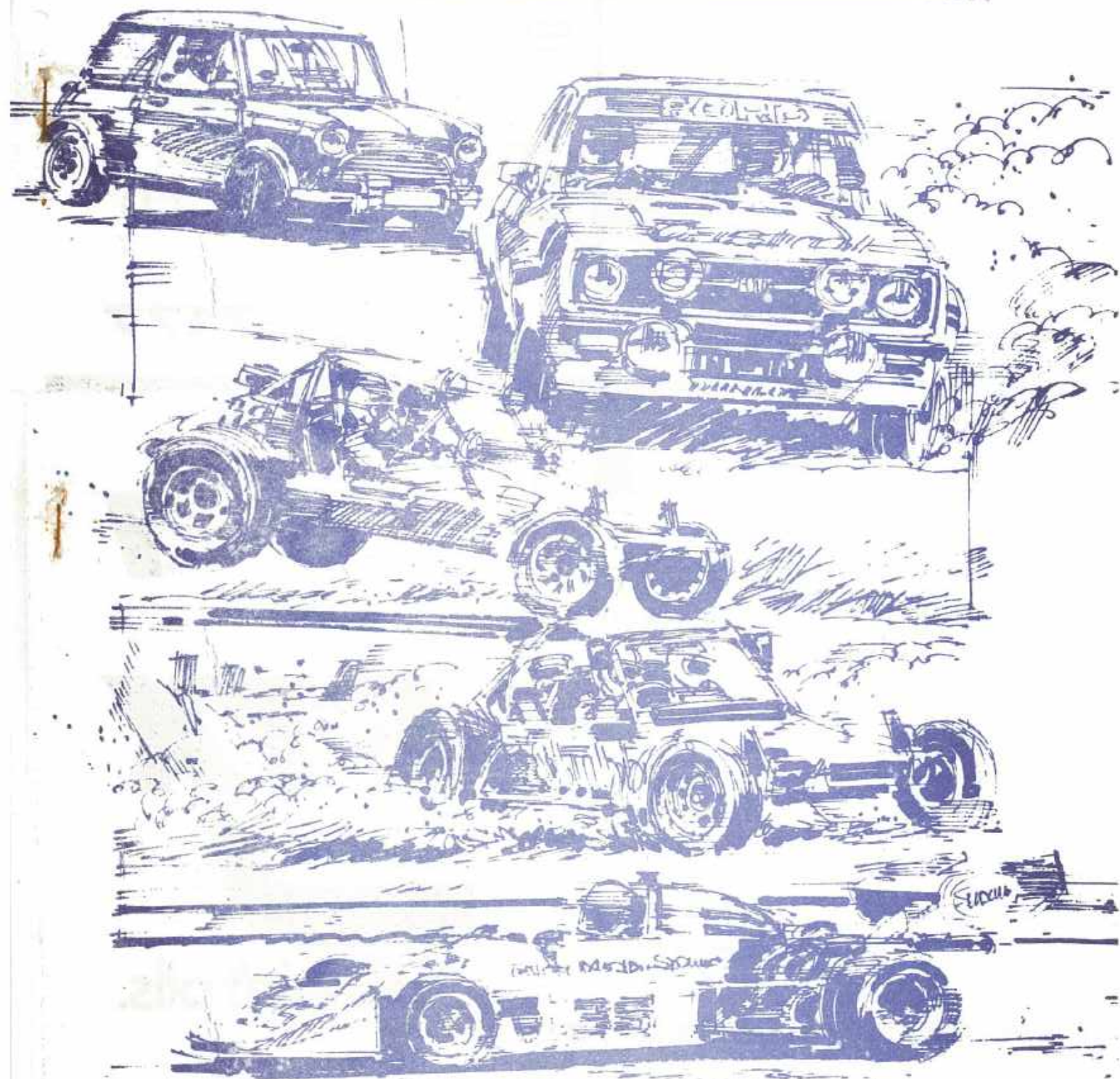




# BRISBANE SPORTING CAR CLUB MAGAZINE

Registered by Australia Post  
Publication No. QBH 1880

— JUN 1984



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STOP PRESS!!

DUE TO LACK OF VENUES AND LACK OF AVAILABLE DIRECTORS THE OFF ROAD EVENTS SET DOWN FOR THE 1ST JULY AND THE 29TH JULY WILL NOW NOT BE HELD.

=====

HOPE YOU DIDN'T MISS OUR TELEVISION CELEBRITY, HEAR HE WILL BE TAKING PART IN THE NIGHT RUN 27TH JUNE - SO IF YOU WANT HIS AUTOGRAPH DON'T FORGET TO BRING A FIVER!!

little ed....

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**CONTACT:- Esme Sibson - 391-8881 - bus. hours.**

## Editorial

Twice recently long standing members of the B.S.C.C. have complained to me about their treatment at the hands of the clubs bureaucracy.

"You belong to a club that grows to greatness and soon your not a face and a name but just a bloody number" - is the cry, and it's true it does happen. But as in any relationship it's a two way thing, people who are inadvertently hard done by instantly get their back up because of THEM, "I'll never lend THEM anything again" is such a sweeping, positive and destructive statement. Like a Victorian father banning his erringdaughter from his house. Upon his widowhood he finds he's condemned himself to 50 lonely christmas' when all she needed was a kick up the bum and a cuddle. We're a very large club whose management are entirely unpaid volunteers and cock-ups do happen. If, for instance, you've paid your membership, yet your magazine has ceased to arrive (a good excuse for a party if you ask me) it's pointless working up a fine head of moral indignation, e.i. - "If THEY don't know then I'm not going to tell THEM", give our Admin Officer Esme' a ring, use an expression like "Slack Idiots" a few times and your problem should be solved.

The attitude that really gets me is "I'll never do anything for the club again". I could understand "I'll never do anything for Phil Unicomb, or Peter Marshall, or that half wit who produces the magazine, again", but casting your club aside because some overworked (and underpaid) voluntary official didn't have your welfare at the front of their mind - especially because once a major event is over, it's an effort to rouse ones self to get the results out, and once thats done it tends to be Goodnight Charlie and things get forgotten - so don't wait for the club to catch up with you make the first move yourself.

It's not understanding we need within this club but tolerance, and tolerance has always been the real meaning of civilization.

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The Short Course Off Road event set for 24th June will now be held at Toowoomba on 1st July - full details inside.

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My contribution to this magazine finishes on June 2nd as i'm off on my hols, so if you notice a rise in the standard of parts of the magazine don't worry I'llbe back next month to mess it up.

-0-0-0-0-0-

Last months magazine offended lots of people. Splendid. Coral Taylor phoned to say that if she was a man she'd bop me on the nose (I replied that if I was a man I'd enjoy it). Rona Joiner said it was disgusting (another dozen copies please), George Kahler refuses to complain because he thinks I'm incorrugated - which all goes to ruin my scheme to be thrown out on my ear by the committee, what's known as going out in a blaze of glory.

Big Ed

# JAMES HARDIE NATIONAL RALLY

May 5th/6th 1984

## Part 2

The Story So Far ..... In the first half of the event Greg Carr/Fred Gocentas have really walked away with the event in the ex-works Fiat Abarth. Strong challengers Geoff Portman/Dave McKenzie were delayed early in the event and then suffered a blown gearbox. Roach/Price had the Classified lead from Dennis Brown/Warren Tegg, and Mann/Young began well to lead the Recs from Lisle Neumann/P Gabbett but they both had problems and the Hendricksons came up to lead the class. Simon Passlow/Peter Dwine looked fair to have made the Clubman class their own in front of Stewart Reid/Ian Goldsworthy then they'd both faded and Blanch/Ryan were almost 2 minutes in front of Neil Jory/Hugh Walker. Robertson/Fox were the constant Novice class leadeers with Gray Verrall rising through the ranks to second spot.

It is 10pm on a fairly chill Saturday night, elsewhere people are falling out of the pubs or are asking themselves "Does she, or doesn't she?" but in the state forests near Imbil the night is torn by rally cars that aren't Group a. A test of reflex, bravery, insensitivity and wallet is on.....

### Stage 10 Branch

1 Carr/Gocentas G	3.31	=19	Atkinson/Car GP	4.01	37	A Hill/T Hil N	4.23
2 Officer/Hobso G	3.34		Robertson/Fo N	4.01	38	Griffith/Ren N	4.25
3 Brown/Tegg U	3.42	=21	Clark/Harker G	4.02	39	Mulholland/C CP	4.26
4 Glennie/Smith G	3.43		Middleton/Th CP	4.02	40	Neilsen/Wrig N	4.27
= 5 Roach/Price U	3.46	23	R Bailey/E B C	4.04	41	D Mills/B Mi N	4.28
Hendrickson/H R	3.46	=24	Fritter/D Ga R	4.05	42	Coker/Quinn C	4.31
7 Wightman/Thom U	3.50		Worboys/Carp CP	4.05	43	O' Kane/Bris N	4.33
= 8 Marcovich/C T G	3.52	26	McGraa/Culle C	4.06	=44	P Ball/M Bal N	4.36
Hansford/Payn N	3.52	=27	Sudiro/Benne C	4.07		Herlihen/Wot N	4.36
Lilley/Tindal C	3.52		S Kabel/Tipp C	4.07	46	Zande/Mogg N	4.38
=11 Coote/Stewart G	3.53	29	Passlow/Dwin C	4.10	47	Haynes/Harri N	4.42
Jory/Walker C	3.53	30	Mann/Young R	4.12	=48	Johnson/Stre N	4.43
=13 Mulligan/Jone GP	3.54	31	Lockhart/Beu CP	4.13		Scott/Farmer N	4.43
Graham/Best C	3.54	=32	Parker/Miche C	4.14	50	Mimnaw/Kraus N	4.45
15 Batts/Hall U	3.55		Gray/Verrall N	4.14	51	Zaver/O'Shea N	4.46
16 Blanch/Ryan C	3.56	=34	H Kabel/Morr CP	4.20	52	Porteous/Cro N	4.47
=17 Keys/Kelly U	3.57		M Bailey/Ver N	4.20	53	Muir/Turner N	4.48
Bell/Temple C	3.57	36	Scharf/Grund N	4.21	54	O'Shanesy/Da CP	5.41

At or about this time we lost Lisle Neumann/Peter Gabbett with a real attack of The Foresters Revenge striking the navigator, and Stewart Reid/Ian Goldsworthy had an off into the bushes (or the creek actually).

### Stage 11

1 Carr/Gocentas G	41.16	14	Brown/Tegg U	45.33	27	S Kabel/Tip CP	49.17
2 Clark/Harker G	41.58	15	Middleton/T CP	45.58	28	McGraa/Cull C	49.32
3 Coote/Stewart G	42.20	16	Worboys/Car CP	46.02	29	Lockhart/Br CP	50.51
4 Officer/Hobs G	42.31	17	Atkinson/Ca GP	46.04	30	A Hill/T Hi N	50.54
5 Roach/Price U	42.56	18	Mann/Young R	46.21	31	H Kabel/Mor CP	51.00
6 Glennie/Smit G	43.23	19	R Bailey/E C	46.40	32	Parker/Mich C	51.39
7 Wightman/Tho U	44.30	20	Sudiro/Benn C	47.18	33	M Bailey/Ver N	51.40
8 Blanch/Ryan C	44.36	21	Robertson/F N	47.19	34	Keys/Kelly U	51.49
9 Hansford/Pav N	45.00	22	Batts/Hall U	47.21	=35	P Ball/M Ba N	52.00
=10 Mulligan/Jon GP	45.02	23	Lilley/Tind C	47.49		Scott/Farme N	52.00
Marcovich/C G	45.02	24	O'Shanesy/D CP	47.52	37	Neilsen/Wri N	52.41
12 Bell/Temple C	45.17	25	Fritter/D G R	48.00	38	O' Kane/Bris N	53.25
13 Hendrickson/ R	45.27	26	Gray/Verral N	48.28	=39	Jory/Walker C	53.53

Stage 11 (Cont)

=39 Mulholland/C C	53.53	44 Porteous/Cr N	56.06	=48 Passlow/Dwi C	61.00
41 Scharf/Grund N	54.34	45 Zande/Mogg N	56.30	Haynes/Harr N	61.00
42 Griffith/Ren N	55.41	46 Muir/Turne N	58.27		
43 Zaver/O'Shea N	56.03	47 Mimmaw/Kra N	60.09		

A long stage and a few retirements. Peter Graham/Tony Best, Lindsay Coker/Mike Quinn with alternator problems. Peter Herlihen/Wally Wotsit broke a half shaft after pulling a caliper off on the previous stage. What mostly impressed Peter was the smooth stages although some early ones had ruts. Peter Johnson/Laurie Streitberg fell off the edge of the road and spent "hours" winching themselves back to the road, Peter was in the select band of people who won stage money. David Mills/Bruce Mills escaped in the Tardis.

Stage 12

1 Carr/Gocenta G	11.45	17 Fritter/D R	13.28	33 A Hill/T Hi N	15.14
2 Coote/Stewar G	12.11	18 Lilley/Tin C	13.31	34 M Bailey/Ve N	15.21
3 Officer/Hobs G	12.13	19 Blanch/Rya C	13.37	35 Scott/Farme N	15.25
4 Hansford/Pay N	12.39	20 O'Shanesy/ CP	13.40	36 Zande/Mogg N	15.41
5 Glennie/Smit G	12.41	21 Jory/Walke C	13.42	37 Griffith/Re N	15.45
6 Bell/Temple C	12.43	22 Atkinson/C GP	13.43	38 Zaver/O'She N	15.57
7 Hendrickson /R	12.45	23 Batts/Hall U	13.56	39 Scharf/Grun N	16.15
8 Wightman/ThomU	12.50	24 S Kabel/Ti CP	13.57	40 Mulholland/ CP	16.21
9 Clark/Harker G	12.53	25 McGraa/CullC	14.05	41 Muir/Turner N	17.13
10 Middleton/Th CP	12.55	26 Keys/Kelly U	14.14	42 Mimmaw/Krau N	17.25
11 Marcovich/C G	12.58	27 Robertson/ N	14.15	43 Haynes/Harr N	17.28
12 Mulligan/Teñ GP	13.07	28 Lockhart/B CP	14.16	44 Porteous/Cr N	17.52
13 Worboys/Carp C	13.21	29 H Kabel/Mo CP	14.53	=45 Roach/Price U	25.00
14 R Bailey/E B C	13.23	=30 O'Kane/Bri N	15.06	Sudiro/Benn C	25.00
15 Brown/Tegg U	13.24	Neilsen/Wr N	15.06		
16 Parker/Miche C	13.27	32 P Ball/M B N	15.12		

Barry Mann/Ian Young retired with diff problems, and two top class runners ran out of time after ~~px~~ troubles:- Simon Passlow/Peter Dwine and Tony Gray/Allan Verrall.

After 12 Stages (Not Including Road Penalties)

1 Carr/Gocent G	153.05	16 Worboys/C CP	174.57	33 Keys/Kelly U	192.23
2 Officer/Hob G	157.57	17 Marcovich G	177.37	34 Mulholland CP	192.32
3 Coote/Stewa G	158.42	18 Lilley/TinC	177.43	35 Scharf/Gru N	194.37
4 Glennie/Smi G	160.24	19 O'Shanesy CP	179.30	36 Neilsen/Wr N	194.57
5 Clark/Harke G	161.56	20 Jory/Walk C	179.51	37 Hansford/P N	195.35
27 Robertson/F N	187.13	21 S Kabel/T CP	183.18	38 M Bailey/V N	196.22
6 Hendrickson R	167.21	22 McGraa/Cu C	183.37	39 Griffith/R N	202.48
7 Brown/Tegg U	167.30	23 Roach/Pri U	184.00	40 Haynes/Har N	208.39
8 Wightman/Th U	168.04	24 Lockhart/ CP	184.14	41 Zande/Mogg N	210.29
9 Blanch/Ryan C	168.50	25 Sudiro/Benf	186.42	42 O'Kane/Bri N	212.57
10 Bell/Temple C	170.47	26 Parker/MicR	187.03	43 Muir/Turne N	219.07
11 Middleton/T CP	172.11	27 P Ball/M BN	188.47	44 Zaver/O'Sh N	222.13
12 Mulligan/Jo GP	172.25	29 Fritter/D R	190.10	45 Mimmaw/Kra N	235.25
13 Batts/Hall U	173.51	30 Scott/Far N	190.34	46 Porteous/C N	261.34
14 R Bailey/E C	174.22	31 A Hill/T N	191.32	47	
15 Atkinson/Ca GP	174.25	32 H Kabel/M CP	191.40		

Nat Clas

Carr/Gocentas	153.05
Officer/Hobson	157.57
Coote/Stewart	158.42
Glennie/Smith	160.24
Clark/Harker	161.56
Marcovich/C Taylor	177.37

Classified

Brown/Tegg	167.30
Wightman/Thompson	168.04
Batts/Hall	173.51
Roach/Price	184.00
Keys/Kelly	192.23

Recognized

Hendrickson/Hendri	167.21
Fritter/D Garbett	190.10

Clubman		Novice		Production	
Blanch/Ryan	168.50	Robertson/Fox	187.13	Middleton/Thompson	172.11
Bell/Temple	170.47	P Ball/M Ball	188.47	Mulligan/Jones	172.25
R Bailey/E Bailey	174.22	Scott/Farmer	190.34	Atkinson/Carroll	174.25
Lilley/Tindal	177.43	A Hill/T Hill	191.32	Worboys/Carpenter	174.57
Jory/Walker	179.51	Scharf/Grundy	194.37	O'Shanesy/Davis	179.30
McGraa/Cullen	183.38	Neilsen/Wright	194.57	S Kabel/Tipper	183.18

Roach/Price had disappeared from the Classified class lead to be replaced by Brown/Tegg but they had Wightman/Thompson closing in fast. Nearly all the Recognized Class (what little there was of it) had gone home leaving the Hendrickses firmly in the lead. Problems for Jory/Walker and Graham/Best had slipped them down the Clubman class, but the Baileys (Old Bailey and New Scotland Yard) had risen dramatically. Fast Novice people Gray/Verrall had gone leading Robertson/Fox in a secure class lead.

#### Stage 13

1 Carr/Gocenta G	41.34	15 O'Shanesy/D CP	47.40	29 Marcovich/ G	54.49
2 Coote/Stewart G	42.12	=16 Batts/Hall U	48.00	30 M Bailey/V N	55.25
3 Officer/Hobs G	42.40	H Kabel/Mor CP	48.00	31 Scharf/Gru N	55.33
4 Clark/Harker G	42.54	18 Robertson/F N	48.12	32 Keys/Kelly U	55.34
5 Wightman/Tho U	43.43	19 S Kabel/Tip CP	48.15	33 Griffith/R N	56.02
6 Bell/Temple C	44.02	20 Parker/Mich C	48.30	34 Zaver/O'Sh N	56.30
7 Middleton/Th CP	44.24	21 Lilley/Tind C	49.13	35 Mimmaw/Kra N	57.45
8 Hansford/Pay N	44.31	22 Lockhart/Br CP	49.21	36 P Ball/M B N	59.14
9 Jory/Walker C	44.56	23 O'Kane/Bris N	51.27	=37 Glennie/Sm G	60.00
10 Mulligan/Jon GP	45.07	24 McGraa/Cull C	51.37	Sudiro/Ben G	60.00
11 Worboys/Carp CP	45.12	25 A Hill/T Hi N	51.47	Mulholland CP	60.00
12 Hendrickson/ R	45.32	26 Neilsen/Wri N	53.07	Haynes/Har N	60.00
13 R Bailey/E B C	46.00	27 Blanch/Ryan C	53.34	Muir/Turne N	60.00
14 Atkinson/Car GP	46.44	28 Scott/Farme N	54.07		

Another long stage bringing trouble for a few. Those people who had ceased to 'Strut' about were Marc Roach/Mick Price and Dennis Brown/Warren Tegg, this stage was not a stage for Classified Struts. Norm Fritter/Del Garbett had a clutch problem (Norms Clutch and Dels problem ?) while Bill Porteous/Shane Crosswell and Marc Zande/Graham Mogg retired with retired.

#### Stage 14

1 Carr/Gocenta G	20.55	=13 Batts/Hall U	24.59	27 A Hill/T H N	28.54
2 Officer/Hobs G	22.34	15 O'Shanesy/D N	25.29	28 Parker/Mic C	30.00
3 Coote/Stewart G	22.53	16 Robertson/F N	25.48	29 P Ball/M B N	30.18
4 Clark/Harker G	23.10	17 Atkinson/Car GP	25.58	30 H Kabel/Mo. CP	30.38
5 Glennie/Smit G	23.41	18 Lilley/Tind C	26.03	31 Mimmaw/Kra N	30.45
6 Bell/Temple C	24.14	19 M Bailey/Ve N	26.11	32 Scott/Farm N	30.46
7 R Bailey/E B C	24.71	20 Lockhart/Br CP	26.15	33 Neilsen/Wr N	31.57
8 Middleton/Th CP	24.22	21 Wightman/Th U	26.21	34 Griffith/R N	33.31
9 Hansford/Pay N	24.26	22 McGraa/Cull C	27.33	35 Scharf/Gru N	33.48
10 Hendrickson/ R	24.30	23 Blanch/Ryan C	27.41	36 Muir/Turne N	33.51
11 Worboys/Carp CP	24.38	24 Keys/Kelly U	28.04	=37 S Kabel/Ti CP	35.00

According to the results Peter Sudiro/Andrew Bennet retired from a lack of cash - what a pity they didn't ask me for a sub. Neil (Whoops here we go again) Jory/Hugh Walker did their annual coming together with the scenery. They report that the rear suspension wasn't bent and that the roads were fabulous. Jeff Haynes/Glenn Harris also pulled out here.

Stage 15 Glastonbury

1 Carr/Gocentas G	12.06	14 O'Shanesy/D CP	13.51	27 Keys/Kell U	15.41
2 Coote/Stewart G	12.37	15 Marcovich/C G	13.54	28 Muir/Turn N	15.42
3 Officer/Hobso G	12.45	16 Blanch/Ryan C	13.55	29 O'Kane/Br N	15.46
4 Clark/Harker G	12.53	17 Glennie/Smi G	13.57	30 Griffith/ N	15.49
5 Wightman/Thom U	13.18	18 Lilley/Tind C	14.10	31 H Kabel/M CP	15.56
6 R Bailey/E Ba C	13.19	19 Batts/Hall U	14.31	32 P Ball/M N	16.17
7 Mulligan/Jone GP	13.28	20 Atkinson/Ca G	14.37	33 Mimmaw/Kr N	16.25
8 Hansford/Payn N	13.30	21 S Kabel/Tip CP	14.49	34 Scott/Far N	16.40
9 Hendrickson/H R	13.31	22 Lockhart/Br CP	14.58	35 Scharf/Gr N	16.58
10 Worboys/Carpe CP	13.36	23 McGraa/Cull C	15.10	36 Parker/Mi C	18.16
11 Middleton/Thi CP	13.40	24 Zaver/O'She N	15.13	37 Neilsen/W N	18.23
12 Bell/Temple C	13.41	25 A Hill/T Hi N	15.28	38 Mulhollan CP	25.00
13 Robertson/Fox N	13.44	26 M Bailey/Ve N	15.38		

Nobody retired on this stage - bloody typical that is, here I am trying to fill the magazine with gen facts and people start not retiring.

After 15 Stages (Not including road penalties)

1 Carr/Gocenta G	227.40	14 Atkinson/C GP	261.44	27 Keys/Kel U	291.42
2 Officer/Hobs G	235.56	15 Blanch/Rya C	264.00	28 Scott/Fa N	292.07
3 Coote/Stewar G	236.24	16 O'Shanesy/ CP	266.30	29 M Bailey, N	293.36
4 Clark/Harker G	240.53	17 Lilley/Tin C	267.09	30 P Ball/M N	294.36
5 Hendrickson/ R	250.54	18 Marcovich/ G	271.19	31 Neilsen/ N	298.24
6 Wightman/Tho U	251.26	19 Lockhart/B CP	274.48	32 Scharf/G N	301.06
7 Bell/Temple C	252.44	20 Robertson/ N	174.57	33 Griffith N	308.10
8 Middleton/Th CP	254.37	21 McGraa/Cul C	277.57	34 O'Kane/B N	309.00
9 Mulligan/Jon GP	255.40	22 Hansford/P N	278.02	35 Zaver/O'SN	322.34
10 R Bailey/E B C	257.58	23 Parker/Mic C	283.48	36 Mulholla CP	322.40
11 Wroboys/Carp C	258.23	24 S Kabel/Ti CP	284.03	37 Muir/Tur N	329.39
12 Glennie/Smit G	258.54	25 H Kabel/Mo CP	286.14	38 Mimmaw/K N	304.20
13 Batts/Hall U	261.21	26 A Hill/T HiN	287.41		

Nat Clas.

Carr/Gocentas	227.40
Officer/Hobson	235.56
Coote/Stewart	236.24
Clark/Harker	240.53
Glennie/Smith	258.54
Marcovich/C Taylor	271.19

Classified/Recognized

Hendrickson/Hendrickson	250.54
Wightman/Thompson	251.26
Batts/Hall	261.21
Keys/Kelly	291.42

Clubman

Bell/Temple	252.44
R Bailey/E Bailey	257.58
Worboys/Carpenter	258.23
Blanch/Ryan	264.00
Lilley/Tindal	267.09
McGraa/Cullen	277.57

Novice

Robertson/Fox	274.57
Hansford/Payne	278.02
A Hill/T Hill	287.41
Scott/Farmer	292.07
M Bailey/Verity	293.36
P Ball/M Ball	294.36

Production

Middleton/Thing	254.37
Mulligan/Jones	255.40
Atkinson/Carroll	261.44
O'Shanesy/Davis	266.30
Lockhart/Bruce	274.48
S Kabel/Tipper	284.03

Ron and Lois Hendrickson just led the combined Clasireco class from Wightman/Thompson. Blanch/Ryan had had an 'orrible experience and Bell/Temple were elevated to the class lead with the Baileys a distant second. Following some top ten times Hansford/Payne had shot up the novice class but Robertson/Fox were too far ahead to be caught in two stages.

Stage 16 Mt Borumba

1 Officer/Hobso G	24.22	6 Clark/Harke G	26.03	11 Glennie/S G	27.01
2 Coote/Stewart C	24.54	7 Mulligan/Jo GP	26.10	12 Lilley/Tin C	27.07
3 Carr/Gocentas G	24.59	8 R Bailey/E C	26.24	13 P Ball/M N	27.18
4 Blanch/Ryan C	25.09	9 Marcovich/C G	26.43	14 McGraa/Cu C	27.25
5 Worboys/Carpe CP	25.46	10 Wightman/Th U	26.50	15 O'Shanesy CP	27.28



### Stage 16 (Cont)

16 Batts/Hall	U	27.39	24 O'Kane/Bris	N	28.35	32 Mimmaw/Krau	N	32.50
17 Middleton/Th	CP	27.45	25 M Bailey/Ve	N	29.23	33 Hansford/Pa	N	33.17
18 Atkison/Carr	GP	27.51	26 A Hill/T Hi	N	29.35	34 Scott/Farme	N	36.42
19 Bell/Temple	C	27.53	27 Keys/Kelly	U	29.45	35 Hendrickson	R	37.35
20 Lockhart/Bru	CP	27.57	28 Griffith/Re	N	30.00	=36 Mulholland/	CP	45.00
21 Robertson/Fo	N	28.01	29 Muir/Turner	N	30.07	Scharf/Grun	N	45.00
22 S Kabel/Tipp	CP	28.27	30 Neilsen/Wri	N	30.18	Parker/Mich	C	45.00
23 H Kabel/Morr	CP	28.33	31 Zaver/O'She	N	31.33			

This finished the runs through the forests the final remaining stage being an early morning run round the speedway at Archerfield.

### Stage 17 Archerfield

1 Carr/Gocentas	G	1.33	=14 Marcovich/C	G	1.43	=25 Muir/Turner	N	1.49
2 Hendrickson/H	R	1.36	Lilley/Tinda	C	1.43	Mimmaw/Kraus	N	1.49
3 Coote/Stewart	G	1.38	=16 Robertson/Fo	N	1.44	29 A Hill/T Hil	N	1.50
= 4 Officer/Hobso	G	1.39	Griffith/Ren	N	1.44	=30 M Bailey/Ver	N	1.51
Clark/Harker	G	1.39	=18 Middleton/Th	CP	1.45	Scott/Fammer	N	1.51
Glennie/Smith	G	1.39	McGraa/Eulle	C	1.45	32 Scharf/Grund	N	1.53
Hansford/Payn	N	1.39	Worboys/Carp	CP	1.45	33 Mulholland/C	CP	1.55
= 8 Mulligan/Jone	GP	1.40	Lockhart/Bru	C	1.45	34 Neilsen/Wrig	N	1.56
Wightman/Thom	GP	1.40	22 O'Shanesy/Da	CP	1.46	35 S Kabel/Tipp	CP	2.00
=10 Keys/Kelly	U	1.41	23 Bell/Temple	C	1.47	36 R Bailey/E B	C	2.01
Blanch/Ryan	C	1.41	24 Zaver/O'Shea	N	1.48	37 Parker/Miche	C	2.02
=12 Atkinson/Carr	GP	1.42	=25 H Kabel/Morr	CP	1.49	38 O'Kane/Bris		
Batts/Hall	U	1.42	A Ball/M Bal	C	1.49			

### Results

1st	Greg Carr/Fred Gocentas	Fiat 131	254.12	1st	God
2nd	David Officer/Kate Hobson	Galant	261.57	2nd	God
3rd	Murray Coote/Iain Stewart	Datsun	262.56	3rd	God
4th	Peter Clark/Mick Harker	Stanza	268.35	4th	God
5th	Jack Wightman/John Thompson	Datsun	279.56	1st	Cls
6th	Robert Bell/Ray Temple	Escort	282.24	1st	Clb
7th	Ed Mulligan/Geoff Jones	Mazda RX7	283.39	1st	Prd
8th	Jim Middleton/Peter Young	Commodore	284.07	2nd	Prd
9th	Rob Worboys/Bob Carpenter	Laser	285.57	3rd	Prd
10th	Rod Bailey/Errol Bailey	Lancer	286.29	2nd	Clb
11th	Peter Glennie/Brian Smith	Datsun	286.42	5th	God
12th	Ron Hendrickson/Lois Hendrickson	Datsun	290.05	1st	Rec
13th	Anthony Blanch/Bruce Ryan	Stanza	290.50	3rd	Clb
14th	John Atkinson/Tony Carroll	Commodore	293.17	4th	Prd
15th	Baron Robertson/Stewart Fox	Vauxhall	294.22	1st	Nov
16th	Caroline O'Shanesy/Meg Davis	Fiat	295.34	5th	Prd
17th	Grant Lilley/Laurie Tindal	Mazda	295.59	4th	Clb
18th	Gary Batts/John Hall	Gemini	297.43	2nd	Cls
19th	Peter Marcovich/Coral Taylor	Escort	299.45	6th	God
20th	Peter Lockhart/Michael Bruce	Isuzi	304.30	5th	Clb
21st	Andrew McGraa/Ron Cullen	Datsun	308.07	6th	Clb
22nd	Allan Hill/Tony Hill	Mazda	319.06	2nd	Nov
23rd	Simon Kabel/Tony Tipper	Mazda	321.49	6th	Prd
24th	Geoffrey Keys/Richard Kelly	Datsun	323.08	3rd	Cls
25th	Peter Ball/Martin Ball	Datsun	323.43	3rd	Nov
26th	Michael Bailey/Michael Verity	Mazda	325.10	4th	Nov
27th	Graham Neilsen/Allan Wright	Mazda	330.38	5th	Nov
28th	Michael Scott/Noel Farmer	Datsun	331.40	6th	Nov
29th	Pat O'Kane/Allan Briscoe	Mazda	332.53	7th	Nov
30th	Henk Kabel/L Morrison	Mazda	334.43	7th	Prd
31st	Mark Griffith/Debbie Renwick	Datsun	341.54	8th	Nov
32nd	Andrew Zaver/Kelvin O'Shea	Datsun	373.50	9th	Nov

Results (Cont)

33rd	James Muir/Kurt Turner	Torana	377.36	10th Nov
34th	Paul Mimmaw/Geoff Krause	Datsun	385.59	11th Nov
35th	Wayne Parker/Chris Michel (Missed 1 S)	Datsun	330.50	
36th	Patrick Scharf/David Grundy " "	Toyota	347.59	
=37th	Gwyn Mulholland/Craig Garth " Stgs)	Galant	369.35	
XXXX	Greg Hansford/Dale Payne " "	Mazda	312.58	

Sexterganaginal Survey

		1	2	3	4	5	6
Carr/Gocentas	G	16		1			
Officer/Hobson	G	1	5	5	4		1
Coote/Stewart	G		8	4		2	1
Portman/McKenzie	G		2	2	1		
Clark/Harker	G		1		4		3
Hendrickson/Hendrickson	R		1			1	1
Berne/Fullerton	G		1				
Glennie/Smith	G			3	4	5	1
Brown/Tegg	U			1		1	1
Roach/Price	U				4	3	2
Hansford/Payne	N				2	1	
Nightman/Thompson	U				1	2	
Blanch/Ryan	C				1		
Worboys/Carpenter	CP					1	
Bell/Temple	C						3
Marcovich/C Taylor	G						1
B Bailey/E Bailey	C						1

-0-

Tough on the Streets - Night Run 23rd May

A treat for the Night Run connoisseur organised by Allan Mitchell and Greg Weale - and for such a small return in the way of competitors.

Nevertheless those of us who ventured out had a thoroughly enjoyable time unravelling the mystery we'd been set. First the event went to the wilds of Fairfield/Yeronga with a mixed 'route chart' and mapped section. Old Kelvin Taylor was in top form unravelling a maze of roads that had the same sounding name. Later we were given three questions to answer along a lengthy piece of road and after going up and down with Kelvin on foot poking into every nook and granny we found them (with the assistance of the Boyds) on a bus stop within meters of the next junction. The event then went to my shop at Sherwood, the question being "What is between 686 - 690", the answer didn't strike us until we actually turned into Sherwood Road - so Kelvin was leaning out of the car when I went past at 60kmph and he began to shout "I didn't see what it was !" at the top of his voice, then when I told him the answer he wouldn't believe me. Our next point of note was a ceremonial visit to Alan McConells house, we genuflected (I think that's what you call it) as we passed. The final part of the event was very upmarket - a trip round Jindalee going by the map again, and the final questions were in the jumble around the Long Pocket area. Our downfall was when tiredness caused an unfortunate assumption to be made, you just cannot be complacent for a moment if you wish to carry on being a winner.

= 1st	Neil Jory/Sharon Gaylard	4th	Pete Smith/Kelvin Taylor
	Wilson Boyd/Beryl Boyd	5th	Kevin Harvey/Ross McComb
	Alan McConnell/Peter Johnson	DNF	Ray Kemp/Alan Ball



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SEND FOR FREE CATALOGUE

MANUFACTURER OF TRIED & PROVEN RACING FRAMES FOR ALMOST A DECADE

ART UNION

WINNING TICKET: 2233 STEVE MASON  
23 EMBIE STREET  
HOLLAND PARK

SOLD BY: PAUL MASON

2ND PRIZE: 2649 JANELLE SVENSON  
17 GLENEALY ST,  
BRACKEN RIDGE

I WOULD LIKE TO TAKE THIS OPPORTUNITY OF THANKING EVERYBODY WHO SOLD AND BOUGHT TICKETS IN THE B.S.C.C.'S ART UNION, WE APPRECIATED THE EFFORT EVERYBODY MADE IN THE LAST FEW WEEKS BUT WE STILL MADE A LOSS OF APPROXIMATELY \$70.

THANK YOU TO CHRIS BRAND, DALE PAYNE, THE MEMBERS AND THEIR FRIENDS WHO CAME ALONG TO INDOOROPILLY, CAPALABA, THE MOTOR SHOW AND MT. COOT-THA TO SELL TICKETS.

IT WAS DISAPPOINTING THAT WE HAVE MADE A LOSS AS ALL IT NEEDED WAS FOR EACH AND EVERY MEMBER TO SELL ONE BOOK - TEN DOLLARS WORTH - AND WE WOULD HAVE MADE A LOVELY PROFIT,

NOELLE DRUMMOND,

THE BOARD WISHES TO ADD THEIR THANKS TO THAT OF NOELLE'S AND ALSO TO THANK NOELLE FOR HER UNTIRING EFFORTS IN SELLING TICKETS AND KEEPING THE BOOKS - NO MEAN TASK -

THANK YOU NOELLE.

=====

MEMBERSHIP

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

- Graham Newman.....Moorooka
- Greg Nicoll.....Mitchelton
- Alan Nicoll.....Mitchelton
- Rawley Vansleve.....Broadbeach
- Murray Arundell.....Rochedale
- Gerard Howard.....Aspley
- Danny Brixey.....Kippa Ring (Associate)
- Ken Stevens.....Albion
- Terry Scott.....Annerley
- Kim Brennan.....Holland Park
- Shane Gaunt.....Caboolture
- Adrian Cantatore.....Wamuran
- Mike Mason.....Ashgrove
- Ray Evans.....Acacia Ridge
- Keith Urquhart.....Newmarket
- Andrew Reddiex.....Albany Creek
- Martin Fritz.....Coorparoo
- Peter Webster.....Camp Hill
- David Patch.....Coorparoo

WOE WOE AND THREE TIMES WOE (OR THE SAGA OF A LONE VICTORIAN CLUBMEMBER AND THE 1984 HARDIE NATIONAL RALLY)

TO ANSWER YOUR FIRST QUESTION - I DON'T KNOW WHY, BUT I'M SITTING LISTENING TO FOX Fi (AN UP MARKET VERSION OF YOUR FM 104) BORED STIFF (WELL, BORED AT ANY RATE) FEELING SOMEWHAT REMORSEFUL AND MELANCHOLY, AND THINKING WHY DON'T I GET A JOB IN PORK AND BEANS LAND AND COME A LITTLE CLOSER TO THE HAPPY PEOPLE? AND MY ANSWER IS - I DON'T KNOW.

BUT LETS GO BACK TO THE START AND GET SOME CLARITY OUT OF THE MADNESS WHY DOES ONE DRIVE FOUR AND A HALF THOUSAND KILOMETRES HAVING ONES SENSE OF HONOUR AS ONES ONLY COMPANY?

ONE STARTS BY BLAMING PETER (I'LL TELL YOU NOW BUT WE'LL STILL BE TALKING ABOUT IT IN TEN MINUTES) MARSHALL - ALIAS HERR DIREKTOR OF AFOREMENTIONED RALLY. ITS HIS FAULT BECAUSE HE ASKED ME TO HELP HIM. "SURE" SAYS THIS FOOL WHO IS WRITING THIS TRASH "WHAT CAN I DO?" PETER'S ANSWER WAS SOMEWHAT UNPRINTABLE BUT IT BOILED DOWN TO ME COMING (DRIVING?) TO QUEENSLAND TO TALK (WHICH IS ONE OF THE FEW THINGS I CAN DO) TO THE SPECTATORS ON A P.A. (PUBLIC ANNOYANCE) SYSTEM.

ILLUSIONS OF GRANDUER FOLLOW - IMAGINE, IF YOU WILL, BANISHED FROM VICTORIAN P.A. SYSTEMS, OFFICIALLY CENSORED BY THE VICTORIAN RALLY PANEL FOR HOLDING TOO MANY "TERRIFIC TITS CONTESTS" AND NOW THEY WANT ME TO BRAINWASH QUEENSLAND WITH NOT ONLY VICTORIAN VERBAL DIARRHOEA BUT WITH OFFICIAL (FROM MY HEAD) FACTS AND FIGURES ABOUT CREWS I'VE NOT ONLY NEVER HEARD OF, BUT I DON'T EVEN LIKE! - BUT BACK TO MORE MUNDANE ITEMS OF DISINTEREST.

AFTER SAYING "YES" OR WORDS TO THAT EFFECT TO MARSHALL, THE NEXT PHONE CALL IS FROM OBERHERRSTINEFURER MITCHELL - "ARE YOU COMING?" "JUST A MOMENT" SAYS ME "AND I'LL LOOK", BUT YOU WOULDN'T KNOW IT - I CANT SAY NO AND I'M COMING (TO QUEENSLAND YOU SMUTTY LITTLE READER - WHAT DID YOU THINK?)

SO WE RECKON THAT IF I LEAVE ON WEDNESDAY NIGHT I SHOULD BE ABLE TO HAVE A LEISURELY TRIP AND GET TO THE PRESS DAY AT MOUNT COOT-THA QUARRY BY TWELVE NOON, FRIDAY. NO SWEAT - BUT HOW WOULD YOU LIKE TO DRIVE 1500 KILOMETRES AT 85 KM/H? YOU GUESSED IT THE BLOODY PETROL PUMP ON MY BELOVED SKYLINE CRIED "NO MORE". HAVE YOU EVER BEEN PASSED GOING UP A HILL BY A 22 WHEEL TRUCK WITH 38 TONNES OF CONTRIBAND-OR-WHATEVER-THEY-CARRY-NOWADAYS WITH AN IRATE TRUCKIE WAVING HIS FIST AT YOU?

IT'S NOT SOMETHING I RECOMMEND FOR GOOD LONG HEALTHY LIVES!  
AND I'M SORRY TONY BEST, CAUSE POOR OLD TONE WAS AWAKENED AT 2.30 AM  
ON FRIDAY MORNING BY A VERY TIRED AND STRAPPY VICTORIAN P.A. ANNOUNCER  
STATING HE WANTED A BED TO SLEEP IN. SO IN GOOD TIME TONY (WHO IS  
IT, DON'T WORRY, COME IN ANYWAY) BEST GAVE TO THE WEARY TRAVELLER  
A BED OF FEATHERS AND SOME GOOD HOT COFFEE THE NEXT MORNING.

THEN TO MT. COOT-THA - BUT NOT BEFORE FINDING OUT HOW MUCH A SKYLINE  
FUEL PUMP COSTS - TRY \$180!! ONCE AT MT. COOT-THA, P.R.C. COMMODORE  
DRIVER JIM MIDDLETON GRABBED ME AND STUFFED ME INTO THE PASSENGER  
SEAT OF HIS CAR AND PROCEEDED TO SCARE THE LIVING DAYLIGHTS OUT OF  
ME - CHRIST THOSE DROPS ARE BIG! ESPECIALLY WHEN YOU'RE IN A BLOODY-  
BIG-V3-GOING-VERY-SIDEWAYS! MY HEART IS STILL THUMPING.

SO AFTER A QUICK CHAT TO GEOFF PORTMAN WHO OFFERED HIS MECHANICS  
(LES COLLINS) SERVICES TO BRING A PETROL PUMP UP FROM MELBOURNE THAT  
NIGHT WE WENT IN SEARCH OF FRIENDLY (OR NOT SO FRIENDLY) NATIVES  
(READ QUEENSLANDERS).

AS I HAD THE EXTREME PLEASURE OF STAYING WITH AFOREMENTIONED HERR  
MITCHELL AND HIS DELIGHTFUL WIFE FRAU MITCHELL AND THE PORTMAN  
COMEDY TEAM, AFTER MT. COOT-THA IT WAS TIME TO WATCH THE BOYS REBUILD  
THE BLUEBIRD.

THEY WERE REBUILDING THE BLUEBIRD AFTER LUNCH, AFTER TEA, AFTER  
SCRUTINEERING, AFTER MIDNIGHT, AFTER BLOODY BREAKFAST, THEY WERE STILL  
REBUILDING IT WHEN IT WENT TO THE START! OH WELL, IT HAS TO BE DONE  
SOMETIME I SUPPOSE. BETTER LATE THAN NEVER!

SO WITH ONE LOT OF VICTORIANS GONE THAT LEFT ME! ALL ALONE IN A BIG  
CITY - JUST WHAT MAY HAVE HAPPENED TO ME I COULDN'T BEGIN TO THINK,  
HAD IT NOT BEEN FOR KERRY (JUST ONE OF THE BOYS) PAYNE - COME TO  
THINK OF IT, IF SHE'S ONE OF THE BOYS I THINK I HAVE TO GET TO LIKE  
BOYS AGAIN - WHO HAD THE MISFORTUNE AND ULTIMATE EMBARRASSMENT TO  
BE STUCK WITH ME FOR THE WEEKEND. KERRY PACKED A GENUINE PICNIC  
LUNCH, A COUPLE OF DOZEN SUBBIES OF FOUR EX (NOW I KNOW WHY THEY  
CALL IT XXXX, CAUSE QUEENSLANDERS CANT SPELL BEER!) A BIG SMILE AND  
SOME WHITTY CONVERSATION AND WE PROCEEDED TO IMBIL.

HONESTLY QUEENSLAND SPECTATORS HAVE TO BE AMONGST THE BEST ANYWHERE -  
THEY ARE THE ONLY ONES WHO DONT THROW EMPTY BEER CANS AT ME WHEN I  
GASSBAG ON A P.A. SYSTEM - THEY THROW FULL ONES! (AT LEAST I CAN  
DRINK FULL ONES AFTER THEY RELEASE ME FROM INTENSIVE CARE),

WE EVENTUALLY GOT AROUND TO HOLDING THE MUCH VAUNTED "TERRIFIC TITS CONTEST" - BUT BORING IT WAS WON, AGAIN, BY A VICTORIAN. NO NAMES, BUT SHE NAVIGATED DAVID OFFICER INTO SECOND PLACE AND COME TO THINK OF IT IS NOW MRS. OFFICER (AND I SAID NO NAMES)

THEN IT WAS BACK TO THE ASTRODOME. YOU SHOULD HAVE SEEN THE LOOK ON CARLOINE O'SHANESY'S FACE WHEN I CLIMBED OUT OF THE SUNROOF OF MITCHELL'S SKYLINE AND KNOCKED ON THEIR ROOF TO SAY GOOD MORNING OUTSIDE THE LUTWICHE VILLAGE SHOPPING CENTRE!

AND THEN IT WAS OVER - JUST LIKE THAT, HOWEVER THAT MEANT BACK TO ZE FURER'S HOUSE FOR SOME MORE PORTMAN COMEDY TEAM ANTICS.

THE PRESENTATION (HOW CAN KERRY LOOK SO GOOD AFTER 36 HOURS WITHOUT SLEEP?) WAS A KNOCKOUT - SOMEONE HAS FINALLY GOT THE MEASURE OF MULLIGANS JOKES!

AND THEN BACK TO MELBOURNE - A PUNCTURE AT GOONDIWINDI, AN ARGUMENT WITH A TRUCKIE AT A FOOD STOP, OVER WOULD YOU BELIEVE, SITTING ON THE WRONG SIDE OF A TABLE? FALLING ASLEEP AT THE WHEEL, NOT FINDING ACCOMMODATION WHEN DEAD ON MY FEET (BLOODY SCHOOL HOLIDAYS) - AT LEAST THE PETROL PUMP WAS WORKING O.K. BY THEN.

AND NOW I BORE YOU WITH MY TALES OF WOE! BUT NO MORE DEAR FRIENDS JUST A QUICK WORD OF THANKS TO SOME PEOPLE IN THE B.S.C.C. WHO HELPED ME OVER THE GRAND HARDIE WEEKEND IN MAY OF 1984.

GENTLEMAN JIM REDDIEX - WILL HE EVER STOP SMILING AND CHARMING PEOPLE. LOVELY KERRY PAYNE - VICTORIA CANT WAIT TILL YOU COME DOWN FOR THE ALPINE.

DRIAN SWINTON - AT LEAST I CANT BOTHER HIM UNTIL NEXT YEAR.

HAD MIKE MITCHELL - WHO PUT UP WITH ME EVEN WHEN HE LIVED IN VICTORIA

DAWN MITCHELL - WHO PUTS UP WITH MIKE

AND THAT POOR DIRECTOR WHO DID SUCH A FANTASTIC JOB - PETER MARSHALL AND HIS WIFE WENDY - THANKS.

SEE YOU NEXT YEAR - BUT CAN YOU ARRANGE FOR SOME DANCING GIRLS AT SPECTATOR POINTS?

BRUCE KEYS.



DAVID PATCH 397 0353  
A TECHNICALLY MINDED PERSON  
(ON A QUIET DAY YOU CAN  
HEAR THE GEARS WHIRRING)

WISHEST TO GO  
OFF ROAD NAVIGATING  
(APART FROM THIS HE APPEARS  
TO BE QUITE SANE)

PHONE ON THE ABOVE NUMBER IF YOU  
WANT A SEAT FILLED

---

### JUST A CAMS MINUTE

Moved Nicol/Guyatt that QSC recognise and approve the name change of Mackay Car Club to Sugar City Motorsports Club.

Moved Marcovich/Davis that Mr. G. Hansford and Mr. R. Bell be elevated to Grade 2 Rally Drivers.

Moved Thomson/Marcovich that MGCCQ have approval to conduct the rallysprint on 28.10.84, subject to there being no reasonable objection from NDSCC.

Moved Nicol/Jones that application for Caneland Rally from 28/29 April to 21/22 July be approved.

---

Date Clashes: The committee examined the current National Off Road Calendar and the Queensland Off Road Calendar. It was moved Dein/Poots that State Council recommend that Round 4 Queensland Championships (Cheribah) be changed to a closed event status. The reasons are:-

1. Round 3 National Off Road Championships (Waikere) on same weekend.
  2. Many competitors will travel to compete in the National event and thus would not be able to gain points in Queensland Championship Round.
- 

### OUR GOOD FIENDS AT

CASTROL (Boils aint Coils) HAVE PRESENTED  
THE 1983 BRISBANE SPORTING CAR CLUB CHAMPION  
WITH A COPY OF THE AUSTRALIAN MOTOR SPORT YEARBOOK.  
(A NOBLE GESTURE FROM A VERY SLIPPERY CROWD)



PERFORMANCE STEERING & TUNING ENDURO

at PURGA CREEK 27th MAY 1984

Organised by TERRY CONNEELY.

It must be very heartening to newcomers to Off Roading to see their elders and betters falling flat on their heads during the course of a fast and dangerous 8 laps over the hummocks of Purga Creek.

LAP 1

1 Svenson/Sven 1	14.07	14 Taylor/Perr 4	17.00	27 Phipps/Phip 2	18.09
2 van Amstel/Br2	14.29	14 Haeusler/Ha 2	17.18	28 Carpenter/P 1	18.15
3 Geers/Morrel 1	14.30	=16 Jeffery/Jef 4	17.19	29 Abrahamson/M8	18.32
4 Adness/Meier 1	15.15	Evans/Curti 1	17.19	30 O'Brien/Sco 6	18.36
5 Boyle/Mason 4	15.20	18 Herbert/Rid 8	17.21	31 Ryan/Ryan 8	19.27
6 Hopkins/Bake 1	15.54	19 Westwood/We 3	17.26	32 Saxby/Turne 6	19.30
7 Brand/Taylor 1	16.01	20 Miller/Scot 2	17.28	33 Henry/Jeffr 6	19.49
8 Zivec/McDoug 2	16.09	21 Davis/Davis 2	17.42	34 W-Lynch/Wut 3	20.41
9 Cambie/Denni 8	16.11	22 Bowley/Krie 2	17.44	35 Gaunt/Canta 8	20.51
10 Blackburn/Sc 2	16.16	23 Linneweber/S3	17.46	36 Fleming/Ken 4	23.39
11 Lange/Unicom 2	16.44	24 Hilton/Hilt 3	17.48	37 Smith/Orche 8	23.50
12 Stevens/Lye 1	16.47	25 Nicoll/Nico 3	18.03	38 Thompson/Th 2	23.57
13 Brixey/Brixe 4	16.49	26 Kennedy/Hol 4	18.07	39 Dormer/Dalt 1	46.26
				40 Duncan/Elli 3	49.06

As I sit here now I have a communication from "Baldy" of the southern suburbs before me (we've analysed the handwriting and it comes from a 4'2" chinese sting boiler maker whose been working in the turkish delight mines of Arnham Land - p.s.(I must sell this homemade Sherlock Holmes kit) and he encloses a secret photo of Lance Zivec's Class 2 'grunter' with little outrigger trainer wheels like the fairy cycles have. When I mentioned to Esme that Lance goes like a rocket when he's not actually falling over, she instantly sprang to his defence, "It wasn't his fault at the Short Course he was struck from behind" - she didn't actually say By a Boy Bigger than Him, but it was there. No worries Esme back on the eggs dear.

Where were we - Are yes, Ed van Amstel and the good looking Brand rolled as well, lets hope that no more than a couple of evenings work on the frame was necessary for the unfortunate sufferers. May I say right here that if I see anymore results that declare Mr. X did a lap in 17 minutes 75 seconds I swear I shall get a large garden gnome and there'll be a major insertion.

LAP 2

1 Smith/Orcher 8	13.44	13 Brixey/Bri 4	16.46	25 W-Lynch/Wut 3	19.25
2 vanAmstel/Br 2	14.24	14 Nicoll/Nic 3	16.47	26 Haeusler/Ha 2	19.40
3 Adness/Meier 1	14.37	15 Herbert/Ri 8	16.59	27 Saxby/Turne 6	19.41
4 Svenson/Sven 1	14.42	16 Evans/Curti 1	17.00	28 Fleming/Ken 4	20.04
5 Blackburn/Sc 2	15.28	17 O'Brien/Sco 6	17.29	29 Ryan/Ryan 8	20.18
=6 Hopkins/Bake 1	15.41	18 Stevens/Lye 1	18.01	20 Gaunt/Canta 8	21.21
Lange/Unicom 2	15.41	19 Bowley/Krie 2	18.02	31 Hilton/Hilt 3	21.28
8 Miller/Scott 2	16.10	20 Carp"ter/Pr 1	18.15	32 Boyle/Mason 4	21.29
9 Cambie/Denni 8	16.19	21 Linnew'r/Se 3	18.18	33 Duncan/Elli 3	22.46
10 Zivec/McDoug 2	16.20	22 Geers/Morre 1	18.58	34 Davis/Davis 2	26.03
11 Kennedy/Hold 4	16.35	23 Taylor/Perr 4	19.01	35 Thompton/Th 2	27.18
12 Westwood/Wes 3	16.37	24 Abrahamson/M8	19.08	36 Henry/Jeffr 6	35.42

O groan, I'm sure Ken Smith is a lovely little driver, quite the apple of his mum's eye, but was he really 40seconds quicker than anybody else on this lap? Nice if he was it's about time we had a Smith on top of the pile. I don't care what Brand of Geers Poots use's where will the Cambie be in his van Amstel? Off Roadings full of exotic names, Sabine Schimkat, you've

really arrived with a name like that , I also like the look of Gaunt/  
Cantatore - if they dont have black helmets and spit lightning bolts I've  
missed the bus. I just wont mention new member Jonathan Willis-Lynch, but  
how does he manage it wearing a coronet?

#### AFTER 2 LAPS

1 Svenson/Sven 1	28.49	13 Evans/Curti 1	34.19	25 Smith/Orcher 8	37.34
2 vanAmstel/Br 1	28.53	14 Herbert/Rid 8	34.20	26 Abrahamson/Mc8	37.40
3 Adness/Meier 1	29.52	15 Kennedy/Hol 4	34.42	27 Saxby/Turner 6	39.11
4 Hopkins/Bake 1	31.35	16 Stevens/Lye 1	34.48	28 Hilton/Hilto 3	39.16
5 Blackburn/Sc 2	31.44	17 Nicoll/Nico 3	34.50	29 Ryan/Ryan 8	39.45
6 Lange/Unicom 2	32.25	18 Bowley/Krie 2	35.46	30 W-Lynch/Wuth 3	40.06
7 Zivec/McDoug 2	32.29	19 Taylor/Perr 4	36.01	31 Gaunt/Cantat 8	42.12
8 Cambie/Denni 8	32.30	20 Linnew'r/Se 3	36.04	32 Fleming/Kenne4	43.43
9 Geers/Morrel 1	33.28	21 O'Brien/Sco 6	36.05	33 Davis/Davis 2	43.45
10 Brixey/Brix 4	33.35	22 Carp'ter/Pr 1	36.30	34 Thompson/Tho 2	51.15
11 Miller/Scott 2	33.38	23 Boyle/Mason 4	36.49	35 Henry/Jeffre 6	55.31
12 W'twood/West 3	34.03	24 Haeusler/Ha 2	36.58	36 Duncan/Ellis 3	71.52

We have Laurence and Janelle just in front of Ed and Chris with Jim and Peter  
a minute behind. Up it Jim. Class 2 was also a barrel of fun (ignoring Ed  
who told the committee he uses a 3½ litre Rover V8 engine) with Steve Black-  
burn, Ron Lange and Lance Zivec within 45 seconds. Possibly the hardest  
working man was Wayne Cambie who was fighting 150 tons and 3500 hp of steam  
turbine (his speedo registers in knots)

#### LAP 3

1 Svenson/Sven 1	14.40	13 Miller/Scot 2	16.30	25 W-Lynch/Wuth 3	19.14
2 Adness/Meier 1	14.51	14 Evans/Curti 1	16.33	26 Flemming/Kenn4	19.39
3 vanAmstel/Br 2	15.13	15 Hopkins/Bak 1	16.43	27 Ryan/Ryan 8	19.47
4 Geers/Morrel 1	15.23	16 Haeusler/Ha 2	16.46	28 Abrahamson/Mc8	20.13
5 Davis/Davis 2	15.27	17 Nicoll/Nico 3	17.02	29 Boyle/Mason 4	20.14
6 Lange/Unicom 2	15.35	18 Herbert/Rid 8	17.10	30 Smith/Orcher 8	20.17
7 Taylor/Perri 4	15.41	19 Brixey/Brix 4	17.17	31 Saxby/Turner 6	20.34
=8 Blackburn/Sc 2	16.02	20 Bowley/Krie 2	17.27	32 Gaunt/Cantat 8	20.59
W'twood/West 3	16.02	21 O'Brien/Sco 6	17.36	33 T'son/Thomps 2	23.21
10 Zivec/McDoug 2	16.08	22 Carp'tr/Pre 1	18.02	34 Henry/Jeffre 6	26.31
11 Hilton/Hilto 3	16.19	23 Kennedy/Hol 4	18.13	35 Duncan/Ellis 3	40.32
12 Cambie/Denni 8	16.21	24 Linnew'r/Se 3	18.51		

I cant find any Christian names for Davis/Davis but its nice to see names  
new to us up the sharp end. Like Ryan/Ryan they'd come up from Kempsey for  
the fun (Question, Why do people from Kempsey only have their namesakes  
navigating for them? Does the proximity of the monster 24ST factory ensure  
larger families?)

#### LAP 4

1 Adness/Meier 1	14.20	12 Lange/Unico 2	16.22	23 Abrahamson/Mc8	19.05
2 Svenson/Sven 1	14.22	13 W'twood/West3	16.24	24 Boyle/Mason 4	19.13
3 vanAmstel/Br 2	14.28	14 Evans/Curti 1	16.45	25 Henry/Jeffre 6	20.52
4 Taylor/Perri 4	15.24	15 Bowley/Krie 2	16.55	26 Kennedy/Hold 4	21.36
5 Zivec/McDoug 2	15.37	16 Nicoll/Nico 3	16.58	27 Gaunt/Cantat 8	21.46
6 Cambie/Denni 8	15.57	17 Herbert/Rid 8	17.05	28 Thompson/Tho 2	22.46
7 Blackburn/Sc 2	15.58	18 Davis/Davis 2	17.37	29 O'Brien/Scot 6	23.53
8 Geers/Morrel 1	16.00	19 Brixey/Brix 4	17.46	30 Saxby/Turner 6	24.44
9 Hilton/Hilto 3	16.08	20 Carp'ter/Pr 1	18.11	31 Ryan /Ryan 8	28.09
10 Hopkins/Bake 1	16.15	21 W-Lynch/Wut 3	18.38	32 Fleming/Kenn 4	34.28
11 Miller/Scott 2	16.19	22 Linnew'r/Se 3	18.39	33 Smith/Orcher 8	38.15

## HALFWAY

1	Svenson/Svenson	1	57.51	18	Hilton /Hilton	3	71.43
2	Van Amstel/Brand	2	58.34	19	Carpenter/Prescott	1	72.43
3	Adness/Meiers	1	59.03	20	Linneweber/Seed	3	73.54
4	Blackburn/Schmik	2	63.44	21	Kennedy/Holden	4	74.31
5	Zivec/McDougall	2	64.14	22	Boyle/Mason	4	76.16
6	Lange/Unicomb	2	64.22	23	Davis/Davis	2	76.49
7	Hopkins/Baker	1	64.33	24	Abrahamson/McFarlane	8	76.58
8	Cambie/Denning	8	64.48	25	O'Brien/Scott	6	77.34
9	Geers/Morrell	1	64.51	26	Willis-Lynch/Wuth	3	77.58
10	Miller/Scottorn	2	66.27	27	Saxby/Turner	6	84.29
11	Taylor/Perring	4	67.06	28	Gaunt/Cantatore	8	84.57
12	Evans/Curtis	1	67.37	29	Ryan/Ryan	8	87.41
13	Westwood/Westwood	3	68.29	30	Smith/Orcher	8	96.06
14	Herbert/Ridgway	8	69.35	31	Thompson/Thompson	2	97.02
15	Brixey/Brixey	4	68.38	32	Fleming/Kennedy	4	97.56
16	Nicoll/Nicoll	3	68.40	33	Henry/Jeffreys	6	102.54
17	Bowley/Kriedeman	2	70.08				

### CLASS 1

Svenson/Svenson	57.51
Adness/Meiers	59.03
Hopkins/Baker	64.33
Geers/Morrell	64.51
Evans/Curtis	67.37
Carpenter/Prescott	72.43

### CLASS 4

Taylor/Perring	67.06
Brixey/Brixey	68.38
Kennedy/Holden	74.31
Boyle/Mason	76.16
Fleming/Kennedy	97.56

### CLASS 2

VanAmstel/Brand	58.34	Westwood/Westwood	68.29
Blackburn/Schim	63.44	Nicoll/Nicoll	68.40
Zivec/McDougall	64.14	Hilton/Hilton	71.43
Lange/Unicomb	64.22	Linneweber/Seed	73.54
Miller/Scottorn	66.27	Willis-Lynch/Wuth	77.58
Bowley/Kriedeman	70.08		

### CLASS 6

O'Brien/Scott	77.34
Saxby/Turner	84.29
Henry/Jeffreys	102.54

### CLASS 8

Cambie/Denning	64.48
Herbert/Ridgway	68.35
Abrahamson/McFarlan	76.58
Gaunt/Cantatore	84.57
Ryan/Ryan	87.41
Smith/Orcher	96.06

A big hand for the ladies 10th overall for Linda Miller/Diann Scottorn and its not as if they're bulking great brutes either, but rather in the 'put me down for one of them' class, its good to see 25% of the top ten competitors were the Bon Femmes.

### LAP 5

1	Svenson/Sven	1	10.50	12	Evans/Curti	1	13.36	=22	Linnew'r/See	3	15.27
2	Adness/Meier	1	11.17	13	Davis/Davis	2	13.46	24	Smith/Orcher	8	15.47
3	Geers/Morrel	1	12.00	14	Herbert/Rid	8	14.06	25	Miller/Scotto	2	16.21
4	Zivec/McDoug	2	12.04	=15	Kennedy/Hol	4	14.11	26	Saxby/Turner	6	16.27
5	Lange/Unicom	2	12.20		W-Lynch/Wut	3	14.11	27	Henry/Jeffre	6	17.28
6	Blackburn/Sc	2	12.21	17	Boyle/Mason	4	14.15	28	Westwood/Wes	3	18.40
7	Taylor/Perri	4	12.30	18	O'Brien/Sco	6	14.43	29	Hilton/Hilto	3	19.53
8	Hopkins/Bake	1	12.36	19	Abrahamson/M8	14.53	30	Thompson/Tho	2	19.56	
9	Cambie/Denni	8	12.47	20	Fleming/Ken	4	15.03	31	Brixey/Brixe	4	23.16
10	Bowley/Kried	2	12.52	21	Nicoll/Nicol	3	15.25				
11	Carpenttr/Pre	1	13.31	=22	Gaunt/Canta	8	15.27				

I'm sorry her indoors wants to drive me to Melbourne, so its goodnight from her, and its goodnight from me.

## LAP 6

1 Adness/Meier	1	11.31	10 Davis/Davis	2	13.05	19 Abrahamson/Mc	8	15.55
2 Svenson/Sven	1	11.39	11 Miller/Scot	2	13.12	20 O'Brien/Scott	6	16.21
3 Zivec/McDoug	2	11.59	12 Westwood/We	3	13.22	21 Cambie/Dennin	8	16.59
4 Geers/Morrel	1	12.02	13 Nicoll/Nico	3	13.32	22 W-Lynch/Wuth	3	17.23
5 Blackburn/Sc	2	12.10	14 Herbert/Rid	8	13.59	23 Henry/Jeffrey	6	17.33
6 Bowley/Kried	2	12.20	15 Carpentr/Pr	1	14.13	24 Linnew'r/Seed	3	19.00
7 Hopkins/Bake	1	12.29	16 Hilton/Hilt	3	15.01	25 Fleming/Kenne	4	19.05
=8 Lange/Unicom	2	12.35	17 Smith/Orche	8	15.24	26 Gaunt/Cantato	8	19.46
Taylor/Perri	4	12.35	18 Saxby/Turne	6	15.32	27 Thompson/Thom	2	23.29

## AFTER 6 LAPS

1 Svenson/Sven	1	80.20	10 Bowley/Krie	2	95.20	19 Linnew'r/See	3	108.21
2 Adness/Meier	1	81.51	11 Miller/Scot	2	96.00	20 O'Brien/Scot	6	108.38
3 Blackburn/Sc	2	88.15	12 Herbert/Rid	8	96.40	21 W.Lynch/Wuth	3	109.32
4 Zivec/McDoug	2	88.17	13 Nicoll/Nico	3	97.37	22 Saxby/Turner	6	116.28
5 Geers/Morrel	1	88.53	14 Carpentr/Pr	1	100.27	23 Gaunt/Cantat	8	120.10
6 Lange/Unicom	2	89.17	15 Westwood/We	3	100.31	24 Smith/Orcher	8	127.17
7 Hopkins/Bake	1	89.38	16 Davis/Davis	2	103.40	25 Fleming/Kenn	4	132.04
8 Taylor/Perri	4	92.11	17 Hilton/Hilt	3	106.37	26 Henry/Jeffrey	6	137.55
9 Cambie/Denni	8	94.34	18 Abrahamson/M8		107.46	27 Thompson/Tho	2	140.27

## LAP 7

1 Adness/Meier	1	11.40	10 Davis/Davis	2	13.24	19 Carpentr/Pre	1	15.40
2 Blackburn/Sc	2	12.04	11 Miller/Scot	2	13.25	20 Linnew'b/See	3	15.46
3 Svenson/Sven	1	12.14	12 Herbert/Rid	8	13.26	21 Hilton/Hilto	3	16.06
4 Zivec/McDoug	2	12.17	13 Smith/Orche	8	14.12	22 O'Brien/Scot	6	16.28
5 Bowley/Kried	2	12.30	14 Fleming/Kenn	4	14.42	23 Henry/Jeffre	6	17.51
6 Westwood/Wes	3	12.34	15 W-Lynch/Wut	3	14.56	24 Gaunt/Cantat	8	18.56
7 Lange/Unicom	2	12.43	16 Geers/Morre	1	14.57	25 Thompson/Tho	2	27.59
8 Nicoll/Nicol	3	13.18	17 Hopkins/Bak	1	15.01			
9 Taylor/Perri	4	13.20	18 Abraham'n/Mc8		15.14			

## LAP 8

1 Svenson/Sven	1	11.25	9 Westwood/Wes	3	13.29	17 W.Lynch-Wuth	3	16.32
2 Adness/Meier	1	11.31	10 Smith/Orche	8	13.41	18 Gaunt/Cantat	8	16.34
3 Blackburn/Sc	2	12.12	11 Nicoll/Nico	3	13.44	19 Carpentr/Pre	1	17.28
4 Zivec/McDoug	2	12.17	12 Hilton/Hilt	3	14.03	20 Thompson/Tho	2	18.06
5 Taylor/Perri	4	12.46	13 Herbert/Rid	8	14.30	21 Flemming/Ken	4	18.17
6 Bowley/Kried	2	13.10	14 Ab'hamson/Mc8		14.35	22 Henry/Jeffre	6	18.38
7 Hopkins/Bake	1	13.15	15 Davis/Davis	2	14.38	23 Geers/Morrel	1	20.08
8 Lange/Unicom	2	13.22	16 O'Brien/Sco	6	15.43	24 Linnnew'r/Se	3	38.45

1st Laurence Svenson/Janelle Svenson		103.59	1st Class	1
2nd Jim Adness/Peter Meiers		105.02	2nd "	1
3rd Stephen Blackburn/Sabine Schimkat		112.31	1st "	2
4th Lance Zivec/Ross McDougall		112.51	2nd "	2
5th Ron Lange/Phil Unicom		115.22	3rd "	2
6th Ed Hopkins/Ian Baker		117.54	3rd "	1
7th Nev Taylor/Norman Perring		118.17	1st "	4
8th Brian Bowley/Scott Kriedeman		121.00	Class 2	
9th David Geers/Mark Morrell		123.58	Class 1	
10th David Westwood/Peter Westwood		124.34	1st Class	3
11th Cameron Herbert/Simon Ridgway		124.36	1st "	8
12th Greg Nicoll/Alan Nicoll		124.49	2nd "	3
13th Ted Davis/Lesley Davis		131.42	Class 2	
14th Robert Carpenter/Ian Prescott		132.55	Class 1	
15th Stephen Hilton/Terry Hilton		136.46	3rd Class	3

16th Steve Abrahamson/Arthur McFarlane	137.35	2nd Class	8
17th Michael O'Brien/Clive Scott	140.49	1st "	6
18th Jonathon Willis-Lynch/Kerry Wuth	141.00	Class 3	
19th Ken Smith/Tom Orcher	155.10	3rd Class	8
20th Shane Gaunt/Adriano Cantatore	155.40	Class 8	
21st Robert Linneweber/Warren Seed	162.32	Class 3	
22nd Paul Fleming/Brian Kennedy	164.57	2nd Class	4
23rd Peter Henry/Paul Jeffreys	173.14	2nd "	6
24th Glwyn Thompson/Leon Thompson	186.32	Class 2	

Sexterganaginal Survey

	1	2	3	4	5	6
Svenson/Svenson	1	4	2	1	1	-
Adness/Meiers	1	3	3	1	1	-
Smith/Orcher	8	1	-	-	-	-
Van Amstel/Brand	2	-	3	1	-	-
Blackburn/Schmikak	2	-	1	1	-	2
Geers/Morrell	1	-	-	2	2	-
Zivec/McDougall	2	-	-	1	3	1
Taylor/Perring	4	-	-	-	1	-
Bowley/Kriedeman	2	-	-	-	-	1
Lange/Unicomb	2	-	-	-	-	1
Boyle/Mason	4	-	-	-	-	1
Davis/Davis	2	-	-	-	-	1
Hopkins/Baker	1	-	-	-	-	2
Westwood/Westwood	3	-	-	-	-	1
Cambie/Denning	8	-	-	-	-	1

FASTEST LAPS

1 Svenson/Svens	1	10.50	15 Herbert/Rid	8	13.26	29 Saxby/Turner	6	15.32
2 Adness/Meiers	1	11.17	16 Carpenter/P	1	13.31	30 Brand/Taylor	1	16.01
3 Zivec/McDouga	2	11.59	17 Evans/Curti	1	13.36	=31 Brixey/Brixe	4	16.46
4 Geers/Morrell	1	12.00	18 Smith/Orcher	8	13.41	Haeusler/Hae	2	16.46
5 Blackburn/Sch	2	12.04	19 Hilton/Hilt	3	14.03	33 Stevens/Lye	1	16.47
=6 Lange/Unicomb	2	12.20	=20 W-Lynch/Wut	3	14.11	34 Jeffery/Jeff	4	17.19
Bowley/Kriede	2	12.20	Kennedy/Hol	4	14.11	35 Henry/Jeffrey	6	17.28
8 Hopkins/Baker	1	12.29	22 Boyle/Mason	4	14.15	=36 Thompson/Tho	2	18.06
9 Taylor/Perrin	4	12.30	23 vanAmstel/B	2	14.24	37 Phipps/Phipp	2	18.09
10 Westwood/West	3	12.34	24 Ab'hmson/Mc	8	14.35	38 Ryan/Ryan	8	19.27
11 Cambie/Dennin	8	12.47	25 Fleming/Ken	4	14.42	39 Duncan/Ellis	3	22.46
12 Davis/Davis	2	13.05	26 O'Brien/Sco	6	14.43	40 Dormer/Dalto	1	45.76
13 Miller/Scotto	2	13.12	=27 Gaunt/Canta	8	15.27			
14 Nicoll/Nicoll	3	13.18	Linnew'r/Se	3	15.27			

Good work new members Greg and Alan Nicoll coming 2nd in Class 3.

o0o0o0o0o0o

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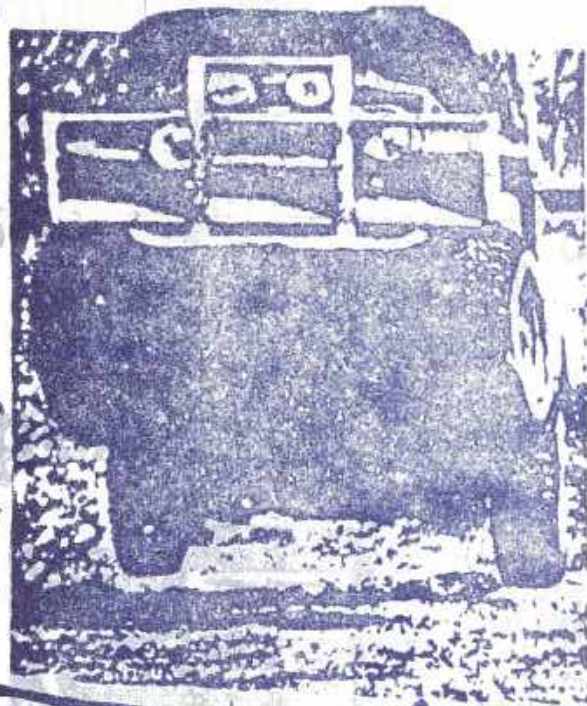
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Club Championships 1984

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 Iain Stewart	21
2 Errol Bailey	18
= 3 Bradley Roach	11
Michael Price	11
5 Rod Bailey	10
= 6 George Kahler	9
Brian Marsden	9
Peter Marshall	9
Mike Mitchell	9
=10 Tim Hatley	8
John Hatley	8
Gary Batts	8
John Hall	8
=14 Jim Reddiex	7
Ian Reddiex	7
Peter Marcovich	7
Coral Taylor	7
=18 Russell Worthington	6
Andrew McGraa	6
Ron Cullen	6
=21 Hugh Hinckley	5
Chris Beecham	5
Tony Best	5
Simon Kabel	5
Tony Tipper	5
=26 Kelvin Taylor	4
Dave Ambrose	4
Geoff Keys	4
Richard Kelly	4
=30 Peter Garbett	3
Peter Ball	3
Martin Ball	3
=33 Pat O'Brien	2
Michael Bailey	2
Michael Verity	2
Hank Kabel	2
L Morrison	2
=38 Bryan Verrall	1
Del Garbett	1
Ross Perry	1
Neil Michel	1
David Mills	1
Bruce Mills	1
Vic Elias	1
Lin Melton	1

Rally Champ (Cont)

=38 Alan Clines	1
Chris Michel	1
Craig Garth	1
Graham Neilsen	1
Allan Wright	1
Pat O'Kane	1
Allan Briscoe	1
Andrew Zaver	1
Kelvin O'Shea	1
Dale Payne	1

Motorkhana Championship

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

Night Run Championship

= 1 Pete Smith	48
Kelvin Taylor	48
Allan Mitchell	48
Greg Weale	48
= 5 Neil Jory	45
Sharon Gaylard	45
7 Alan McConnell	42
= 8 Wilson Boyd	38
Beryl Boyd	38
10 Mark Lewis	31
11 Ross Walsh	29
13 Peter Johnson	22
12 Alan Ball	24
14 Ray Kemp	20
=15 Kerrie Walsh	16
Kevin Harvey	16
Ross McComb	16
18 Chris Johnson	11
=19 Cameron Neilson	9
Julieann Neilson	9
Alan Erlansen	9
Danny Schuppli	9
23 Rod White	8
=24 Betty Melton	7
Del Garbett	7

Off Road Championship

1 Phil Unicomb	25
= 2 Nev Taylor	21
Laurence Svenson	21
Janelle Svenson	21
= 5 Ashton Bradley	20
Patricia Bradley	20

Off Road Champ (Cont)

= 5 Ed van Amstel	20
8 Nicholas Reeves	16
9 Barry Macfarlan	16
=10 Chris Brand	11
=12 Sid Vahry	10
Jim Adness	10
Peter Meiers	10
=15 George Croucher	9
Lloyd Prescott	9
Stephen Blackburn	9
Sabine Schimkat	9
=19 Linda Miller	8
Diann Scottorn	8
Rod Sams	8
James Sams	8
Lance Zivec	8
Ross McDougall	8
=10 Ron Lange	11
=25 Ron Wilson	7
Lincoln Wilson	7
=27 Gary Haeusler	6
David Haeusler	6
Bill Croft	6
Mal Heather	6
Stephen Hilton	6
Terry Hilton	6
Ed Hopkins	6
Ian Baker	6
=35 John Muldoon	5
David Ryan	5
Norman Perring	5
=38 Brian Bowley	4
Scott Kriedeman	4
=40 John Evans	3
Alan Curtis	3
Ken Smith	3
Thomas Orcher	3
David Geers	3
Mark Morrell	3
=46 Mark Warncke	2
Mark Singleton	2
Robert Linnewebr	2
Warren Seed	2
Michael O'Brien	2
Clive Scott	2
David Westwood	2
Peter Westwood	2
=54 Russell Saxby	1
Gary Turner	1
Cedric Loy	1
Geoff Loy	1
MN Noel Jeffrey	1
Stephen Jeffrey	1
John Brixev	1
Robert Langdon	1
Paul Watkinson	1
Tibbetts	1
Derriek Kennedy	1

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Off Road Champ (Cont)

#54 Holden	1
Cameron Herbert	1
Simon Ridgeway	1
Robert Carpenter	1
Ian Prescott	1
Greg Nicoll	1
Steve Abrahamson	1
Ian Nicoll	1
Arthur Macfarlane	1
Paul Felming	1
Brian Kennedy	1
Jonathon Willis-Lync	1
Kerrie Wuth	1

\* Club Championship

1 Pete Smith	21
2 Phil Unicomb	20
3 Laurence Svenson	17
4 Alan McConnell	16
5 Nev Taylor	15
6 Ed van Smetla	13
7 Kelvin Taylor	12
= 9 Iain Stewart	11
Allan Mitchell	11
Greg Weale	11
David Geers	11
=12 Stephen Jeffrey	10
Ron Lange	10
Janelle Svenson	10

Club Championship

=12 Errol Bailey	10
Alan Ball	10
=17 Bradley Poach	9
Michael Price	9
=19 Peter Johnson	8
Steve Arlidge	8
=21 George Kahler	7
Brian Marsden	7
Peter Marshall	7
Mike Mitchell	7
Peter Kemp	7
Neil Jory	7
Rod Bailey	7
Sharon Gaylard	7
Ashton Bradley	7
Patricia Bradley	7
31 Peter Garbett	6
32 Ray Kemp	5
=33 Nicholas Reeves	4
John Evans	4
Steve Blackburn	4
Wilson Boyd	4
Beryl Boyd	4
=38 David Martin	3
Ross Walsh	3
Barry Macfarlane	3
Tim Hatley	3
John Hatley	3

Club Championship

=38 Gary Batts	3
John Hall	3
Del Garbett	3
=42 Paul Watkinson	2
Mark Lewis	2
Chirst Brand	2

Ladies Championship

1 Del Garbett	28
= 2 Coral Taylor	11
Sharon Gaylard	11
Janelle Svenson	11
= 5 Beryl Boyd	10
Patricia Bradley	10
= 7 Kerrie Walsh	9
Chris Brand	9
= 9 Julieann Neilson	8
Sabine Schimkat	8
=11 Betty Melton	7
Linda Miller	7
Diann Scottorn	7

* GAUNT	1
CANTATORE	1
HENRY	1
JEFFREYS	1
THOMPSON	1
THOMPSON	1

## "RALLYING WITH FORMER MOTORCYCLE ACE GREGG HANSFORD"

or

### "TWICE AS MUCH DRIVE"

When I was approached by Keith Tapsall from G.P. Cars to become involved in an exercise to get Gregg Hansford behind the wheel of a rally car I thought it may prove to be very interesting.

I was a little apprehensive at first because I had indicated to Peter Marshall that I would be available to help with the running of the event. Peter was very understanding and accepted that he could "probably" handle the event without me.

At this stage I had not formally met Gregg, and our introduction, as it turned out, was to come some two weeks later. That was one week prior to the James Hardie National Rally.

The next thing on the agenda was to visit Ian Boettcher's workshop and check out his Mazda RX-7 rally car. Unfortunately Gregg had just started his new City Yamaha shop and was tied up, so it was Keith Tapsall who organised with Ian Boettcher as to what had to be done with the car. Gregg and Keith has previously met with Ian and Greg Boettcher to discuss the initial details of the arrangement to have Gregg drive the car.

Keith agreed with Ian Boettcher that we should have the car to assess what needed to be done. It was at this early stage that I began to gain a little insight into Gregg's character. He agreed that since he had very limited knowledge with regard to rallying that Keith should handle the preparation of the car. Keith worked non-stop on the car changing bits and pieces right up to the week-end prior to the event. It was surprising to find a number of items which needed rectification. Ian Boettcher was the first to admit that they needed more feedback and direction than they had received before with regards the preparation of the car. We found out that Ian and Greg Boettcher and their team of workers were very willing to carry out our requests.

I finally met Gregg Hansford on the Friday one week prior to the event. I found him to be a very easy going person with a happy disposition. Mike Mitchell and Peter Marshall had organised a short press outing for us on a dirt road beside the Channel 9 Studios at Mt Coot-tha. Gregg's entry had attracted a lot of interest and the event organisers seeded him highly at number 11. After the press outing on the Friday Gregg and I had a brief discussion on the basics of rally organisation and talked about such things as differences between transport and competitive sections. However time was short and a great amount of discussion had to be left until later.

Keith Tapsall had organised the use of a private property down towards Beaudesert for some practice on the following Sunday. This time would also enable us to talk further. We managed to set out a 6 kilometre course with a little bit of everything. Grass, gravel, mud, it had the lot. I had made up a route chart to cover the course and explained to Gregg what information he could expect from me in the rally. We trundled off slowly the first time around and decided that he should take it easy over some of the rough areas to preserve the car.

My first impression of his driving was that he was very easy on the car. This was also borne out later during the actual event. His gear changes were extremely quick and smooth. After a couple of runs we talked about how his pace compared with how quickly other drivers would be driving under rally conditions. It was at this stage that we discussed the pros and cons of finishing the event as opposed to being blindingly quick on any one stage. He agreed a finish would be the best result for all concerned first time out. During that first and only day of practice I would have said his pace was comparable to a good Clubman competitor.

It is at this point that I would like to point out how committed Ian Boettcher and his son Greg were to the whole exercise. Following that Sunday practice we discussed a few points with Greg Boettcher about the car. I will skip the majority of the items which were repaired or replaced however two major things were done which I believe bear mentioning.

The motor was down on power and the fuel tank set up was unacceptable. The Boettchers had answers to both these problems by the time scrutineering arrived on the Thursday before the event. The fuel tank set up had been redesigned and reinstalled in the car and we had a brand new motor.

Meeting other competitors at scrutineering and again at the publicity day helped Gregg to feel a little more at ease with the whole idea of rallying. Ed Mulligan and Dennis Brown were very helpful in this regard. The briefing was also a good experience for Gregg and a good opportunity for him to meet other people involved with the sport.

When I reached Gregg's house on the morning of the event he calmly appeared, asked if everything was okay, and said "lets go".

Prior to starting the section in the quarry Gregg and I went over and over the course in our minds and visually. I showed him the instructions and explained that the quarry section would be the only section where we knew exactly where we had to go and what road conditions were like.

Our actual attempt at the section was rather disappointing. Gregg's driving was good, however a mysterious fuel problem occurred some five or six times during the stage leaving us with a loss of some four minutes more than others on this stage. A disappointing start, however this did not dampen our enthusiasm. The service crew tried everything they knew to solve our fuel problem after the quarry stage. To explain what the problem was almost brings tears to my eyes. It seemed that when I had my harness pulled up tight and under heavy acceleration the fuel feed line and casing were crimped by the rear of my seat. It may seem a simple thing but it was made more difficult to trace because I got out of the car every time we stopped, hence the problem solved itself temporarily. We finally found the problem after many time-consuming stops.

The bottom line was that we decided to cut the other two daylight stages and start the night stages fresh. Of course all along, Keith Tapsall and I had been telling Gregg that the daylight stages would help him settle into the car and give him a feel for the ensuing road conditions during the night. You see Gregg had not driven the RX-7 or for that matter any car, in a competitive situation at night. He was very apprehensive when we walked about 1 km into the first night stage to watch a few of the earlier cars pass. I am not sure how many cigarettes he smoked during the half hour we were there waiting to start. He changed somewhat though when he pulled on his helmet.

I felt completely at ease because I could sense his competitive spirit and professional approach as we prepared to start the section. As soon as he hit the accelerator I knew he was concentrating on the job at hand. He did not attempt to go flat out at this stage. He approached every corner with caution and slowly but surely worked up to a competitive pace. We did this stage and the next stage and returned to Imbil for a service break. All that I said to everyone who asked how he went was that he was quick and competitive.

As the event progressed Gregg expressed his amazement at how each corner was so different and how the road surface changed markedly over the length of some stages. He also indicated that he could not believe the pounding the RX-7 was taking.

Gregg's driving was smooth and he had no qualms about putting the car sideways and holding it there when necessary. His reflexes were quite amazing and this enhanced his car control immensely. A number of times it felt as if the car almost had a mind of its own but Gregg used the throttle and handbrake with good control to keep it all on the straight and narrow. We only had one slight moment when we clipped a bank that caused us even slight concern.

Another point about Gregg's approach was that he at no stage pounded the car. He slowed markedly for all cautions and where there was any doubt about road direction or condition each situation was treated with the necessary level of caution. Even with this very cautious attitude he set good competitive stage times on his first event.

Gregg improved with every section completed and his level of concentration did not appear to wain at any stage. He has however told me since the event that he found the level of concentration necessary during the competitives was as high as he had ever encountered for such an extended length of time. He also jokingly told everyone at the presentation how difficult he found it to drive looking out the drivers window of the car. He did say after all, that he was used to looking through the windscreen.

We didn't feature in outright placings in the James Hardie National Rally but I can only smile when I think of how well Gregg Hansford will go in future events given his enthusiasm and natural ability.

Dale Payne

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The President  
Brisbane Sporting Car Club  
BRISBANE.

Dear Sir,

During the middle of last year I instigated what I thought to be a good idea and organised a raffle for my race car which I was finding difficulty in selling.

This subsequently turned out to be a very embarrassing situation for not only myself but for the Brisbane Sporting Car Club and it's members as a whole.

I would like to offer my apologies to each member and the Club generally for my actions which were in no way conceived to involve the Club or bring discredit to it's members.

The raffle was conducted entirely by myself and with honest actions and intentions, however without the blessing of the Justice Department.

As this raffle is closed, and as far as I am aware, all monies have been refunded to all ticket purchasers. I would like to indicate to all members that if they for any reason are not satisfied or have not received any money from their returned tickets, to contact me on (07) 374 1454 and I will do my utmost to resolve the matter.

Should the Club incur any costs with regards to the publishing of Public Notices disclaiming any part or responsibility in these actions, I wish to cover these costs myself, if the Secretary could contact me.

Once again I apologise and trust that this letter may restore a little of the integrity that the Club may have lost.

Yours sincerely,

Geoff Dein.

## CLUB OFFICIALS

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PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.	264 1738	52 7177
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## CLUBROOMS

B.S.C.C. CLUBROOMS ARE LOCATED ON THE CORNER OF REID AND HAWTHORNE STREETS, WOOLLOONGABBA, AND ARE OPEN EVERY WEDNESDAY FROM 8.00 P.M. ONWARDS.

## POSTAL ADDRESS

ALL CORRESPONDENCE FOR THE CLUB SHOULD BE ADDRESSED TO:

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

## Coming Events

- Wednesday 20th June - Off Road Night at the Clubrooms 8 p.m.  
Everybody Welcome - Bring Your Friends
- Wednesday 27th June - Walsh's Nifty Night Run  
From the Clubrooms at 8 p.m.
- SUNDAY 1st JULY - QUEENSLAND MOTORKHANA CHAMPIONSHIP  
BEENLEIGH RUM DISTILLERY Start 10.00 am  
Supp Regs from Club - close 27th June.
- Tuesday 3rd July - Committee Meeting at the Clubrooms 7.30 p.m.
- Wednesday 4th July - Social Night at the Clubrooms 8 p.m.
- Saturday 7th July - N.D.S.C.C. Round 2 of the Queensland  
Rally Championship )Date taken from CAMS Manual)
- Wednesday 11th July - Rally Night at the Clubrooms 8 p.m.
- Wednesday 18th July - Off Road Night at the Clubrooms 8 pm.
- Sunday 22nd July - Races at Lakeside (Don't know if BIG ED'S  
Austin A40 Farina is entered)
- Wednesday 25th July - Night Run from the Clubrooms at 8 p.m. Boyd's  
Baffler
- Friday 27th July - M.G.C.C. Night Run (Part of Iron Man W'end)
- Saturday 28th July - Lakeside Sprint (Part of Iron Man W'end)
- Sunday 29th July - M.G.C.C. Mt.Cotton Hillclimb ( ditto)
- Wednesday 1st August - Social Night at the Clubrooms 8p.m.
- Saturday 4th August - Novice/Clubman Rally - Get out your maps  
navigators.
- Tuesday 7th August - Committee Meeting at the Clubrooms 7.30 p.m.
- Wednesday 8th August - Rally night at the Clubrooms 8 p.m.
- Wednesday 15th August - Exhibition Day - Off-Road Night at Clubrooms ??
- Wednesday 22nd August - Night Run
- Saturday/Sunday 25th/26th August - Long Course Off Road - Cheeribah



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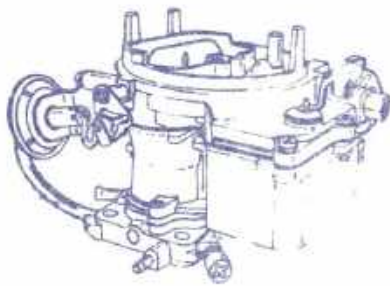
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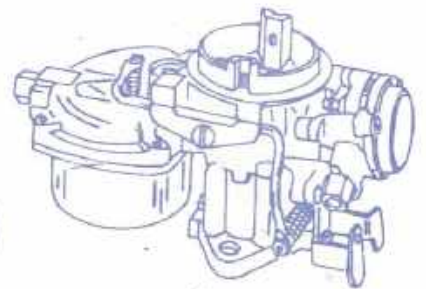


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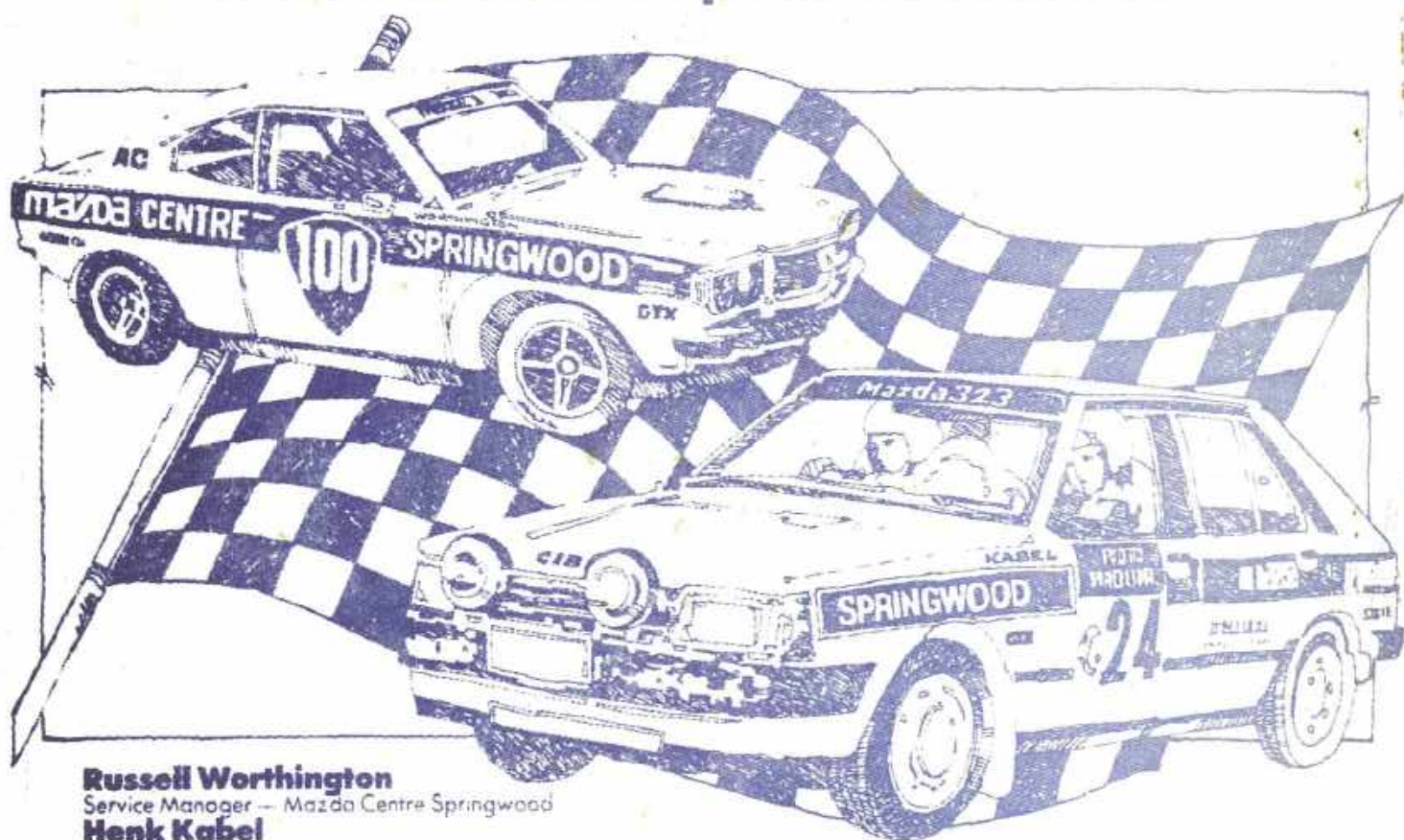
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