02	25	Graham/Best C	18.46	45	P Ball/M Bal N	20.20
6	Clark/Harker G	17.08	26	T Hatley/J C	18.50	46	D Mills/B Mi N	20.30
7	Roach/Price U	17.11	27	Worboys/Car CP	18.55	47	M Bailey/Ver N	20.49
8	Portman/McKe G	17.20	28	Middleton/T CP	18.59	48	Neilsen/Wrig N	20.58
9	Brown/Tegg U	17.23	29	Lilley/Tind C	19.10	49	A Hill/T Hil N	21.37
10	Hendrickson/ P	17.27	30	Johnson/Str N	19.12	50	Griffith/Ren N	21.57
11	Blanch/Ryan C	17.40	=31	Parker/Mich C	19.13	51	Coker/Quinn C	21.59
=12	Hansford/Pay N	17.44		O'Shanesy/D CP	19.13	52	Haynes/Harri N	22.08
IX	Mann/Young R	17.44	33	Robertson/F N	19.18	53	Herlihen/Wot N	22.41
=14	K Taylor/Amb C	18.02	34	McGraa/Cull C	19.20	=54	Porteous/Cr N	23.03
	Jory/Walker C	18.02	35	Lockhart/Br CP	19.31		Zande/Mogg N	23.03
15	Neumann/P Ga R	18.13	36	S Kabel/Tip CP	19.41	56	Muir/Turner N	23.28
17	Sudiro/Benne C	18.21	37	Fritter/D G R	19.57	57	S Reid/Golds C	23.40
18	Bell/Temple C	18.23	38	Pa-slow/Dwi C	20.00	58	Zover/O'Shea N	23.56
19	Batts/Hall U	18.27	39	H Kabel/Mor CP	20.04	59	Mimnaw/Kraus N	24.28
20	P Bailey/E B C	18.28	40	Scott/Farme N	20.06			

Stage 8 Good Road

1	Carr/Gocenta G	12.49	20	Robertson/F N	14.36	39	A Hill/T Hi N	15.57
2	Coote/Stewar G	13.08	21	Batts/Hall U	14.37	=40	Keys/Kelly U	16.05
3	Officer/HobsoG	13.15	22	Neumann/P G R	14.38		M Bailey/Ve N	16.05
4	Roach/Price U	13.21	23	Gray/Verral N	14.40	42	H Kabel/Mor CP	16.12
5	Glennie./Smi G	13.27	24	Atkinson/Ca GP	14.42	43	Scharf/Grun N	16.19
6	Clark/Harker G	13.38	25	Sudiro/Benn C	14.46	=44	Scott/Farme N	16.20
7	Hendrickson/ R	13.55	26	Passlow/Dwi C	14.49		D Mills/B M N	16.20
8	Hansford/Pay N	13.56	=27	Middleton/T CP	14.51	46	Mulholland/ CP	16.27
9	Brown/Tegg U	13.58		Worboys/Car CP	14.51	47	O'Kane/Bris N	16.45
10	Blanch/Ryan C	14.10	29	Fritter/D G R	14.52	48	Neilsen/Wri N	17.02
11	Mann/Young R	14.12	30	Lilley/Tind C	15.04	49	Griffith/Re N	17.05
12	S Reid/Golds C	14.15	31	O'Shanesy/D CB	15.07	50	Porteous/Cr N	17.06
13	Bell/Temple C	14.19	32	McGraa/Cull C	15.11	51	Haynes/Harr N	17.34
=14	Wightman/Tho U	14.20	33	Johnson/Str N	15.19	52	Zande/Mogg N	17.57
	Graham/Best C	14.20	34	Parker/Mich C	15.32	53	Zaver/O'She N	18.11
16	Jory/Walker C	14.22	=35	S Kabel/Tip CP	15.40	54	Muir/Turner N	18.27
17	P Bailey/E B C	14.27		Lockhart/Br CP	15.40	55	Coker/Quinn C	18.31
18	Mulligan/Jon GP	14.30	37	Herlihen/Wo N	15.49	56	Mimnaw/Krau N	19.16
19	Marcovich/C G	14.31	38	P Ball/M Ba N	15.50			

The illustrious Geoff Portman/Dave McKenzie blew there gearbox on this stage, and mingling with the mighty were Kelvin Taylor/Dave Ambrose who also copped a drog (per aps Dave was sick in the box). Another notable B.S.C.C. pair, Tim and John Hatley blew there Subaru engine up, still it must have been one of the hardest worked in the field.

Stage 9 Pullen Gap

1	Carr/Gocenta G	11.28	=10	Mann/Young R	12.22	=21	Mulligan/Jo GP	12.51
2	Officer/Hobs G	11.42	12	Clark/Harke G	12.24		Atkinson/Ca GP	12.51
3	Coote/Stewar G	11.57	13	Marcovich/C G	12.33		O'Shanesy/D CP	12.51
4	Glennie/Smit G	11.58	=14	Blanch/Ryan C	12.38	24	Lilley/Tind C	12.53
5	Hansford/Pay N	12.10		Gray/Verral N	12.38	25	Batts/Hall U	12.59
6	Hendrickson/ R	12.20	16	S Reid/Gold C	12.40	=26	Robertson/F N	13.01
= 7	Browb/Tegg U	12.21	17	Graham/Best C	12.47		R Bailey/E C	13.01
	Jory/Walker C	12.21	18	Fritter/D G R	12.48	=28	Passlow/Dwi C	13.03
	Bell/Temple C	12.21	19	Middleton/T C	12.49		Worboys/Car CP	13.03
10	Wightman/Tho U	12.22	20	McGraa/Cull C	12.50	30	Roach/Price U	13.07



Stage 9 Cont

31 Sudiro/Bennet C	13.08	39 A Hill/T Hi N	13.54	49 Zaver/O'Sh N	15.21
32 S Kabel/Tippe CP	13.25	=40 P Mall/B Ma N	13.56	50 Zande/Mogg N	15.23
33 Lockhart/Bruce CP	13.36	Scharf/Grun N	13.56	51 Muir/Turne N	16.05
34 Herlihen/Wots N	13.38	42 Mulholland/ CP	13.58	52 Mimmaw/Kra N	16.21
35 Keys/Kelly U	13.41	43 H Kabel/Mor CP	14.05	53 Porteous/C N	20.41
36 Parker/Michel C	13.43	44 O'Kane/Bris N	14.07	=54 Johnson/StrN	25.00
37 Scott/Farmer N	13.52	45 Neilsen/Wri N	14.11	Coker/Quin N	25.00
38 D Mills/B Mil N	13.54	46 Bailey/Veri N	14.16		
		47 Griffith/Re N	14.31		
		48 Haynes/Harr N	14.51		

Lisle Neumann/Peter Garbett retired with Sickus Navigatum and Stewart Reid/Ian Goldsworthy fell into a creek.

Halfway Positions

1 Carr/Gocentas	G	96.33	29 Marcovich/C Taylor	G	115.45
2 Officer/Hobson	G	99.39	30 McGraa/Cullen	C	115.54
3 Coote/Stewart	G	100.18	31 S Kabel/Tipper	CP	115.57
4 Glennie/Smith	G	100.37	32 P Ball/M Ball	N	116.59
5 Roach/Price	U	102.08	33 Parker/Michel	C	117.43
6 Clark/Harker	G	103.03	34 Mulholland/C Garth	CP	117.52
7 Brown/Tegg	U	104.51	35 Scott/Farmer	N	118.26
8 R Hendrickson/L Hendric	R	105.23	36 Scharf/Grundy	N	119.27
9 Wightman/Thompson	U	106.54	37 Neumann/P Garbett	R	120.15
10 Blanch/Ryan	C	106.41	38 P Herlihen/Wotsit	N	120.29
11 Jory/Walker	C	108.23	39 A Hill/T Hill	N	121.01
12 Batts/Hall	U	108.40	40 H Kabel/Morrison	CP	121.27
13 Bell/Temple	C	108.50	41 Keys/Kelly	U	122.23
14 Graham/Best	C	108.51	42 Neilsen/Wright	N	122.43
15 Middleton/Thing	CP	109.16	43 Fritter/D Garbett	R	123.19
16 Sudiro/Bennet	C	109.17	44 D Mills/B Mills	N	123.38
17 Passlow/Dwine	C	109.27	45 Haynes/Harris	N	124.35
18 R Bailey/E Bailey	C	110.15	46 M Bailey/Verity	N	125.21
19 Mulligan/Jones	GP	110.22	47 Griffith/Renwick	N	126.57
20 Atkinson/Carroll	GP	110.37	48 Johnson/Streitberg	N	127.00
21 Mann/Young	R	111.28	49 Zande/Mogg	N	133.40
22 Worboys/Carpenter	C	111.29	50 Hansford/Payne	N	134.04
23 Robertson/Fox	N	111.38	51 Coker/Quinn	C	134.41
24 O'Shanesy/Davis	CP	112.17	52 Muir/Turner	N	138.39
25 Lilley/Tindal	C	112.31	53 O'Kane/Briscoe	N	139.53
26 Gray/Verrall	N	113.00	54 Zaver/O'Shea	N	145.27
27 S Reid/Goldsworthy	C	113.33	55 Mimmaw/Krause	N	153.06
28 Lockhart/Bruce	CP	114.54	56 Porteous/Crosswell	N	182.49

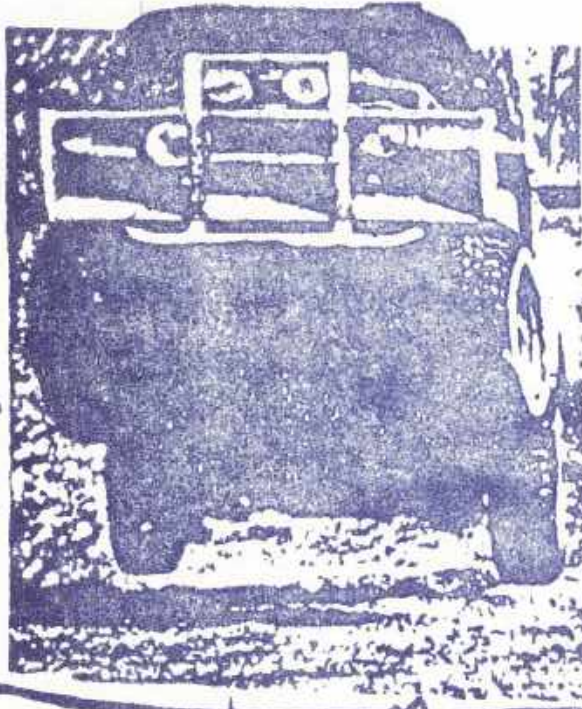
<u>Nat. Clas.</u>		<u>Classified</u>		<u>Recognized</u>	
Carr/Gocentas	96.33	Roach/Price	102.08	Hendrickson/Hendr	105.23
Officer/Hobson	99.39	Brown/Tegg	104.51	Mann/Young	111.28
Coote/Stewart	100.18	Wightman/Thompson	106.54	Neumann/P Garbett	120.15
Glennie Smith	100.37	Batts/Hall	108.40	Fritter/D Garbett	123.19
Clark/Harker	103.03	Keys/Kelly	122.23		
Marcovich/C Taylor	115.45				

<u>Clubman</u>		<u>Novice</u>		<u>Production</u>	
Blanch/Ryan	106.41	Robertson/Fox	111.38	Middleton/Thing	109.16
Jory/Walker	108.23	Gray/Verrall	113.00	Mulligan/Jones	110.22
Bell/Temple	108.50	P Ball/M Ball	116.59	Atkinson/Carroll	110.37
Graham/Best	108.51	Scott/Farmer	118.26	O'Shanesy/Davis	122.17
Sudiro/Bennet	109.17	Scharf/Grundy	119.27	Lockhart/Bruce	114.54
Passlow/Dwine	109.27	P Herlihen/Wotsit	120.29	S Kabel/Tipper	115.57

and that's it for the month - the remainder will follow in the June Ed.



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SOME THOUGHTS ON THE HARDIES.....

FIRSTLY THANKS TO EVERYONE WHO HELPED WITH THE RALLY. IT REALLY WAS A CHANGE TO HAVE A SURPLUS OF OFFICIALS - THIS MEANT THAT MOST GROUPS ONLY DID ONE CONTROL DURING THE NIGHT AND SO WERE ALSO ABLE TO SPECTATE. BRIAN SWINTON PLAYED A BIG PART IN THIS. BY SPENDING MANY NIGHTS ON THE PHONE HE ROUNDED UP ALL THE NECESSARY OFFICIALS (AS WELL AS ORGANISING ALL THE EQUIPMENT).

THE OFF-ROADERS TURNED OUT IN FORCE. RALLY PEOPLE TAKE NOTE - YOU CAN ASSIST AT OUR AUSTRALIAN OFF ROAD CHAMPIONSHIP EVENT IN OCTOBER. THIS YEAR IT WILL BE AT KOORALBYN AND SO HAS THE POTENTIAL TO ATTRACT HUGE CROWDS. THE OFF ROADERS WILL NEED PLENTY OF HELP AND IT DOES SEEM LOGICAL FOR THE TWO GROUPS TO HELP WITH EACH OTHERS EVENTS.

WHILST MEMBERS OF MANY OTHER CLUBS HELPED WITH THE HARDIES NATIONAL RALLY A NUMBER OF CLUBS ORGANISED ASSISTANCE ON A CLUB BASIS. THE ALFA ROMEO OWNERS CLUB AND QUEENSLAND LIGHT CAR CLUB BOTH MANNED CONTROLS. THE IPSWICH WEST MORETON AUTO CLUB CO-ORDINATED A WHOLE SECTION AT MITCHELL CREEK AS DID THE CHRISTIAN AUTO SPORTS CLUB OF AUSTRALIA AT THE QUARRY. BOTH OF THESE CLUBS HAD 15 TO 20 PEOPLE ON SITE FROM EARLY SATURDAY MORNING ERECTING SIGNS AND BUNTING ETC. THE S.E.S. AND MULTICAP ALSO SUPPLIED DOZENS OF HELPERS.

THE HARDIES IS ONLY WHAT IT IS BECAUSE OF EVERYONES HELP. HOWEVER, WE STILL HAVE A LONG WAY TO GO. HOW OFTEN DO YOU SPEAK TO PEOPLE WHO HAVE NO CONCEPTION OF WHAT RALLYING IS? HOW MANY RALLY REPORTS DO YOU FIND IN THE PAPERS WITH THE FOOTBALL AND RACING REPORTS?

THE HARDIES RALLY IS SOMETHING THAT CAN PROMOTE RALLYING BUT WE FELL DOWN IN A NUMBER OF AREAS THIS YEAR SIMPLY BECAUSE WE NEEDED MORE PEOPLE TO LOOK AFTER PARTICULAR SPHERES. THIS MEANS PEOPLE WHO ARE PREPARED TO BE INVOLVED IN THE MONTHS BEFORE HAND RATHER THAN JUST ON THE DAY. WITH MORE PEOPLE HAVING NARROWER AREAS TO LOOK AFTER FACETS SUCH AS THE MEDIA, ADMINISTRATION, PRESENTATION AND SPEEDWAY FINISH COULD BE BETTER MANAGED.

DO YOU HAVE AN INTEREST IN ANY OF THESE (OR OTHER) FIELDS? WE HAVE A GOOD TEAM WORKING NOW BUT WE ARE THIN IN NUMBERS.

CONTACT ME SOON IF INTERESTED.

PETER MARSHALL



.....A LETTER FROM OUR ROVING  
OFF-ROAD CORRESPONDENT.

10 Eridanus Street,  
Inala....4077.  
4th May, 1984.

Dear Big Ed,

More words of wisdom (entertainment?) from the wide world of off-roading.

Our crew travelled to Dubbo over Easter, with rather dubious results.

After doing very well in the first three loops, we had a series of problems in the final loop which made us rather late in finishing - most likely after late time (but it didn't seem worth the effort to check).

The race - well, after several briefings, we were informed that there would be no prologue - drivers would be seeded on previous events, which seemed reasonable at the time, as most drivers agreed that a pre-run of the track would be of greater value. However, on Sunday, we were informed that only a small loop would be done (thereby minimising any benefit of the previous day's pre-run).

A number of people were unhappy with their positions at the starting line, one especially, the Datsun driver, who placed second in class at Waikerie was way back down the line (he eventually finished second in class).

It also seems to be an odd situation when a driver who goes out ahead of you, comes back after you, has a quicker lap time - not once, but several times. (And not just one query either). Never mind, as it turns out it wouldn't have made much difference anyway (apart from personal satisfaction).

The little Nivas did very well (all the wrong colour though) for a first run out, finishing third onwards. Very credible for virtually standard vehicles.

Next time - we will have 1,2,3,4 - with a red one in the lead??

The facilities were average, toilets good - at least they didn't rock in the wind and overflow. The grounds for the pits were very wet - which provided us crew with interest most of the day. Food was not up to the standard we had at Kooralbyn, but then Dubbo is not in Queensland is it!

The weather was kind to us, being bright and odd morning and evening and brilliant sunshine during the day.

Trust we will have some more of the same for Purga (weather not luck) - look forward to seeing you all there,

Pat McCreery.

*Pat*



# The awarding of "L'Order National du Merite" To Our President

## AT LAST THE TRUE (?) STORY

The Incredible Mrs Smith (TIMS) wouldn't let this appear in print until we'd already published a proper honorific to commemorate Jim Reddiexs' receiving the "L'Order National du Merite". Well last months over-cover does the honours and now the flood gates of booze inflamed memories are open.

I first heard a whisper of this astonishing award about a year ago - Jim had a Grumman agricultural bi-plane patrolling up and down outside my house towing a 30 foot banner with the news - and at that time I published a photo of the Queens Coronation with a Jim like face superimposed over our monarchs. Mike Mitchell told me it was being awarded by Mrs Mitterand for 'Services' rendered.

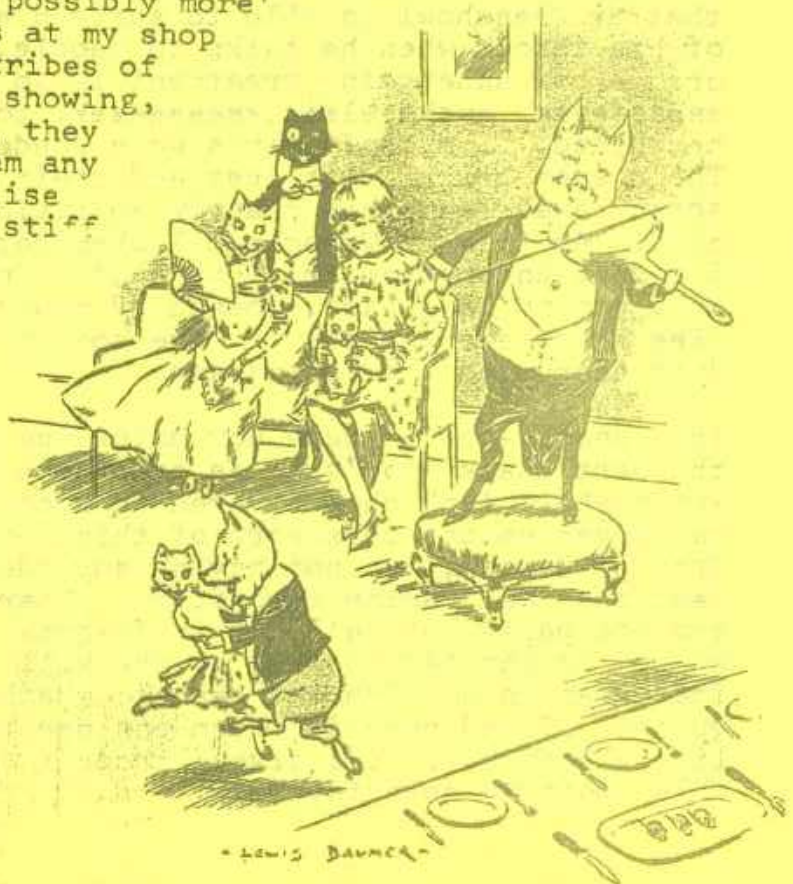
Being a cupboard pseudo-socialist I worship the upper classes and given any opportunity to Social Climb and I'm off like a Saturn 5. So I was paralytically obsequious to Jim for a year, agreeing with anything he said at Committee meetings. When Ed van Amstel joined the managerial group he looked aghast at this Pommie Buffoon whose sole conversation was "I think Jim's right".

All this crawling about paid off however when our invitation, to what Wendy Marshall described as "The Piss Up of The Century", arrived. It came one morning at 8am. A thunderous pounding on the door and there was this big bloke in wig, 'bum warmer' frock coat, white gloves and bitton up boots. He tolled a bell and recited from a scroll :- "Hear Ye, Hear Ye, Hear Ye. All Masters and Mattress' are invited to attend ye daubing of ye Jim with ye Foreign Order. Are you coming cock?" I shouted "Yes" as I threw myself into the wardrobe to find something, ANYTHING, to wear.

The lead upto the Big Event was possibly more nerve wracking for the customers at my shop than it was for me. What with tribes of them making sure my slip wasn't showing, and that my seams were straight, they were so stunned I could sell them any old rubbish and they didn't realise until they'd got home and had a stiff sherry.

I took The Day off so I could get my suit on at 8am and sit around for 10 hours not daring to move.

About 2pm my ratbag dog raised his backleg and shuffled ominously towards me looking innocently in another direction. Luckily I had a large and Very Strong bulldog clip by my elbow.





TIMS came home and took her annual bath in the water tank, then it was off to Bonapartes Restaurant for the Pressie.

I was rather more nervous than Jim I imagine, however Val Reddiex was at the door keeping out the riff-raff. I got my name tag :- p smith, and TIMS got hers :- Fange the Wonder Wife. This of course wasn't right so I got Val to cross out the e in Fange.

The meeting was very select, I felt like a pork chop in the ayotollohs lunch box. Nause to see ones upper middle class missus getting into the cocktail party swing. She began discussing bunch top in Hope Island Greens with a tall stooped white bloke wearing a smooth yellow suit.

(More or less) friendly faces belonged to The Marshalls, The McCabes, Mike Mitchells, employees of Maxim Motors who have fleeced your Editor in the past and total strangers who know an idiot when they see one. The Marshalls and the McCabes had been invited because of their culture and urbanity, and I did hear Mike Mitchell promising Jim he would destroy some negatives or other.

A girl bearing a tray (a caesarian if ever I saw one) loaded with glesses of French Champagne accosted me. Would I care for a glass? Does the restaurant in the Israeli Parliament sell ham sandwiches! I took several glasses but TIMS put most of them back.

Just as I was settling into the booze I was suddenly attacked by my dentist. Jim had invited him because he's been a Citroen owner since 1979 when Joan D'Arc lent him her 'Cloverleaf' to attend a symposium in Paris on "Wooden False Teeth, can they be ignawed" (If he wasn't so pathetic he'd be funny). Now my dentist, in the tradition that garage mechanics have terrible cars, has a great row of broken yellow fangs and breath like an Afghan Camels jockstrap, the first warning I had of his approach was when my champagne began to steam. (Could I point out that Mr Wrenchowl is able to sustain a steady buzzing noise in the back of his throat when he talks to people, the effect of sitting on his orange box undergoing treatment is so lifelike that I asked for an *annasfetic, anthaeetic, anaspheik*, to be knocked out) "Hullo Mr Smith" he whoned, "...my soft girls were wondering when you'd pay a visit again. Their eyes bright with lust and their large round bosoms heaving". I shrank away from this ghastly aparition and said "It shouldn't be long now". At this Mr Wrenchowl looked totally perplexed, "Pardon Mr Smith I didn't understand that" he said. Instantly I preceived his problem so I put my head back, opened my mouth as wide as possible and gasped "Eee Rrndt eee hng naa". "The sooner the better" he replied, a shaking dung encrusted claw on my arm.

The 'snacky-poo's' were now doing the rounds - and they were positively the best snacky-poo's we've ever come across. The Piece of Resistance was a whole lamb chop covered in rice and wearing a paper hat. They may cover eating this sort of thing with good taste and delicacy at Eton n' Harrow, but not having any idea I ataacked mine with what TIMS described as "Canine Ferocity". There was an explosion of rice pieces and its paper hat fell off in fríght. There were pieces of rice everywhere, in peoples drinks, up the wall, I shouldn't think they had any idea what to do with the carpet, whether to clean it or serve it up as Quiche. I had chop fat from one ear to the other, TIMS said I looked like a cannibal. (I always thought Canny Ball was Alan Balls knowledgeable Scottish grandfather).



We then had a respectful silence for The Award of the Honour. Mr Henri Lamond, the french governments chief trade official in the Pacific region, did the presentation and he spoke for about 15 minutes on Jims virtues. We could have had a lot less cut out of our serious drinking time if he'd said "We think the sun shines out of Jims arse". He said how much France owed to Jim for his sporting success' in Citroens, how Jims been the President of the French Chamber of Commerce in Brisbane for years, how he's never called Air France "Air Frog", how he nevers blows his top - even when idiot magazine editors print a special cover for the magazine and get the name of the award wrong (groan!), and lastly how he always cleans his dinner plate at the Citroen factory canteen.

Jim actually managed to stand up looking dignified during all this, I'd have melted with embaressment. Jim in turn gave us a talk, outlining a few of his virtues that Henri had missed.

Henri than awarded the Gong. I had no idea what Jim would get, perhaps a Hungry Jacks voucher or a 2 person pass to the Speedway (reddemable on any rainy Saturday night). But in fact he got this bloody great medal, a gold star with a royal blue middle suspended from a blue ribbon and a gold clasp. We had to put \$20 in loose change in his right hand pocket to stop his spine from twisting. It looked like the sort of thing you wallop when dinners ready. It wasn't an Order it was a Royal Command. Other people were mature enough to applaud this indication of Jims worth to the community, but I was GREEN with envy. I wish someone would give me a bloody great medal and a booze up 'on the firm'. Later on Jim lent me his medal so I could be photographed wearing it next to my "Rac International Rally" badge - I still haven't got my copy of this photo (hint, hint). Of course once the formal side of the meeting was over everybody crowded round for a grip of **The Noble Hand**. The scene was so like a funeral 'lying in' that I took Jims hand in both of mine and said "Don't worry, they've gone to a far better place" - a statement that in context puzzled both of us.

After a while some people drifted off and those who wanted to stay for dinner took their seats. Mr Wrenchowl didn't know whether to stay or go, he feared that his huge mishapen wife would take her cudgel to him, so we dragged him over to the table where he could knock red wine all over the table cloth and sing rude 'dentists' songs. There was an old dentist who sat on a rock, picking his nose and massaging his ---- Yes, well it was quite an eye opener)

Jim tottered to his feet (with two of his boys supporting the medal) and said that the drinks were 'on him'. I had a small dry sherry, TIMS had a "Burmese Palate Lifter" and Mr Wrenchowl a pint of Napoleean Brandy. I seem to have neglected the Marshalls and McCabes in this report, (to their relief?) but Wendy asked for a washing up bowl full of Chablis and she stuck her face into it and sang "Roamin' through the Haemoglobin". Mike Mitchell was up at the end (not a pretty sight) hobnobbing with Max Stewart and other leading rally luminaires of more or less former years. When my dinner arrived I found, not the pork I'd ordered but veal. I pointed this out to the personable young lady and she said "Do you want to change your order?" - Well no I didn't, I just wanted what I'd first asked for, anyway the last time I heard the words "do you want to change your order" it was when Basil Fawltly was dealing with Bernard Cribbins in the 'Fawltly Towers' about the Hotel Inspectors, so I ate my Veal which was delicious.



My knowledge of the evening ends at 9pm and what happened between then and when we reached home at midnight remains a mystery. I seem to remember we took our family dentist home in a wheelbarrow with him bawling for a woman. Come to think of it I'm sure we were joined by his two girl assistants at the dinner, they did an exotic dance and I found a red suspender belt in my top pocket the next day.

What a Night ! A shame it has to be unique - but then does the Yugoslavian Government realise just what Jims done to improve their image in Brisbane. My biggest disappointment was not seeing Jim get two big kisses on the cheeks (upper) - But what an Unforgettable day for the boy, and for us his grateful guests.

Big Ed

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### NEWS FLASH

#### ROUND 4 - AUSTRALIAN OFF ROAD CHAMPIONSHIP 1984

RECENTLY THE BRISBANE SPORTING CAR CLUB SUBMITTED AN APPLICATION TO THE NATIONAL OFF ROAD COMMITTEE TO CONDUCT A ROUND IN 1984 AT THE KOORALBYN VALLEY RESORT.

IT WAS RESOLVED BY THAT COMMITTEE THAT IF CERTAIN PROVISOS WERE TO BE MET APPROVAL WOULD BE GRANTED.

PHIL UNICOMB WAS APPROVED AS ROAD DIRECTOR AND THE COMMITTEE FELT THAT THERE WAS A NEED FOR ANOTHER PERSON EXPERIENCED IN ADMINISTRATION AT NATIONAL LEVEL BE APPOINTED TO THE ORGANISING COMMITTEE FOR THE KOORALBYN EVENT.

SEVERAL MEETINGS HAVE RECENTLY TAKEN PLACE BETWEEN THE CLUB PRESIDENT, JIM REDDIEX, GARRY CONNELLY AND PHIL UNICOMB AND SATISFACTORY AGREEMENTS HAVE BEEN REACHED BY ALL PARTIES.

MR. REDDIEX STATED THE KOORALBYN EVENT HAS THE FULL BACKING OF THE ENTIRE BOARD OF MANAGEMENT OF THE BRISBANE SPORTING CAR CLUB LTD, AS WELL AS ITS MANY MEMBERS. GARRY CONNELLY WILL STAND STRONGLY BEHIND THE ORGANISING COMMITTEE AND PHIL UNICOMB WAS VERY CONFIDENT OF STAGING THE MOST SUCCESSFUL OFF ROAD EVENT SEEN IN QUEENSLAND.

#### Major Forthcoming Event

Mitchell and Weales Nifty Night Run - May 23rd - but come to think of it this mag comes out the day of the event so it's too late to mention, don't you wish you'd been on the event ? Well Next Month we have the WALSH'S NIFTY NIGHT RUN - Wednesday 27th June from the Clubrooms at 8pm an interesting navigational exercise round Brisbane. Bring Car, Pen & Friend



Club Motorkhana - 13th May

Thanks to the Holden Torana Car Club we were able to use their ground at Capalaba for this event - but this was the last time and as we don't have a paddock to use anymore (hint, hint) it may be some time before we get a run.

A good quality entry was received, Alan Ball and Ray Kemp entered twice in each others cars, the Garbetts insisted they use my Suzuki (or they'd tell TIMS about The Girl in the Caning Factory), 'Flags' Walsh came along to run a few pegs over, Alan McConnell - the first person ever to win a round of the Queensland Motorkhana Championship outright in a sedan (thereby beating all the specials) - turned up, which was a great disappointment to us all. Peter Johnsons rally car was licking its wounds after the James Hardie so he arrived in the family Stanza, Steve Arlidge and Peter Kemp used Steves smart rally Datsun 1600, David Martin had his eternal less Datsun and Alan Erlandsen a smart Twin-Cam Celica. One new face was Ray Evans who joined the club and competed in his Escort - despite being placed at the head of the field for the second two tests he went the right way and everything. Naturally being the organiser (well as such) I wasn't allowed to have a go, but if I had done my times would have been those that appear below in brackets.

<u>Test 1 Crossover</u>		<u>Test 2 Eccentric</u>		<u>After 2 Tests</u>	
1 Alan McConnell	59.9	1 Peter Garbett	42.8	1 Ray Kemp-1	104.9
2 Peter Johnson	60.6	2 Ray Kemp-1	44.1	2 Peter Garbett	105.0
3 Steve Arlidge	60.8	3 Peter Kemp	44.2	3 Alan Ball-2	107.1
Ray Kemp-1	60.8	(Pete Smith	44.3)	(Pete Smith	107.4)
5 Ross Walsh	62.0	4 Alan Ball-2	44.4	4 Alan Ball-1	108.0
6 Peter Garbett	62.2	5 Alan Ball-1	45.9	5 Alan McConnell	108.4
7 Alan Ball-1	62.3	6 Del Garbett	45.9	6 Steve Arlidge	108.5
8 Alan Ball-2	62.7	7 Cameron Neilse	46.7	7 Peter Johnson	108.9
(Pete Smith	63.1)	8 Steve Arlidge	47.7	Ray Kemp	108.9
9 Del Garbett	63.2	9 Ray Evans	48.0	9 Del Garbett	109.1
10 Ray Kemp-2	64.0	10 David Martin	48.2	10 Ray Kemp-2	112.8
11 Peter Kemp	64.7	11 Peter Johnson	48.3	11 Cameron Neilse	114.4
12 Ray Evans	66.9	12 Alan McConnell	48.5	12 Ray Evans	114.9
13 David Martin	67.2	13 Ray Kemp-2	48.8	13 David Martin	115.4
14 Cameron Neilsen	67.7	14 Ross Walsh	53.7	14 Ross Walsh	115.7
15 Alan Erlandsen	69.8	15 Alan Erlandsen	54.4	15 Alan Erlandsen	124.2
16 Wilson Boyd	73.8	16 Wilson Boyd	54.7	16 Wilson Boyd	128.5

When Alan McConnell made a mess of the second test we all shouted, "O No" with the slightest degree of dismay being invisible.

<u>Test 3 Waltz Slalom</u>		<u>After 3 Tests</u>		<u>Test 4 Gate Slalom</u>	
1 Alan Ball-2	40.0	1 Peter Garbett	146.2	1 Alan McConnell	29.0
2 Alan McConnell	40.3	2 Alan Ball-2	147.1	2 Peter Kemp	29.7
3 Peter Garbett	41.2	3 Alan McConnell	149.2	3 Steve Arlidge	29.9
4 Peter Kemp	42.9	4 Ray Kemp-1	151.2	4 Alan Ball-2	30.0
5 Steve Arlidge	43.9	(Pete Smith	151.6)	(Pete Smith	30.1)
(Pete Smith	44.2)	5 Peter Kemp	151.8	5 Peter Garbett	30.7
7 Ross Walsh	45.4	6 Steve Arlidge	152.4	Cameron Neilsen	30.7
8 Alan Ball-1	46.0	7 Peter Johnson	153.9	7 Alan Erlandsen	30.8
9 Ray Kemp-1	46.3	8 Alan Ball-1	154.0	8 Del Garbett	30.9
6 Peter Johnson	45.0	9 Del Garbett	156.9	9 Ray Kemp-2	31.2
10 Ray Kemp-2	47.0	10 Ray Kemp-2	159.8	10 Ross Walsh	31.9
11 Del Garbett	47.8	11 Ross Walsh	161.1	Alan Ball-1	31.9
12 David Martin	47.9	12 David Martin	163.3	12 Ray Kemp-1	32.5
13 Alan Erlandsen	48.4	13 Ray Evans	165.4	13 Peter Johnson	32.6
14 Wilson Boyd	49.7	14 Alan Erlandse	172.6	14 Ray Evans	34.0
15 Ray Evans	50.5	15 Cameron Neils	175.5	15 David Martin	35.4
16 Cameron Neilsno	61.1	16 Wilson Boyd	178.2	16 Wilson Boyd	35.2



Results

1st	Peter Garbett (the swine !)	Suzuki	176.9
2nd	Alan Ball	Datsun	177.1
3rd	Alan McConnell	Mazda	178.2
4th	Peter Kemp	Datsun	181.5
	Pete Smith	Suzuki	181.7
5th	Steve Arlidge	Datsun	182.3
6th	Ray Kemp	Datsun	183.7
7th	Alan Ball	Corolla	185.9
8th	Peter Johnson	Datsun	186.5
9th	Del Garbett	Suzuki	187.8
10th	Ray Kemp	Corolla	191.0
11th	Ross Walsh	Mazda	193.0
12th	David Martin	Datsun	198.7
13th	Ray Evans	Escort	199.4
14th	Alan Erlandsen	Celica	203.4
15th	Cameron Neilsnoson	Corolla	206.2
16th	Wilson Boyd	Datsun	214.4
17th	Herd Glubertash	Jowett	1456.7

(You pissed on him Wilson - well done)

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

Club Championships 1984

Night Run Championships

= 1	Pete Smith	40
	Kelvin Taylor	40
= 3	Allan Mitchell	39
	Greg Weale	39
= 5	Neil Jory	34
	Sharon Gaylard	34
= 7	Alan McConnell	31
	Mark Lewis	31
	9 Ross Walsh	29
=10	Wilson Boyd	27
	Beryl Boyd	27
	12 Alan Ball	24
	13 Ray Kemp	20
	14 Kerrie Walsh	16
=15	Peter Johnson	11
	Chris Johnson	11
=17	Cameron Neilson	9
	Julieann Brooson	9
	Alan Erlandsen	9
	Danny Schuppli	9
	Kevin Harvey	9
	R McComb	9
23	Rod White	8
=24	Betty Melton	7
	Del Garbett	7

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

Off Road (Cont)

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	John Evans	3
	Alan Curtis	3
=31	Ken Smith	2
	Thomas Orcher	2
	Mark Warncke	2
	Mark Singleton	2
=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

Off Road (Cont)

=35	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 Chamipoship

1	Alan McConnell	20
2	Pete Smith	19
3	Alan Ball	17
4	Steve Arlidge	15
= 5	Peter Johnson	14
	Peter Kemp	14
7	Peter Garbett	11
8	Ray Kemp	10
9	David Martin	7
10	Ross Walsh	6
11	Del Garbett	4
12	Neil Bennink	2

Rally Championship

1	Iain Stewart	21
2	Errol Bailey	18
= 3	Bradley Roach	11
	Michael Price	11
= 5	Rod Bailey	10
	Bob Carpenter	10
= 7	George Kahler	9
	Brian Marsden	9
	Peter Marshall	9
	Mike Mitchell	9
=11	Tim Hatley	8



Rally Champ (Cont)

=11 John Hatley	8
Gary Gary Batts	8
John Hall	8
=15 Jim Reddiex	7
Ian Reddiex	7
Peter Marcovich	7
Coral Taylor	7
=19 Russell Worthington	6
Andrew McGraa	6
Ron Cullen	6
=22 Hugh Hinxkley	5
Chris Beecham	5
Tony Best	5
Simon Kabel	5
Tony Tipper	5
=27 Kelvin Taylor	4
Dave Ambrose	4
Geoff Keys	4
Richard Kelly	4
=31 Peter Garbett	3
Peter Ball	3
Martin Ball	3
=34 Pat O'Brien	2
Michael Bailey	2
Michael Verity	2
Hank Kabel	2
L Morrison	2
=39 Bryan Verrall	1
Del Garbett	1
Ross Perry	1
Neil Michel	1
David Mills	1
Bruce Mills	1
Vic Elias	1
Lin Melton	1
Alan Clunes	1
Chris Michel	1
Craig Garth	1
Graham Nielsen	1
Allan Wright	1
Pat O'Kane	1
Allan Briscoe	1
Andrew Zaver	1
Kelvin O'Shea	1
Dale Payne	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 Bradley	11
David Geers	11
n Stephen Jeffrey	11
Iain Stewart	11
=12 Alan Ball	10
Errol Bailey	10
Laurence Svenson	10
=15 Allan Mitchell	9
Bradley Roach	9
Michael Price	9
Ron Lange	9
Greg Weale	9
=20 Steve Arlidge	8
Peter Johnson	8
=22 Rod Bailey	7
Bob Carpenter	7
Sharon Gaylard	7
Neil Jory	7
Nicholas Reeves	7
Peter Kemp	7
28 Peter Garbett	6
=29 Mark Lewis	5
Barry Macfarlane	5
Ray Kemp	5
HGeorge Kahler	5
Brian Marsden	5
Peter Marshall	5
Mike Mitchell	5
RFoss Walsh	5
=37 Chris Brand	4
John Evans	4
=39 Steve Blackburn	3
Del Garbett	3
David Martin	3
Sid Vahry	3
Janelle Svenson	3
=44 Wilson Boyd	2
Beryl Boyd	2
Paul Watkinson	2

Ladies Championship

1 Del Garbett	2
= 2 Sharon Gaylard	1
Patricia Brdley	1
Coral Taylor	1
= 5 Beryl Boyd	1
Chris Brand	1
= 7 Kerrie Walsh	
Janelle Svenson	
= 9 Julieann Nielsn	
Linda Miller	
=11 Betty Melton	
Diann Scottorn	

Speed Event Championship

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





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## INSIDE "SALE OF THE CENTURY"

For a long time I'd been threatening to go on Sale of the Century, television's Channel 9 nightly middlebrow quiz for prizes and cash. For night after night I was getting 2, even 3, questions right, not when the programme was actually on of course, but later in the evening after I's looked up my Funk & Wagnall (Oooh painful dearie!)

So I wrote to Channel 9 as follows -

HULLO, MYS NAME PETESMITH, I ARE INTELIGYNT, I GO SAIL OF SENTRY

and in August I was invited up to Mt Coottha on Sundry evening for an audition.

I expected to be interviewed by a producer-type wearing lilac trousers and one earring. Instead I was herded with another 180 hopefuls onto a line of benches and we were given 50 questions, far trickier than the ones you get on the show. Buried deep in my skull my Nakajima Brainrod communicated with Jim Reddiex and I jotted his answers down. I missed 8 of the correct answers when I accidentally got Mike Mitchell instead. So they threw everybody out who hadn't got 50% (I had 82%) and we had the personality interview.

They couldn't find mine, but the girl doing the chat was one of my shop customers so we discussed books and I saw her put VG & G on my form - promising as this may have looked, I didn't know what the questions were. I thought the first one was "What are the chances of this contestant farting during the contest?"

Some of the scruffy Herberts who saw themselves as TV fodder had to be seen to be believed. The Elephant Man (John Merrick, Born London 1858, died 1890) looked like an acceptable blind date. At least TIMS had sent me off to have my hair and beard cut and dressed <sup>me</sup> casually-but-with-an-air-of-authority.

And that was that for 9 months. We had given up all intentions of appearing. I'd given up watching the programme because none of the contestants was as good as me (! Bloody hell).

Then on Tuesday May 1st, I had a phone call from a young lady who said she was from the Grundy Organization and did I want to be a contestant - I'm afraid I said "Bloody oath" which was a bit downmarket. But I was told to bring 3 changes of clothes (TIMS gave me 3 changes of underwear (for an overnight stay) but they said they'd prefer me fully dressed), which, as I'm not Saville Row Sam, meant a visit to raid from <sup>my</sup> brother-in-law's wardrobe. Charles was willing to lend anything I wanted, but only on condition I ~~had~~ managed to get "Mr Smith was dressed by Charlie Henry Timbers" on the credits.

Came the Thursday and I left the shop at 2.15, leaving "Customer-San" with one of the shop loonies, and travelled to the airport by train and Skennars bus. Hearing that I was to be a contestant, the bus driver was very keen, (come to think of it so was everybody else in the way of relations, friends and customers) ~~so~~ asked me questions about prehistoric birds.

When I got to the airport, I purchased a paperback volume to read on the 2 hour flight - to understand the look of sheer disbelief on my face as I handed my \$5.95 over, you would have to appreciate that I have the State's largest secondhand bookshop. As an individual I own more books than any other person in the State, however my powers of organization are not on a par (ask Night Run competitors).

Air travel is so boring, we'll gloss over it - once the acceleration's over and the exciting bit where you're thundering down a narrow strip of concrete, it's like being stuck on a council bus with hot tea.

Melbourne was cold and damp. I was being collected by a chaffeur driven limousine. I expected the 1952 Standard Vanguard that Grundys keep for pommie contestants, but I saw a clique of Hire Car drivers so I headed over to find the one with the horse whip.

There I met Delvene Delaney, a lovely girl - but did you know she's 5'2" in her cotton moolies? One young fan said to Delvene "Are you still on The New Price is Right?" - what a crusher that must be.



My driver was a thickset little bloke (Melbourne must be the only town in Australia where I rate as a Tall male) who looked at me and said "Are YOU Mr Smith?", upon my confirmation (very hard on the knees eh George) his broad shoulders slumped and he dragged himself off with my suitcase banging disconsolately against the back of his knees - he thought he was collecting Tommy Smith the racehorse owner, and Pete Smith just didn't rate - not even when I told him I was a noted Brisbane wacker. We had a Ford LTD to travel in, but the girl from Perth was collected in a Roller !

He took me to the City Park Hotel, a brick ediface with all the charm of a street accident - still it was free even if I did have to buy my own tucker, whether this was a general rule, or whether Grundys had benn warned about my appetitè I don't know.

Not wanting to enter a posh restaurant without Tims to protect me I had dinner sent up to my room. I had the french onion soup and the pork rounds. I took the cover off the onion soup and found I'd been given a pie, well it had a crust on it although I discovered some soup underneath, my attempts to cut through this covering were fruitless - perhaps, I thought, it's some newly textured gladwrap - in the end I pulled it off with my fingers and tore it in half. How, I asked myself, would one cope with this in the posh restaurant without looking a right wally, well my old Computer Manageress (her hairs almost grown back now) says the waite does it for you - well I'll be a poofter panda before I'll let some snotty tick in a penguin suit eat the top offa my soup, he can get his own tucker, I'm not paying for it !

I woke up at 1.10am. Was it not knowing the tallest mountain in Ecuador ? the date of Abraham Lincolns birth ? the winner of the VFL final ? No none of these, it was 80 metres of truck going up 16 gears just out-side the window, I had no idea big Macks had a 50rpm powerband. This performance continued all night and by morning I was so shagged out I had to look at my pyjama label to remeber what my name was. (It's "65% Cotton").

After a full breakfast (every condemned mans right) I had 2 hours to kill - so I didn't sit around trying to remember the size of Graf von Zeppelins jockstrap, no I leapt into a taxi and went to Melbournes poshiest secondhand bookshop.

Gaston Reynards isn't much like my shop. For a start there're no spittoons, the proprietors index finger never once strayed to his nostrils, and his large 4 volume set of "Birds of British Somaliland" (about 1910, fabulous drawings) were a mere \$1500. I mentioned my shop in Sherwood and they made polite clucking noises although the only way they could have heard of me would have been through a medium. I spent \$150 on a few items for my own collection - they tossed the money in the ~~box~~ petty cash.

By now I was a bit late so I leapt into a taxi and realised I had no idea where I was staying, stupidly the name that came to mind was the "Hotel Olgod" but that had been Stockholm in 1972, then I recaled that Ceasars Retreat - a parlour of Masseurs - was opposite, so we headed for there and I made it just in time to be collected by the Grundymobile.

This time our conveyance was a 450SEL Merc. The driver was a tall, calm, pale young man who kept his dark glasses on indoors - he looked very spyish. If, halfway down Collins Street, he'd ejected up through the roof firing a Klashnikov from the hip I wouldn't have been at all surprised.

Before we arrive at the studio let's get a few thighs straight (me seams for a start). Although this was a new and exciting experience for us contestants

← THIS STARTED OUT AS A TYPING ERROR BUT WE'LL LET IT STAND



for the Channel 9 staff it was edition No. 886 so they wanted us to be just cardboard cut-outs - they regarded us as the unstable factor in the whole process. So if I sound at all like I have a moan about our treatment then it really isn't their fault.

They record a whole weeks program in one afternoon, playing at it being not only Monday, Tuesday etc but also 6 weeks in the future - this explains why people look so bewildered when they sing Happy Birthday to them. One day a jumbo jet full of nuns will crash onto the Sydney Harbour Bridge as a train full of pensioners is crossing it, this concatenation of death will fall on a ferry full of aboriginal schoolchildren on an outing and what's the first thing on the box during this day of national mourning, some grinning chump on Sale of the Century - perhaps the management could draw a black band on his sleeve.

We were met at the desk by a ~~really-flash-tart~~ very nice girl who took us to our dressing rooms - there were 8 males and 5 ladies on hand to either compete or to be stand-bys, the stand-bys were from Victoria and they have to make their own way to the studio. We were allotted 3 people to a dressing room, one of my room-mates was a 'local' from Wodonga (who'd been on the road since 7am) and the other was a South-Yarra policeman who'd already turned down 2 BMW's on an earlier program - he, obviously was opposition to be feared.

Then when I'd got my best Whistle and Flute on and one of Charlie Henry's shirts, we went off to Make Up. Thank God I've got a beard as there wasn't too much they could do to me, but as it is, from what little of me I glimpsed on the monitor I looked like a cross between Trapper John and the thing he trapped.

Then Allen (the copper) and I went for him to buy me a cuppa in the canteen. He was a Pommy Bastard too, his speech patterns were very slow for London and he had a thickish voice, but obviously his mental fact selector was razor sharp and his retention for the flotsam and jetsam of facts and figures was Al. He did say he wished he found his police paperwork so easy. At the canteen - which was a disappointment, I expected to find myself with Kirk Douglas on my left dressed as Spartacus, Burt Lancaster on my right dressed as Moses, Jerry Gibley the Chief Chook Checker opposite and Ozzie Ostrich on my head - we were joined by this cocky little Herbert who was, have a guess, a young doctor. When he heard that Allan was a policeman he launched into a story that he was only doing 59kmph when etc, etc, etc. What a prune. The rest of the competitors were a very civilised crowd and we quickly developed a very strong Us and Them attitude with the management.

Pretty soon we were herded into the studio (Baaa!) which is the same one they use for Bert Newton, New Faces and HHISN. We were grouped to the left of quite a large studio audience and I discovered that 50% of these were wildly attractive schoolgirls. A thin stream of saliva ran down my cheek as I inched my way towards them (with my macintosh on my lap natch) then I saw that the other 50% of the audience were huge policeman. Softly on the air I could hear their whispered conversation, "Evening All", "Hullo, hullo, hullo - what have we 'ere then?", "I must caution you sir that anything you say etc". One Policeman said "Blow into this bag" and his far from attractive wife inflated.

I was selected to go on the first show (Monday) as they get rid of the fattest farthest competitors first - I certainly didn't get the impression that the better players are weeded out to confront long time winners. We were taken to our seats on the set and allowed to play with the buzzers then we were taken behind the set ready to come on. I'd always imagined that



contestants had been having a fabulous time, sipping sherry and chatting cosily with Tony and Delvene. But if I hadn't spoken to Delvene at the airport we'd never have met, and not even Pete Smith talked to us during the audience warmup. Back of the set it's like a timber breakers back there, and the boys on the floor have put up a big sign "Smile Stupid". So this lady and I were clinging by our toes to the set and they flung the main doors open but Tony had disappeared. Eventually they had the tape people, sets, all together and we began.

The doors opened, the lady stepped out and I was pushed onto the plastic cross on the floor and told to "GO". Forcing back the urge to emerge in mid-air clutching my parachute and shouting "Geronimo", I walked with only a trace of falling flat-on-my-face to the seat. But about 66% of the way there I suddenly discovered that there was this bird with me, she must have shot up through the floor like the demon king. I fear that when I discovered her I gave this great start and I may have flung my hands up to ward off an imaginery blow.

Once seated I found to my horror that with my hearing I could barely make out what Tony was saying, the amount of banging and crashing and general noise that goes on unrecorded by the microphones is incredible. Did he speak to me before the game started? I've no idea, that grinning oaf expression on my face is quite genuine. Pretty soon my fellow contestants were answering questions I hadn't quite caught, by the end of the first round I'd scored nothing.

This, I thought, will not do. But then they must have finished setting up the next display (the Name Game and the Gift Shop are on a turntable) because I began to hear enough to get off the base mark.

Well I answered some, and some of those were correct. But there was no way to tell what your score was in comparison to the others, there was a monitor in the distance but a camera was usually in the way. The three Name Games were a bit of a farce. The first was about a singer born in Texas in 1939. I know nothing about american singers so I had a stab at Bob Dillon as he would be about 45 years old. WRONG. The second one was a body of water with three really alien places on the shore. They sounded so mid-european that I had a guess at the Black Sea. WRONG. The third one was about an Australian born in 1879 who was with Scotts expedition in 1912, I knew this was Sir Douglas Mawson and that was correct - so at least I didn't leave empty handed.

When we came to the final mad minute I don't think we were too far behind Allan so I mentally girded up my loins to really get stuck into him. But he was always  $\frac{1}{2}$  second in front. When I go to answer the question "In which tree does the silk worm live", I know it's the Mulberry but I almost say "The silk worm tree", by the time I've stifled that I've almost got the giggles so I had to give it away. In this final minute Allan swamped us, but at least I can say I was thrashed by an expert.

Well I don't win much but it was better than nothing, I haven't got the winnings yet but I'll flash them around when I do.

The show will be broadcast at 7pm on Monday 11th June (The Monday of the Queens Birthday long weekend) - I'm the Pox Doctors Clerk on the left, it was great fun and I thank Channel 9 and the Grundy Organisation for the opportunity to compete.

For the rest of the afternoon at least until 5pm I watched then produce the other shows. The night after I was on Allan walked away with the lot,



all \$192,000 worth - half the Melbourne police force picked him up and bore him off in triumph, I saw him later in the dressing room and he wouldn't take the 40 cents I owed him for the cup of tea (I'd have strang-  
led him if he had done).

On a later show Delvene was doing a presentation when she suddenly whisked out of sight as the turntable was given a heave by somebody - the Producers voice could be dimly heard, "What the bloody hells going on down there?". On another presentation involving an island holiday in Queensland the set suddenly disintegrated and they had to prop up an undamaged corner and do it in close-up.

Once Allan had finished the studio audience went home leaving two little old dears who'd come in from the cold - the subsequent cheers are false.

Home to Brisbane airport at 8.30pm and TIMS (as Barry Humphries would say) fair pissed herself when she heard what I'd won - there she was shrieking with laughter in the Ansett terminal, positively doubled up with tears running down her face. We got the same reaction from my brother-in-law, could I borrow anybodys pimple squeezer?

Big Ed

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

DO we have a carpenter in the Car Club? One who can do wooden things like make me some glass fronted bookcases at Corinda, Phone 379 2066 (Home) for an appointment to inspect.

Pete Smith

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

#### Christian Autosports Rallysprint - 20th May

A brief report via a reliable source,

The winner was Peter Phillips/Peter Garbett in his last drive on the dirt as he forsakes rallying for his Ralt racing car - the rally car has already been sold so let's hope the new owners pleased with its competitiveness. 5 seconds behind was the uncrowned king of the rallysprints Greg Whitaker who had Kelvin Taylor with him. Now when I heard this you could have knocked me down with a feather, Kelvin, Like most rally drivers is a pathetic passenger, he's bad enough on Night Runs and I wish I could have seen his face when Greg had the inevitable slight ~~stuff~~-up during the day. 3rd another 5 seconds behind were Ron and Lois Hendrickson.

Organised with great success by Ross Colledge and Greg Weal the event featured 5 runs to compete the 6th being cancelled when the weather took charge. Keith Fackrell rolled his Mk2 Escort and young Ian Reddix in Dale Paynes old Mazda RX2 quickly sorted out the differences between FWD Citroens and peaky RWD rotaries to finish 16th in a highly competitive field.

If someone will lend me a set of results I'll publish them with pithy comments next month.



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## POSTAL ADDRESS

ALL CORRESPONDENCE FOR THE CLUB SHOULD BE ADDRESSED TO:

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## Coming Events

- Wednesday 23rd May - Night Run from the Clubrooms, 8pm  
Organised by Allan Mitchell and Greg Weale
- Saturday 26th May - Renault Car Club Novice/Clubman Rally  
Blackbutt Forest 5pm  
A Round of the Cibie/G.P.Cars Novice/Clubman  
Rally Championship.
- Sunday 27th May - Performance Steering and Tuning Enduro  
a major Off Road event organised by Terry  
Conneely. Starts Purga Creek 10am
- Wednesday 30th May - Social Night at the Clubrooms, 8pm
- Sunday 3rd June - Monaco Grand Prix on Channel 9 at 10.30pm
- Tuesday 5th June - Committee Meeting at the Clubrooms, 7.30pm
- Wednesday 6th June - Social Night at the Clubrooms, 8pm
- Wednesday 13th June - Rally Night at the Clubrooms  
Everybody Welcome
- Wednesday 20th June - Off Road Night at the Clubrooms 8pm  
Everybody Welcome - Bring Your Friends
- Wednesday 27th June - Walsh' Nifty Night Run  
From the Clubrooms at 8pm
- Sunday 24th June (WHOOOPS) Short Course Off Road Event  
Venue uncertain as I write, this event  
will probably be suitable for rally cars  
too - please phone Esme' (391 8881 - bus.  
hrs) for details
- Tuesday 3rd July - Committee Meeting at the Clubrooms, 7.30pm
- Wednesday 4th July - Social Night at the Clubrooms, 8pm
- Saturday 7th July - Date Taken From the CAMS Manual  
Northern Districts Sporting Car Club  
Round 2 of the Queensland Rally Championship
- Wednesday 11th July - Rally Night at the Clubrooms, 8pm
- Wednesday 18th July - Off Road Night at the Clubrooms, 8pm
- Sunday 22nd July - Races at Lakeside (Big Ed's Austin A40 Farina  
debut ?)
- Wednesday 25th July - Night Run from the Clubrooms at 8pm
- Friday 27th July - M.G.C.C. Night Run (Part of the Iron Man W'end)
- Saturday 28th July - Lakeside Sprint (Part of the Iron Man Weekend)
- Sunday 29th July - Short Course Off Road Event - Full Details N.M.
- Sunday 29th July - M.G.C.C. Mt.Cotton Hillclimb (P o t Iron Man W)



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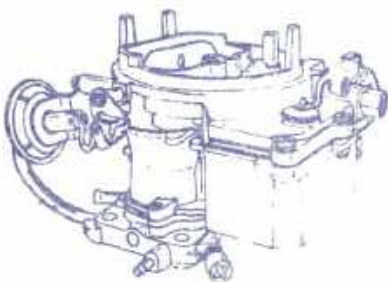
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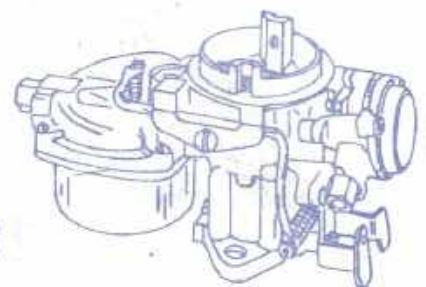
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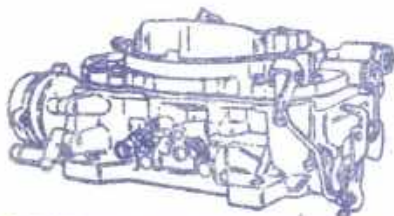
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