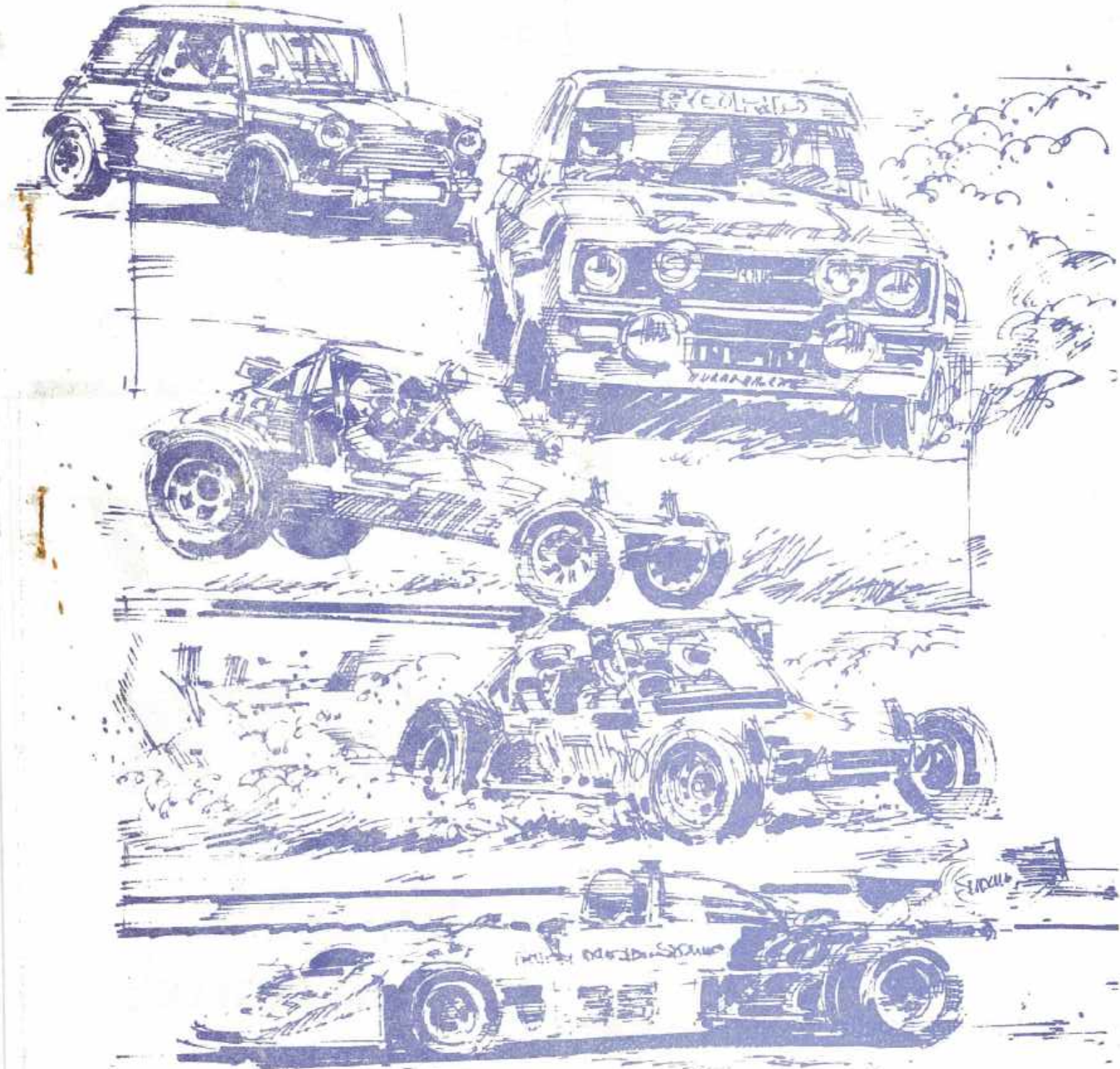




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered by Australia Post
Publication No. QBH 1880

-- JUL 1984



PEUGEOT



SAAB

Showroom RADIO CITY BLDG.
ROSS STREET
NEWSTEAD

SALES

Workshop 52 ABBOTSFORD RD
BOWEN HILLS
4006

SPARES SERVICE



CITROËN

Jim Reddiex's

maxim motors

Phone

527177

UNIPART

WAREHOUSE

THOUSANDS OF PARTS FOR MILLIONS OF CARS -
ALL SUBURBS DELIVERY

- G.M.H.
- MAZDA
- TOYOTA

- FORD
- CHRYSLER
- DATSUN

DISCOUNTS FOR CLUB MEMBERS

399 9999

READSPEED AUTO PARTS

24 ROGOONA ST., MORNINGSIDE

Castrol
GTX

Oils ain't oils.

by CAPT

BRISBANE SPORTING CAR CLUB Ltd

MAGAZINE - JULY 1984

Contents

- Page 1 Contents
Major Forthcoming Event - Night Run 25th July
- 2 Major Forthcoming Event - Ripsnorter Rally 4th August
- 3 - 8 Stafford City Motorkhana
- 9 Major Forthcoming Event - Yokohama Tyres Short Course
Off Road Event. Purga Creek
26th August.
- 10 Night Run 27th June - Wonder Walshs Whimsical Wanderings
Wanted - Haddy Popkirk Seats
Coming Event - Bridgestone Macleay 1000 - Kempsey Aug 4th/5th
Coming Event - Iron Man Weekend. Night Navigation Run 27th Jul
Sprint Lakeside 28th July
Motorkhana Lakeside 28th July
Hillclimb Mt Cotton 29th July
- N.D.S.C.C. Q.R.C. Rally - Flashnotes
- 11 Club Trade Directory
- XX How the Club Championships are Scored
- 12 - 13 Club Championships 1984
Major Forthcoming Event - Club Mootorkhana 19th August
- 14 Major Forthcoming Event - Goodyear Wylie Kooralbyn 250 !
- 15 Justa (CAMS) Minute
- 16 - 18 Wirrina Holiday Resort Rallysprint - South Australia
by Coral Taylor
- 19 - 21 Fuji Engine Imports Gold Coast Rallysprint
by Peter Johnson
- 22 What Peter Phillips has to offer the world
Spot the Car Parts with a novel prize.
- 23 - 24 A Scourge Across the Nation - the South Australian Memories
of Norm Fritter
- A Warm Welcome to New Members
- 25 Another Warm Welcome to half of the New Members we Welcomed
on the Previous Page.
A Communication*from the Director of the James Hardie
National Rally - a B.S.C.C. Club President if ever I saw one.
Wanted - Control Officials for the M.G. Car Club
Grand Prix Mazda Rally 1st September
- 26 Club Officials 1984
- 27 Coming Events

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

Major Forthcoming Event - BOYDS BRAINBASHER NIGHT RUN - 25th July
from the Clubrooms at 8pm. Bring a car,
torch, friend and patience.



"Look Bwana here 'ib
de full details of

The
Ripsnorter Rally

August 4th

A mapping event in the
heart of some unused
Qld State Forests.

Entries Close July 24th:
Regulations available
Now: Entry Fee \$50:
Contact Esme Gibson at
the Car Club, 391 8881
(Bus. Hrs not Weds) for
further details.

The length of the event
as been described as

"3 Odd" whatever that means. The event starts at Millmerran at 5.30pm and runs on 1:100,000 maps "Millmerran, Dalby, Waar Waar and Kogan" so it looks like a busy night. The organisers point out that Dingo Traps are marked by 3 ribbons (yellow ?) tied to a tree.

WANTED

Desperately for the above :- CONTROL OFFICIALS (especially ones with a keen sense of direction as they'll be coming out of the bushes from all directions on this event), so if your new to the club - get into the swim of things by phoning Esme at the number above.

WHILST THIS EVENT IS A ROUND OF THE CIBIE/G.P. CARS NOIVCE/CLUBMAN SERIES, CLASSIFIED AND RECOGNIS(Z?)ED CREWS MAY ENTER.



The two dim shapes heaved up the slippery mast.

(Did it have any diced carrot in it?)

SCENE :- MIDNIGHT ON
THE LIMPOPO

DAPHNE "WHY'S IT CALLED
THE RIPSNOTER
CARSTAIRS?"

CARSTAIRS - "WELL OLD GEL
IT'S GOT THIS OLD
FASHIONED FEEL
ABOUT IT, JUST TWO
CHAPS ALONE IN THE
BUSH WITH A MAP JUST
THE SORT OF ADVENTURE
OUR GRANDFATHERS
HAD

DAPHNE "IT REMINDS ME OF
A MAN"

CARSTAIRS "WHAT MAN?"

DAPHNE "A MAN OF POWER"

CARSTAIRS "WHAT POWER?"

DAPHNE "HOODOO"

CARSTAIRS "WHO DO?"

DAPHNE "YOU DO"

CARSTAIRS "DO WHAT?"

DAPHNE "REMINDS ME OF A
MAN"

CARSTAIRS "WHAT MAN?"

DAPHNE "A MAN OF POWER"

CARSTAIRS "WHAT POWER?"

DAPHNE "HOODOO"

CARSTAIRS "WHO DO?"

STAFFORD CITY MOTORKHANA

Queensland Motorkhana Championship Round 3

Organised by Jim Reddiex for the
Brisbane Sporting Car Club Ltd

While other experienced Motorkhana organisers are scratching around desperate for a venue, The Best President a Car Clubs Ever Had comes up with the goods at a new shopping centre in the northern suburbs.

We were also graced with blue skies and sunny climes and a wealth of valuable helpers, especially those people who'd come almost straight from Mark Taylors birthday thrash and the one with the biggest throbber was Dale Payne - nevertheless he was out there, as pale as a baby white seal and almost as clubbable. I indeed felt a little queer myself, but every boy should have a hobby.

The scene upon my arrival was that of a busy ants nest. The unique, large Citroen van was the headquarters vehicle and bumptious officials like Mike Mitchell importantly wrote things down or up. The competitors inflated tyres, fiddled with fiddle brakes, neased gripples and made a mockery of the production car classes by putting slick racing tyres on.

Next to our generously sized competitive car park a large number of large men ran around grasping a leather thing until somebody felled them. So the day was punctuated by people being carried through the car park with their feet and/or heads facing in the wrong direction - but at least they were more or less breathing, which is more than we can say for Dale Payne.

The event got underway promptly a bit late after I'd forced Ross Perry to undo the wheel nuts that Might Russell Worthington had done up, during the week I'd made the delightful discovery that my nephews Isuzu Florian wheels bolted straight onto the Mazda, so in the early dawn of that Sunday morn had been out with me trolley jack (recommended by Choice to lift weights as heavy as 5kg) and slipped them off - there's no feeling like having a go wreathed in the smoke from some other poor sods tyres. Ah yes I'd forced Ross Perry to undo the nuts by threatening to tell you about The Clubfooted Widow of Chermaside - but now my lips are walrused.

Test 1 Tee Garage

1	A	Wheeley	F2	26.2	=17	I Muller	C	35.7	33	W Keeley	C	39.3
2	P	Griffin	F1	29.2		A McConnell	C	35.7	34	P Johnson	C	39.8
3	A	Burgess	F1	29.7	19	K Butcher	B	36.0	35	W Boyd	C	41.0
4	R	Perry	F1	29.8	20	G Leigh	B	36.7	36	L Hall	B	41.1
5	S	McCabe	F1	30.0	21	C Fisher	C	36.9	37	R Goodall	C	41.6
= 6	C	Griffin	F1	30.8	22	G Sutherland	B	37.0	38	A Ball	C	42.3
	B	Dunn	F2	30.8	23	R Owen	C	37.1	39	R Jenkinson	A	42.5
8	L	Jenkinson	A	31.4	24	R Kemp	B	37.3	40	D Keiler	A	42.9
9	D	Freeman	A	32.3	25	D Fry	C	37.4	41	M Leadbette	D	43.1
10	K	Freeman	A	32.4	26	R Walsh	C	37.5	42	J Freeman	A	43.4
11	A	Ransome	A	33.6	27	S Freeman	A	37.9	43	I Reddiex	D	43.5
12	I	Brown	C	33.9	28	V Jenkinson	A	38.1	44	C Neilsen	B	46.4
13	T	Scharf	C	34.7	=29	G Goodall	A	38.4	45	J McCabe	D	46.7
14	A	Sleaford	B	34.8		R Colless	C	38.4	46	R Leigh	B	47.2
15	L	Sutherland	B	34.9	31	K Graham	C	38.5	47	D Hall	F2	47.6
16	R	Urquhart	A	35.1	32	P Smith	B	38.9	48	T Reig	F1	49.3

And so the competitive scene was set by the first test, with Keith Urquhart (pronounced Key-th Her Kart) in his standard Cooper S (all the way down to the tyre pressures!) upholding the club honours with a slow start from Alan McConnell, Peter Johnson and myself, Ray Kemp was doing well, Ross Walsh hadn't hit any glags (yet) and Wilson Boyd was finding form.

It was about this time that a stiff wind fresh from the Antarctic blew several of the poles down, we added the penalties to Ross Walshs' times and trimmed markers down to lower the c of g.

Crossed 4 Point

1 P Griffin	F1 18.1	17 J Freeman A	22.7	33 S Freeman	A 24.7
2 S McCabe	F1 18.2	18 R Jenkinson	A 22.9	34 W Boyd	C 25.0
= 3 R Perry	F1 19.1	19 R Goodall	C 23.0	=35 A Sleafo	B 25.2
A Burgess	F1 19.1	=20 P Smith	B 23.3	M Leadbe	D 25.2
A Wheeley	F2 19.1	R Owen	C 23.3	37 G Suther	B 25.4
6 B Dunn	F2 20.2	22 T Scharf	C 23.4	38 I Reddie	D 25.7
7 A McConnell	C 21.2	=23 K Butcher	B 23.5	39 D Keiler	A 26.6
8 D Freeman	A 21.6	I Muller	C 23.5	40 C Griffi	F1 27.2
9 K Freeman	A 21.7	D Fry	C 23.5	41 J McCabe	D 28.8
=10 T Reig	F1 22.2	26 G Leigh	B 23.8	42 L Jenkin	A 29.8
D Hall	F2 22.2	27 K Graham	C 24.0	=43 R Leigh	B 30.4
12 I Brown	C 22.3	=28 C Neilsen	B 24.1	L Hall	B 30.4
13 A Ball	C 22.4	L Sutherland	B 24.1	45 G Goodall	A 31.2
=14 V Jenkinson	A 22.5	W Keeley	C 24.1	46 K Urquhart	A 31.6
C Fisher	C 22.5	=31 R Kemp	B 24.6	=47 R Walsh	C 35.3
16 A Ransome	A 22.6	R Colless	C 24.6	P Johnson	C 35.3

Poor old Keith Piecart did a Wrong Test and paid a stiff penalty, but this was his first event ever - truly a case of jumping in the deep end.

After 2 Tests

1 A Wheeley	F2 45.3	17 K Butcher	B 59.5	33 R Jenkins	A 65.4
2 P Griffin	F1 47.3	18 A Sleaford	B 60.0	34 W Boyd	C 66.0
3 S McCabe	F1 48.2	19 R Owen	C 60.4	35 K Freeman	A 66.1
4 A Burgess	F1 48.8	20 G Leigh	B 60.5	36 K Urquhar	A 66.7
5 R Perry	F1 48.9	21 V Jenkinson	A 60.6	37 M Leadbet	D 68.3
6 B Dunn	F2 51.0	22 D Fry	C 60.9	38 I Reddiex	D 69.2
7 D Freeman	A 53.9	23 L Jenkinson	A 61.2	39 D Keiler	A 69.5
8 K Freeman	A 54.1	24 R Kemp	B 61.9	40 G Goodall	A 69.6
= 9 A Ransome	A 56.2	25 P Smith	B 62.2	41 D Hall	F2 69.8
I Brown	C 56.2	26 G Sutherlan	B 62.4	42 C Neilsen	B 70.5
11 A McConnell	C 56.9	27 K Graham	C 62.5	=43 L Hall	B 71.5
12 C Griffin	F1 58.0	28 S Freeman	A 62.6	T Reig	F1 71.5
13 T Scharf	C 58.1	29 R Colless	C 63.0	45 R Walsh	C 72.8
14 L Sutherland	B 59.0	30 W Keeley	C 63.4	46 P Johnson	C 75.1
15 I Muller	C 59.2	31 R Goodall	C 64.6	47 J McCabe	D 75.5
16 C Fisher	C 59.4	32 A Ball	C 64.7	48 R Leigh	B 77.6

(* denotes B.S.C.C. member)

<u>Class A</u>		<u>Class B</u>		<u>Class C</u>		<u>Class D</u>	
D Freeman	53.9	L Sutherland	59.0	I Brown	56.2	M Leadbetter	68.3
K Freeman	54.1	K Butcher	59.5	A McConnell *	56.9	I Reddiex *	69.2
A Ransome	56.2	A Sleaford	60.0	T Scharf	58.1	J McCabe *	75.5
V Jenkinson	60.6	G Leigh	60.5	I Muller	59.2		
L Jenkinson	61.2	R Kemp *	61.9	C Fisher	59.4		
S Freeman	62.6	P Smith *	62.2	R Owen	60.4		

<u>Class F1</u>		<u>Class F2</u>	
P Griffin	47.3	A Wheeley	45.3
S McCabe *	48.2	B Dunn	51.0
AZ Burgess	48.8	D Hall	69.8
R Perry *	48.9		
C Griffin	58.0		
T Reig	71.5		

As a club we weren't really setting the world on fire. Even the mighty Alan C was second in class behind a VW - and it's not as if it was driven by Ian Fink. Janet McCabe was driving a huge Cirreon DS Safari, and on occasion it looked as if it'd be easier to thread a camel through the eye of a needle.

Test 3 Manoeuvring

1	A	Wheeley	F2	23.6	=17	J Freeman	A	29.9	=33	G Goodall	A	31.9
2	P	Griffin	F1	23.8		I Muller	C	29.9		G Sutherland	B	31.9
3	S	McCabe	F1	25.2	=19	R Kemp	B	30.0	35	W Boyd	C	32.0
4	A	Burgess	F1	26.0		P Johnson	C	30.0	36	D Keiler	A	32.1
5	T	Reig	F1	26.6	21	V Jenkinson	A	30.1	37	C Neilsen	B	32.5
6	B	Dunn	F2	26.8	22	L Sutherland	B	30.2	38	M Leadbette	D	32.6
7	L	Jenkinson	A	27.0	23	K Urquhart	A	30.4	39	R Owen	C	32.7
8	K	Freeman	A	27.2	24	T Scharf	C	30.5	40	L Hall	B	33.5
9	C	Griffin	F1	27.6	=25	G Leigh	B	30.7	41	R Jenkinson	A	33.6
10	D	Freeman	A	27.8		R Perry	F1	30.7	42	I Brown	C	33.6
11	A	McConnell	C	28.3	27	A Sleaford	B	30.8	43	S Freeman	A	33.8
12	R	Goodall	C	29.2	=28	P Smith	B	31.0	44	J McCabe	D	33.9
13	D	Hall	F2	29.3		R Colless	C	31.0	45	C Fisher	C	34.2
14	A	Ball	C	29.4	30	I Reddiex	D	31.2	46	D Fry	C	38.4
15	K	Graham	C	29.7	31	W Keeley	C	31.5	47	R Leigh	B	39.6
16	A	Ransome	A	29.8	32	K Butcher	B	31.6	48	R Walsh	C	40.0

It was after this test that we had the lunch break. Within the Stafford City area lies an eatery that opens from 9am-9pm Wednesday to Sunday and it provides almost everything in the way of fast food - plus theres a bar and a beer garden that dispenses alcohol at the appropriate times. We had a couple of lovely hot roast pork rolls with a FRUIT drink, and we would have stayed longer had Mike Mitchells vocal interest in the movements of Dale Payne not chased us away. A very pleasant interlude. SOME OF THE TIMING ERRORS ARE SO ATTRACTIVE

We recommenced the entertainment with the dreaded Forward and Reverse Slalom and Ross Walsh, Wilson Boyd and Alan Ball were the club representatives in the Wrong Direction brigade and Ian Reddiex in the big CX was the second fastest BSCC member all of 2.7 seconds faster than me - and my excuse had been that front wheel drives were tricky to reverse !

Test 4 Forward and Reverse Slalom

1	A	Wheeley	F2	18.0	17	C Neilsen	B	25.5	=32	S McCabe	F1	29.5
2	A	Burgess	F1	19.7	18	R Perry	F1	25.6	34	R Owen	C	30.1
3	L	Jenkinson	A	21.2	19	K Graham	C	26.1	35	S Freeman	A	30.2
4	K	Freeman	A	21.3	20	D Fry	C	26.2	=36	J Freeman	A	30.5
5	B	Dunn	F2	21.5	21	G Leigh	B	26.4		G Goodall	A	30.5
6	C	Fisher	C	22.2	22	A Sleaford	B	26.5	38	R Goodall	C	31.3
7	I	Brown	C	22.3	23	I Muller	C	26.8	39	L Hall	B	34.1
8	A	Ransome	A	23.1	24	G Sutherland	B	27.3	=40	R Walsh	C	36.3
9	A	McConnell	C	23.2	25	P Smith	B	27.5		W Keeley	C	36.3
10	T	Scharf	C	23.5	26	Leadbetter	D	27.9		W Boyd	C	36.3
11	V	Jenkinson	A	23.7	27	R Jenkinson	A	28.6		A Ball	C	36.3
12	L	Sutherland	B	24.0	28	R Colless	C	28.7	44	D Hall	F2	41.4
13	T	Reig	F1	24.5	29	D Freeman	A	28.9	45	R Leigh	B	42.7
14	K	Butcher	B	24.7	30	K Urquhart	A	29.0	46	J McCabe	D	44.4
15	I	Reddiex	D	24.8	31	D Keiler	A	29.4				
16	R	Kemp	B	25.3	=32	P Johnson	C	29.5				

After 4 Tests

1	A	Wheeley	F2	86.9	13	L Sutherland	B	113.2	25	R Colless	C	122.7
2	A	Burgess	F1	94.5	14	V Jenkinson	A	114.4	26	R Owen	C	123.2
3	B	Dunn	F2	99.3	=15	K Butcher	B	115.8	27	R Goodall	C	125.1
4	K	Freeman	A	102.6		C Fisher	C	115.8	28	I Reddiex	D	125.2
5	S	McCabe	F1	102.9	17	I Muller	C	115.9	29	D Fry	C	125.5
6	R	Perry	F1	105.2	18	R Kemp	B	117.2	30	K Urquhart	A	126.1
7	A	McConnell	C	108.4	19	A Sleaford	B	117.3	31	J Freeman	A	126.5
8	A	Ransome	A	109.1	20	G Leigh	B	117.6	32	S Freeman	A	126.6
9	L	Jenkinson	A	109.4	21	K Graham	C	118.3	33	R Jenkinson	A	127.6
10	D	Freeman	A	110.6	22	P Smith	B	120.7	34	C Neilsen	B	128.5
=11	T	Scharf	C	112.1	23	L Sutherland	B	121.6	35	M Leadbette	D	128.8
	I	Brown	C	112.1	24	T Reig	F1	122.6	36	A Ball	C	130.4

After 4 Tests (Cont)

37 D Keiler	A	131.0	41 P Johnson	C	134.6	45 J McCabe	D	153.8
38 W Keeley	C	131.2	42 L Hall	B	139.1	46 R Leigh	B	159.9
39 G Goodall	A	132.0	43 D Hall	F2	140.5			
40 W Boyd	C	134.3	44 R Walsh	C	149.1			

Class A		Class B		Class C		Class D	
K Freeman	102.6	L Sutherland	113.2	A McConnell *	108.4	I Reddiex *	125.2
A Ransome	109.1	K Butcher	115.8	T Scharf	112.1	M Leadbette	128.8
L Jenkinson	109.4	R Kemp *	117.2	I Brown	112.1	J McCabe *	153.8
D Freeman	110.6	A Sleaford	117.3	C Fisher	115.8		
V Jenkinson	114.4	G Leigh	117.6	I Muller	115.9		
K Urquhart *	126.1	P Smith *	120.7	K Graham	118.3		

Class F1 Clas F2 Well at last we make some sort of showing with Alan McConnell and Ian Reddiex leading their classes. I was 7½ seconds away from my class leader and there's a bloke on television who can cook an omlette and elphant burger sandwich, eat them and do the washing up in that time.

Test 5 Eccentric

1 A Wheelley	F2	29.1	17 L Sutherland	B	37.8	33 G Sutherland	B	41.2
2 A Burgess	F1	32.4	18 T Scharf	C	38.6	34 W Boyd	C	42.3
3 D Freeman	A	34.2	=19 A Sleaford	B	38.8	35 C Neilsen	B	43.1
4 B Dunn	F2	34.8	K Butcher	B	38.8	36 I Reddiex	D	43.4
5 K Freeman	A	34.9	=21 K Urquhart	A	39.0	37 I Muller	C	44.0
6 R Jenkinson	A	35.3	R Perry	F1	39.0	38 R Kemp	B	44.5
7 I Brown	C	35.4	23 A Ball	C	39.2	39 R Walsh	C	45.2
8 L Jenkinson	A	35.8	=24 C Fisher	C	39.3	40 D Keiler	A	45.7
9 A Ransome	A	35.9	W Keeley	C	39.3	41 J McCabe	D	46.6
10 A McConnell	C	36.1	26 M Leadbette	D	39.4	42 K Graham	C	47.4
11 D Hall	F2	36.2	27 P Johnson	C	39.7	43 G Leigh	B	48.1
12 T Reig	F1	36.5	28 R Owen	C	39.8	44 R Leigh	B	50.8
13 S McCabe	F1	36.8	29 G Goodall	A	40.4	45 L Hall	B	52.2
14 V Jenkinson	A	37.4	30 R Goodall	C	40.5	46 D Fry	C	52.4
15 P Smith	B	37.5	31 S Freeman	A	40.7			
16 J Freeman	A	37.7	32 R Colless	C	40.8			

Always a good test - Eccentric. Janet McCabe was lining up for the start when I told her there was nothing to be worried about - there can be nothing more worrying than being told there's nothing to worry about. But I thought we would the huge car through the tightest chicanes in Motor-khanering very well. Cameron Neilsen wasn't having the best of days in his Corolla - I think the Suzuki step-through van was quicker on the bitumen

Test 6 Crossover

1 S McCabe	F1	41.1	17 T Scharf	C	50.9	33 C Fisher	C	55.5
2 A Burgess	F1	43.6	18 A Ball	C	51.1	34 S Freeman	A	55.7
3 T Reig	F1	44.2	=19 G Sutherland	B	52.9	35 C Neilsen	B	56.4
4 B Dunn	F2	44.5	P Smith	B	52.9	36 P Johnson	C	56.5
5 A McConnell	C	46.3	R Owen	C	52.9	=37 A Wheelley	F2	56.6
6 K Freeman	A	48.7	22 I Muller	C	53.1	D Hall	F2	56.6
7 D Freeman	A	47.8	23 R Colless	C	53.2	39 L Hall	B	57.1
= 8 L Jenkinson	A	48.4	=24 D Keiler	A	53.7	40 K Butcher	B	58.8
A Ransome	A	48.4	G Goodall	A	53.7	41 J McCabe	D	59.5
10 J Freeman	A	48.6	D Fry	C	53.7	42 W Keeley	C	60.5
11 K Urquhart	A	49.0	27 G Leigh	B	53.8	43 V Jenkinson	A	60.7
=12 R Jenkinson	A	49.2	28 W Boyd	C	54.0	=44 R Leigh	B	63.8
R Perry	F1	49.2	=29 R Walsh	C	54.4	A Sleaford	B	63.8
=14 L Sutherland	B	50.1	K Graham	C	54.4	46 M Leadbette	D	64.5
I Brown	C	50.1	31 R Kemp	B	54.5			
16 R Goodall	C	50.5	32 I Reddiex	D	55.0			

After 6 Tests

1	A Burgess	F1	170.5	17	R Jenkinso	A	212.1	33	I Reddiex	D	223.6
2	A Wheeley	F2	172.6	18	V JenKinso	A	212.5	34	G Goodall	A	226.1
3	B Dunn	F2	178.6	19	J Freeman	A	212.8	35	C Neilsen	B	228.0
4	S McCabe	F1	180.8	20	I Muller	C	213.0	36	D Keiler	A	230.4
5	K Freeman	A	184.2	21	K Butcher	B	213.4	37	W Boyd	C	230.6
6	A McConnell	C	190.8	22	K Urquhart	A	214.1	38	P Johnson	C	230.8
7	D Freeman	A	192.6	23	G Sutherla	B	215.7	39	W Keeley	C	231.0
= 8	A Ransome	A	193.4	24	R Owen	C	215.9	40	D Fry	C	231.6
	R Perry	F1	193.4	25	R Goodall	C	216.1	41	M Leadbett	D	232.7
10	L Jenkinson	A	193.6	26	R Kemp	B	216.2	42	D Hall	F2	233.3
11	I Brown	C	197.6	27	R Colless	C	216.7	43	L Hall	B	248.4
12	L Sutherland	B	201.1	28	G Leigh	B	219.5	44	R Walsh	C	248.7
13	T Scharf	C	201.6	29	A Sleaford	B	219.9	45	J McCabe	D	259.9
14	T Reig	F1	203.3	30	K Graham	C	220.1	46	R Leigh	B	274.5
15	C Fisher	C	210.6	31	A Ball	C	220.7				
16	P Smith	B	211.1	32	S Freeman	A	223.0				

I found it almost impossible to psyche myself up for a run as the time-keepers were determined to disconcert me. I presented myself at Test 6 and the watchkeepers, messrs Marshall and Mitchell, just walked off talking to each other. My shouts of "Hoi, was it something I said?" didn't have any effect and it wasn't until the Director came over and directed them back that I was able to start - even then they weren't in the slightest apologetic, merely discussing the difference between the last car having been through and having to time me.

We weren't treated like this by the other helpful officials: Wendy Marshall, Beryl oyd, Chris Johnson, Val Reddiex, Dale Payne etc.

Test 7 Reverse Lazy 8

1	S McCabe	F1	23.3	17	J Freeman	A	30.1	33	A Sleaford	B	33.4
= 2	R Perry	F1	24.3	18	I Muller	C	30.2	=34	L Hall	B	34.0
	A Burgess	F1	24.3	19	K Butcher	B	30.3		I Reddiex	D	34.0
4	B Dunn	F2	24.7	20	V Jenkinson	A	30.5	36	P Johnson	C	34.6
5	A Wheeley	F2	26.0	21	T Scharf	C	30.7	37	J McCabe	D	35.4
6	L Jenkinson	A	26.4	22	K Graham	C	30.8	=38	D Keiler	A	36.9
= 7	M Leadbetter	D	26.5	23	C Fisher	C	31.1		S Freeman	A	36.9
	T Reig	F1	26.5	=24	P Smith	B	31.2	=40	R Leigh	B	39.8
9	A McConnell	C	26.8		R Owen	C	31.2		R Walsh	C	39.8
=10	D Freeman	A	27.8	26	K Urquhart	A	31.8	42	R Goodall	C	42.3
	R Jenkinson	A	27.8	27	G Goodall	A	31.9	43	C Neilsen	B	44.8
=12	K Freeman	A	28.2	28	G Leigh	B	32.0	44	R Colless	C	46.0
	D Hall	F2	28.2	29	L Sutherlan	B	32.2	=45	W Boyd	C	47.3
14	I Brown	C	28.8	30	R Kemp	B	32.3		D Fry	C	47.3
15	A Ransome	A	29.3	31	G Sutherlan	B	32.5				
16	A Ball	C	29.8	32	W Keeley	C	32.9				

The reverse Lazy 8 is a real tyre smoker and the Torana XU-1 of Cameron Fisher, which was being used by he and two others, was invisible behind a cloud of its own making - the amount of rubber burnt off during its 21 runs was amazing and very entertaining.

This run completed the event as dusk was creeping over the window pane of life (and the Stafford City Shopping Centre). The results were already toted up and Mike Mitchell raced off to produce a hard copy for everyone. A fine event the only anomaly being the use of hand timing which went out with the Do-Do for QRC rounds. TIMS and I still think the Kwakakart is a sight to behold - its speed up the eccentric slalom was fantastic.

Results

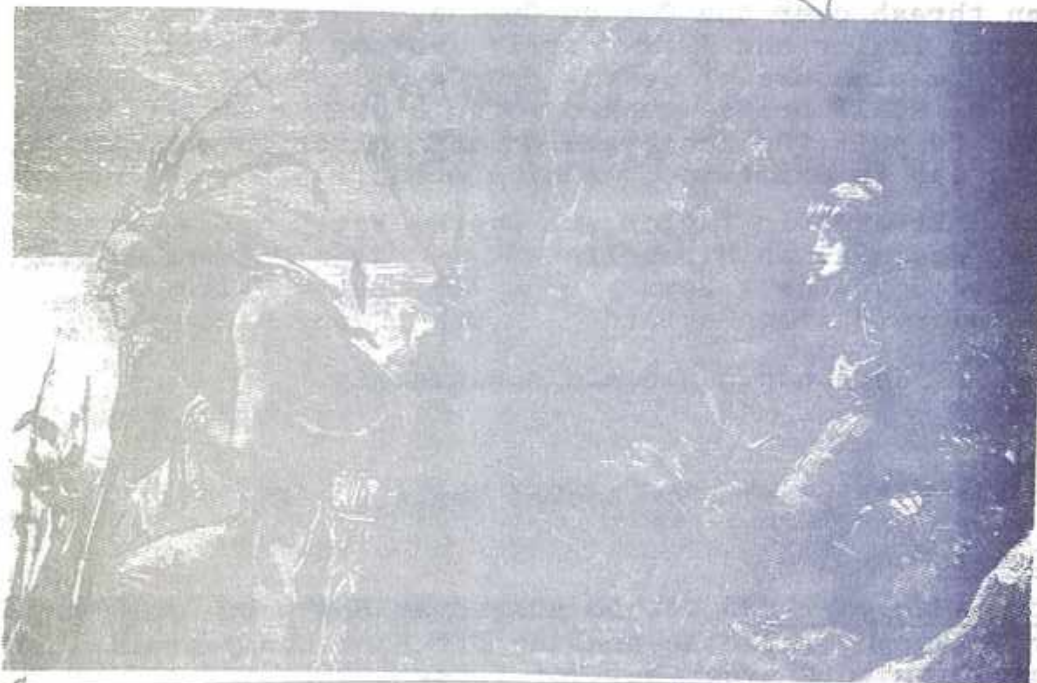
1st	A Burgess	Mini Sp.	194.8	1st Class F1
2nd	Alan Wheeley	Kwakakart	198.6	1st Class F2
3rd	Brian Dunn	Bee-L	203.3	2nd Class F2
4th	Steve McCabe *	Citroen So	204.1	2nd Class F1
5th	K Freeman	Mini	212.4	1st Class A
6th	Alan McConnell *	Mazda	217.6	1st Class C
7th	Ross Perry *	Citroen Sp	217.7	3rd Class F1
8th	L Jenkinson	Mini-Moke	220.0	2nd Class A
9th	D Freeman	Mini	220.4	3rd Class A
10th	A Ransome	Mini	222.7	4th Class A
11th	I Brown	VW	226.4	2nd Class C
12th	T Reig	Subaru Sp	229.8	4th Class F1
13th	T Scharf	Celica	232.3	3rd Class C
14th	Lindsay Sutherland	Corolla	233.3	1st Class B
15th	R Jenkinson	Mini-Moke	239.9	5th Class A
16th	C Fisher	Torana	241.7	4th Class C
17th	Pete Smith *	Mazda	242.3	2nd Class B
18th	J Freeman	Mini	242.9	6th Class A
19th	V Jenkinson	Mini	243.0	Class A
20th	I Mulier	Celica	243.2	5th Class C
21st	K Butcher	Corolla	243.7	3rd Class B
22nd	Keith Urquhart *	Mini	245.9	Class A
23rd	R Owen	Torana	247.1	6th Class C
24th	Glynnis Sutherland	Corolla	248.2	4th Class B
25th	Ray Kemp *	Corolla	248.5	5th Class B
26th	Alan Ball *	Datsun	250.5	Class C
27th	K Graham	Datsun	250.9	Class C
28th	G Leigh	Mazda	251.5	6th Class B
29th	A Sleaford	Viva	253.3	Class B
30th	Ian Reddiex *	Citroen	257.6	1st Class D
31st	G Goodall	Mini	258.0	Class A
32nd	R Goodall	Torana	258.4	Class C
33rd	M Leadbetter	Commode	259.2	2nd Class D
34th	S Freeman	Mini	259.9	Class A
35th	D Hall	Mazda Sp	261.5	3rd Class F2
36th	R Colless	Celica	262.7	Class C
37th	W Kelley	Datsun	263.9	Class C
38th	Peter Johnson *	Datsun	265.4	Class C
39th	D Keiler	Mini	267.3	Class A
40th	Cameron Neilsen *	Corolla	272.8	Class B
41st	Wilson Boyd *	Datsun	277.9	Class C
42nd	D Fry	Celica	278.9	Class C
43rd	L Hall	Corolla	282.4	Class B
44th	Ross Walsh *	Mazda	288.5	Class C
45th	Janet McCabe *	Citroen	295.3	3rd Class D
46th	R Leigh	Mazda	314.3	Class B

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

FAREWELL TO THE HALL OF FAME

The sun has gone out of the light of the club - John Hall, who has tended the bar at the car club since Bligh was a midshipman, can no longer do it. And he can't look after the bar either! This is the sort of loss that even Lloyds of London couldn't cover - I can still see the whimsical smile that would come over his face when a \$50 note was presented for a can of Coke. I can still hear the dreadful jokes he would insist on telling me. Suddenly the wind of winter seems chiller, the bleak winter sun seems smaller - the Club Committee thank John for writing to them and thank and commend him for his services in the past - see you around like a beefburger.

WHAT'S THE MATTER TROTTING
DUCK, DO YOU HAVE A
GITCHI GOOME? ?



WHITE GIRL SPEAK WITH TORQUED FUNG.
NO MISSEE THE OINTMENTS CLEARED
IT UP. WHAT BUGS HE IS THAT I CANT
ENJOY THE :

OFF ROAD & RALLY CAR
CONFRONTATION OF
THE CENTURY

YOKOHAMA TYRES SHORT COURSE
OFF-ROAD SPEED EVENT

DIRECTED BY PETER FORD

PURGA CREEK - 26th AUGUST 1984

ENTRIES COST \$40

REGULATIONS AVAILABLE FROM

THE CAR CLUB OR FROM

ESME 391 8881 Mon-Fri (NOT

WEDS) 9.30 - 2.30

ENTRIES OPEN 25th JULY

CLOSE 15th AUG.

FIRST COME FIRST SERVED

Night Run 27th June

Wonder Walsh's Whimsical Wanderings

Ross Walsh gave us a fine evening out that took in a forestry 'stage' and a bitumnn thrash over the Col du Cootha. This was one of those events where Kelvin Taylor and I saw barely another competitor, we didn't even have the pleasure of seeing people disappearing in the wrong direction. One small bridge tucked round a corner in the forest caught us out, I had to pull the handbrake on and batter through in the lowest production car in existence. A nice event.

- | | |
|--------------------------------|------------------------------|
| 1st Pete Smith/Kelvin Taylor | =4th Ray Kemp/Faye Ball |
| =2nd Greg Weale/Allan Mitchell | Alan McConnell/Mark Lewis |
| Wilson Boyd/Beryl Boyd | 7th Betty Melton/Alan Clunes |
| =4th Neil Jory/Sharon Gaylard | 8th Danny Madden/M Tyquin |

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

Wanted

Paddy Hopkirk "Alpine" Low Backed Seats 379 8430

Coming Events

Bridgestone-Macleay 1000 to be staged at Sherwood near Kempsey on August 4th/5th. A Round of the Australian Off Road Championship, the entrys have closed for this event but for those interested in the Off Road scene it would provide a fascinating weekend.

Iron Man Weekend - 27th/28th/29th July

Night Navigation Run - Friday 27th at 7pm from Eagers Recreation Room, Evelyn St, Newstead. Cost per car \$2 and don't be late.

Queensland Motor Sporting Club - Closed Sprint Meeting 28th July. Lakeside at 9am. Entries cost \$10 and the cars must have a fire extinguisher and secondary bonnet fasteners. Entries close on 28th July. Director for the day is Tony Thorne 277 5211 (Bus Hrs) 343 3444 (After Hrs).

Motorkhana at Lakeside - On all day \$2 each

Hillclimb at Mount Cotton - M.G. Car Club - Joan Appleby (57 1561 A/Hrs) details as to cost of entry and date of closing as above.

Scores from the above 4 events are totalled to provide a winner overall.

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

The Northern District round of the Queensland Rally Championship was run over the weekend of 7th/8th July. A quick word has Marc Roach winning from Peter Glennie. Rod Bailey and Trevor Garbett tied for 5th place, Kelvin Taylor must have been in brilliant form to come 3rd overall, Hank Kabel was 7th and Neil Jory was, as usually, a finisher.

Greg Hansford (just how does one get enough 'bottle' to be a motor cycling World Championship winner?) blunted the Ian Boettcher Mazda RX7 after prizing a front wing off on the second stage. Lisle Neumann rolled and had a small fire in the engine bay. Ron Hendrickson had the steering wheel come off in his hand and Murray Coote blew a gearbox.

If someone lends me the results (hint) we'll have a full summary next month.

SUPPORT YOUR CLUB MEMBER - TRADE DIRECTORY

CAR - AIR CONDITIONING

SERVICE AND REPAIRS

PAUL MASON - HOLLAND PARK AUTOS

TEL: 397 0446

ELECTRICAL DOMESTIC AND INDUSTRIAL

REPAIRS MAINTENANCE AND INSTALLATION

LAURIE GARTH TEL: 349 8053

No Job too Small

LAWN 'N' LANDSCAPES

COMPLETE LANDSCAPING AND FENCING SERVICE

TURN YOUR SUBURBAN BLOCK INTO A GARDEN OF DELIGHT

PHIL UNICOMB TEL: 208 5564

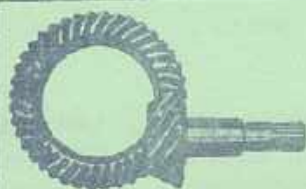
THE BOOKSMITH FOR SECONDHAND BOOKS

HARDBACKS AND PAPERBACKS, ESP. ANYTHING PUBLISHED BEFORE 1940

GOOD BOOKS BOUGHT AND SOLD

PETE SMITH TEL: 379 6182

THE BRISBANE SPORTING CAR CLUB TRADE DIRECTORY IS OPEN TO ALL CLUB MEMBERS AND COSTS JUST \$10 PER ANNUM (11 ISSUES) FOR A 4 LINE AD. CONTACT ESME GIBSON ON 391 8881 (BUS. HRS -NOT WEDS)



DIFF LAPPING CO.

COMPLETE DIFF REPAIRS & PARTS

INCLUDING:—

- ★ 4WD PARTS & REPAIRS
- ★ REPAIRS TO CLUTCH & GEARBOX
- ★ CROWN & PINIONS RE-LAPPED
- ★ RACE CAR MODIFICATIONS & PARTS

SOUTHSIDE

209 1311

3 ALLGAS ST., SLACKS CREEK
SPRINGWOOD

NORTHSIDE

369 2933

147 MUSGRAVE RD.,
RED HILL

1984 Championships

In the magazine each month you will find an up-to-date list of point scores for the Club Championship. Each month we will explain the scoring system.

In 1984 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be motorkhanas, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC ORGANISED motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 17 outright in an event but this is the best result for a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way, for night runs, (Long Course) off-road events and rallies; 11 points for the winner (remembering that winner means best BSCC result), 10 for second etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. For Motorkhanas and Speed Events points will only be awarded down to 2 points for tenth place. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Upto two organisers of each event will each receive 9 points for their efforts, however these points can only be gained on two occasions per type of event.

Finally the top ten placegetters in each of the five types of events (Motorkhanas, Off-Road events, Night Runs, Rallies and Speed Events) will receive a points allocation of 11, 10, 9, 8 etc in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1984 Club Championship.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

Pete Smith (379 2066 home, 379 6182 work. 42 Ardoyne Road, Corinda, QLD 4075) has volunteered his services as Registrar again this year and organisers of all club events are asked (nay demanded) to provide Peter with a copy of the results as soon as possible after the results are compiled to ensure that the pointscores are always as upto date as possible.

CLUB CHAMPIONSHIPS 1984

Motorkhana Championship

1 Alan McConnell	30
2 Pete Smith	27
3 Alan Ball	22
4 Peter Johnson	17
5 Ray Kemp	16
7 Steve Arlidge	15
8 Peter Kemp	14
= 9 Peter Garbett	11
Steve McCabe	11
=11 Jim Reddiex	9
Ross Perry	9
=13 David Martin	7
Keith Urquhart	7
15 Ross Walsh	6
=16 Del Garbett	4
Ian Reddiex	4
=18 Neil Bennink	2
Cameron Neilson	2

Night Run Championship

= 1 Pete Smith	59
Kelvin Taylor	59
= 3 Allan Mitchell	58
Greg Weale	58
= 5 Neil Jory	53
Sharon Gaylard	53
7 Alan McConnell	50
= 8 Wilson Boyd	48
Beryl Boyd	48
10 Mark Lewis	39
11 Ross Walsh	38
12 Alan Ball	33
13 Ray Kemp	28
14 Peter Johnson	22
=15 Kerrie Walsh	16
Kevin Harvey	16
Ross McComb	16
18 Betty Melton	12
19 Chris Johnson	11
=20 Cameron Neilson	9
Ju;ieann Neilson	9
Alan Erlansen	9
Danny Schuppli	9
=24 Rod White	8
Faye Ball	8
26 Del Garbett	7
27 Alan Clunes	5
=28 Danny Madden	4
M Tyquin	4

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

Rally Champ (Cont)

= 6 Brain 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 Worthing	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
Alan Clunes	1
Chris Michel	1
Criag 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

Speed Event (Cont)

7 Nev Taylor	6
8 John Evans	5
9 Steve Blackburn	4
10 Paul Watkison	3
11 Kev White	2

Off Road Championship

1 Phil Unicomb	25
= 2 Nev Taylor	21
Laurence Svens	21
Janelle Svenso	21
= 5 Ashton Bradley	20
Patricia Bradley	20
Ed van Amstel	20
8 Nicholas Reeve	18
9 Barry Macfarja	15
=10 Crhis Brand	11
Ron Lange	11
=12 Sid Vahry	10
Jim Adness	10
Peter Meiers	10
=15 George Croucher	9
Lloyd Prescott	9
Stephen Blackbu	9
Sabine Schimkat	9
=19 Linda Miller	8
Diann Scottorn	8
Rod Sams	8
James Sams	8
Lance Zivec	8
Ross McDougall	8
=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 Minnewbr	2
Warren Seed	2
Michael O'Brien	2
Clive Scott	2

Speed Event Championsh

1 David Geers	11
2 Stephen Jeffrey	10
= 3 Ron Lange	9
Phil Unicomb	9
5 Laurence Svenson	8
6 Ed van Smstel	7

Club Championships (Cont)

Off Road Champ (Cont)

=46	David Westwood	2
	Peter Westwood	2
=54	Russell Saxby	1
	Gary Turner	1
	Cedric Loy	1
	Geoff Loy	1
	Noel Jeffrey	1
	Stephen Jeffrey	1
	John Brixey	1
	Robert Langdon	1
	Paul Watkinson	1
	Tibbetts	1
	Derrick Kennedy	1
	J Holden	1
	Cameron Herbert	1
	Simon Ridegway	1
	Robert Carpenter	1
	Ian Prescott	1
	Greg Nicoll	1
	Steve Abrahamson	1
	Ian Nicoll	1
	Arthur Macfarlane	1
	Paul Fleming	1
	Brian Kennedy	1
	Jonathon Willis-Lyn	1
	Kerrie Wuth	1
	Gaunt	1
	Cantatore	1
	Henry	1
	Jeffreys	1
	Thompson	1
	Thompson	1

Club Championship

1	Pete Smith
2	Phil Unicomb
3	Laurence Svenson
4	Alan McConnell
5	Nev Taylor
6	Ed van Amstel
7	Kelvin Taylor
= 8	Iain Stewart
	David Geers
=10	Allan Mitchell
	Greg Weale
	Stephen Jeffrey
	Ron Lange
	Janelle Dvenson
	Errol Bailey
	Alan Ball
=17	Bradley Roach
	Michael Brice
	Peter Johnson
20	Ray Kemp
=21	George Kahler
	Brian Marsden
	Peter Marshall
	Mike Mitchell
	Neil Jory
	Rod Bailey
	Sharon Gaylard
	Ashton Bradley
	Patricia Bradley
=30	Steve Arlidge
	Peter Kemp
32	Peter Garbett
=33	Nicholas Reeves
	John Evans

Club Champ (Cont)

21	Steve Blackburn	4
=33	Wilson Boyd	4
	Beryl Boyd	4
	Steve McCabe	4
=39	David Martin	3
	Ross Walsh	3
	Barry Macfarlane	3
	Tim Hatley	3
	John Hatley	3
	Gary Batts	3
	John Hall	3
	Del Garbett	3
=43	Paul Watkinson	2
	Mark Lewis	2
	Chris Brand	2
	Ian Reddiex	2
	Jim Reddiex	2
	Ross Perry	2
	Cameron Neilsen	2
	Alan Clunes	2

Ladies Championship

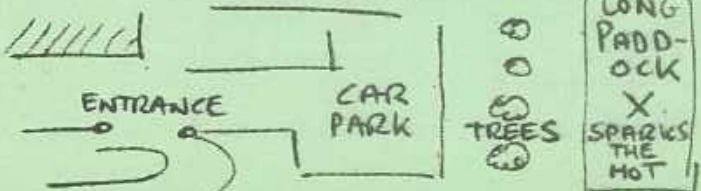
1	Del Garbett	26
= 2	Sharon Gaylard	11
	Coral Taylor	11
	Janelle Svenson	11
= 5	Beryl Boyd	10
	Patricia Bradly	10
= 7	Kerrie Walsh	9
	Chris Brand	9
= 9	Betty Melton	8
	Sbine Schimkat	8
=11	Julieann Neilsne	7
	Linda Miller	7
	Diannn Scottorn	7
14	Faye Ball	6

-0-

If I had a **DONKEY WOT**
 Wouldn't go
 I Wouldn't

ENTER ON THE DAY \$5
 BASIC LICENCE - PETER GARBETT
 DIRECTOR

TAKE HIM TO THE
 CLUB MOTORKHANA
 19TH AUGUST 10am
 BEENLEIGH RUM DISTILLERY
 BEENLEIGH



28 HAYWARD STREET, STAFFORD, BRISBANE QLD. 4053

Phone: (07) 356 4356

CUSTOM OFF ROAD COMPONENTS

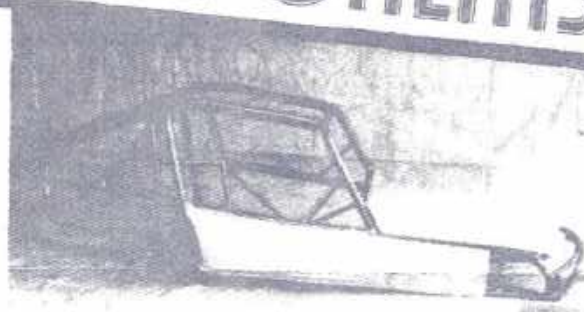
WIDE TRACK LONG
TRAVEL FRONT ENDS

RACING STUB AXLE
AND LINK CARRIERS

HEAVY DUTY TIE RODS
AND DRAG LINKS
MADE TO ORDER

RACE AND STREET
VW ENGINES

EXTRACTORS



SEND FOR FREE CATALOGUE

GAS RACING SHOCKS

RACING STEERING BOXES
AND PITMAN ARMS

HEAVY DUTY REAR MOUNTS

TRANS AXLE STRAPS

ROAD REGISTERED
BUGGY KITS

MANUFACTURER OF TRIED & PROVEN
RACING FRAMES FOR ALMOST A DECADE



HOLLAND PARK AUTO ELECTRICS

803 LOGAN RD. 3970446

PROPRIETOR: PAUL MASON
(Qualified Auto Electrician)

AGENTS FOR:



No.1 in Competition Electrics

Experience in:-

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



We're good in electrics
because of our CHARGE

R A C Q APPROVED REPAIRER

**Fulcrum Suspensions
are now stockists of**

LOVELLS

COIL SPRINGS

**AS USED BY
JACK BRABHAM**

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

Contact Fulcrum Suspensions for Lovell's Springs
Sales Service and Professional Advice on all
Suspension and Steering Problems.



**Fulcrum
Suspensions**

8 EVESHAM ST., MOOROOKA, 4105
PH. 3922647 (OPEN SAT MORN.)

PERFORMANCE WITH RELIABILITY

MURRAY COOTE AUTOMOTIVES

- ALL MECHANICAL REPAIRS
AND SERVICING
- PERFORMANCE DATSUN PARTS IN
STOCK
- HEADPORTING AND LATHE WORK

31 HIGH STREET, KIPPA RING Q.4020

PHONE: 284 2311

KENNEDY ENGINEERING

23 ROBINSON ROAD VIRGINIA

CHROME MOLY AXLES

LIMITED SLIP DIFFS (NEW, ALL CARS)

DISC BRAKE CONVERSIONS

COMPETITION CLUTCHES

BALANCE BARS

MACHINING & FABRICATION

YOKOHAMA RALLY TYRES

KELVIN TAYLOR - MANAGER

265 5333

QUARTER PAGE /

SPACE TO LET

APPLY: ESME GIBSON 391 8881

NOW OPEN FOR BUSINESS

ROB MEYERS AUTOMOTIVE

**611 TARRAGINDI ROAD,
MOOROOKA**

• COMPLETE AUTOMOTIVE SERVICES

- ★ Open 6 days a week
- ★ Automatic Servicing
- ★ Steam Cleaning

**Servicing
Tuning
Suspension**

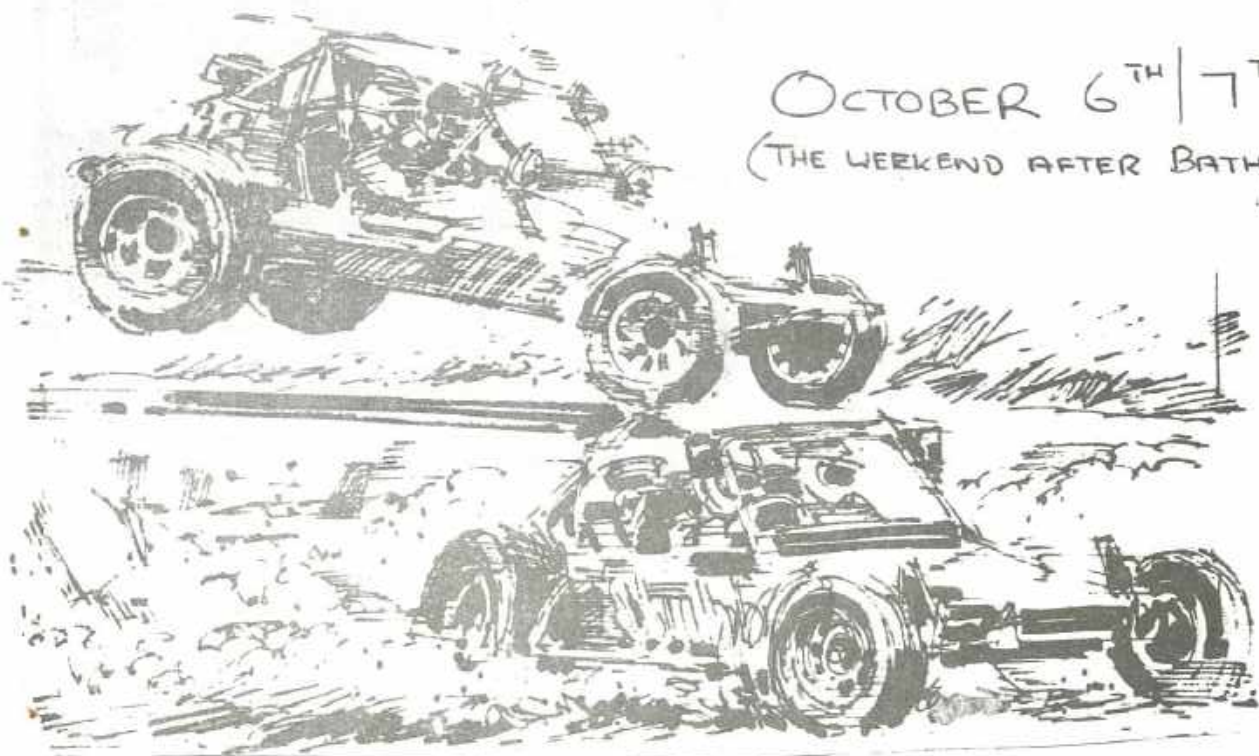
PH. 277 0885. A.H. 370 2878

WHAT DID YOU DO OVER EASTER ?

IT WASN'T LONG AGO EH !

WELL A SIMILAR TIME IN THE FUTURE
IS THE

GOODYEAR WYLIE
KOORALBYN 400



OCTOBER 6TH / 7TH
(THE WEEKEND AFTER BATHURST)

THE CLUBS PREMIER OFF ROAD EVENT

- A ROUND OF THE AUSTRALIAN :
- OFF ROAD CHAMPIONSHIP

THAT COULD EASILY BE THE NATIONS
PREMIER OFF ROAD EVENT.

WE HAVE THE BEST VENUE,
THE BEST ORGANISING TEAM,

WHAT WE NEED IS YOU , FULL DETAILS NEXT
MONTH BUT MARK THAT CALENDAR NOW



A B.S.C.C. COMMITTEE MEETING

JUST A (CAMS) MINUTE

RAC strongly recommends that clubs provide separate prizemoney awards for Clubman 3A and 3B in all events where this grading system is used. RAC requests QUSEC advise all clubs to notify their members of such.

RAC recommends that QRC three to also include a round of the CIBIE/GP CARS Novice/Clubman Rally Series.

Re date change NDSCC Novice/Clubman Rally.
RAC recommends that 13/14th October be approved.

Regal Bakeries Rallysprint 4.3.84 - noted.

RAC recommends to State Council that points awarded for the above event towards the Holland Park Auto Electrics Rallysprint Series be deleted.

RAC requests QUSEC to advise CACA that results for any event are supposed to be published within 120 hours after the completion of the event.

WIRRINA HOLIDAY RESORT RALLYSPRINT - SOUTH AUSTRALIA

CORAL POINTS OUT THAT THIS ARTICLE WORKS BEST IF
IT'S CHANTED

Whilst at Bathurst for the Mid State Television Rally, Marco and I were approached by Terry Kuss (Group A Starion competitor from Adelaide) to run in the Wirrina Holiday Resort Rallysprint near Normanville, South of Adelaide.

We welcomed the opportunity to compete "down south" and set about trying to organise ourselves for the trip. Many phone calls to & from Adelaide followed with enormous assistance from Terry to make it all possible.

There is always MOBS of organisation involved when one tries to get Peter to an interstate event. Usually he's terribly organised about a fortnight before the rally and then in those last few days it all goes astray....

We had planned for the 3 of us (Vic Elais was our third party, and service crew) to drive down early on the Wednesday morning. However, our crash in the Renault Rally only 10 days before our due departure cast a shadow over our plans. On top of that Peter gained himself a new job, rudely interrupting his semi-retirement and curtailing his free time for such interstate trips.

Our last minute dilemma was to repair the car in such a short time and to organise some time off for Peter, and we were really doubtful that either could be accomplished.

However, Brad Morrison of Bear's Body Works madly set about to repair the car, complaining that he'd only just fixed it after our roll-over in Bathurst and just what was Marco up to anyway? Then Terry organised a sponsored flight from TAA for Peter to fly to Adelaide on the Friday.

It certainly was a hectic week for Brad and he was still applying the finishing touches to the car on Wednesday. That same morning Vic was madly trying to organise our tow vehicle and spares etc. Peter had rushed off to a seminar leaving Vic with a maze of objects to take, a trailer with no lights and a rally car that wasn't finished.

Our initial plans were to leave at 5a.m. Vic finally arrived in Toowoomba at 3.30p.m. looking as though he'd just finished servicing on a 24hour rally. The car had been driven straight out of Brad's workshop and onto the trailer and so the two of us set off with our fingers crossed that all was in working order.

Only 1 kilometre down the road the exhaust system on the van came loose with a loud racket and Vic was back under the car tying it together with wire. It did seem as though we were in for a trip to remember as Peter's service vehicles DID have a reputation of gradually falling apart, but surprisingly our trip down was enjoyable with not so much as a flat tyre, and 24hours after leaving Toowoomba we arrived in Adelaide amidst rain and cold winds.

Our hosts in Adelaide were the delightful, if mad, Bob and Sue Durant. Bob is Marks ex South Australian navigator who now navigates for Terry Kuss. We settled in to a long evening of rally-talk, discussion about old-times, pizzas, gallons of tea and finally fell into bed totally exhausted.

The event covered 2 different sections with each one run in 2 directions, making up 4 courses. The field included two off-road buggies (one driven by the S.A. Off-Road Champ, Dave Bennett), Jim Conaghty and Barry Lowe (S.A. Rally Champ) in their high horsepower Dazdas, and a surprising (to us anyway) entry by Dick Manning - an XW 351 Ford Falcon complete with musical air horns. Chuckling away to ourselves we said "He can't possibly be competitive"! Misconception number one! And number two was regarding the off-road buggies which we did not believe could be competitive against rally cars. Very quickly we swallowed our words, hats and everything else, when on our first practice run the buggy of Dave Bennett was outright fastest in front of Marco and then Barry Lowe.

South Australians it seems, certainly know how to have a good social weekend and after an afternoon's practice we adjourned for a counter-dinner and video evening with Broken Hill's Jim Gleeson (competeing in his "snoopy" escort- leaving the BDA at home).

Video of the days practice was shown along with an Acropolis tape. And as I hid with embarrassment in the back corner they showed a recording of an interview I had had Friday on an Adelaide morning chat show. Peter will pay for that...by his late arrival he skipped all such planned escapades...but his turn will come!

Sunshine and warmer weather greeted us on Sunday morning and as we sat at the first start control awaiting our count-down, Bob raced to our car, hung his head thru the window and screamed at Peter "I want you to drive till your #@*# arms drop off - and when that happens - drive with the stumps!"
5 4 3 2 1 GO! and we set off still laughing.

There was no navigation involved in this course and while I sat back and enjoyed the ride one other navigator was seen reading the Sunday Sun during the competitive.

On the top road the power of the Dazdas and Barry Lowe's intelligence of marking his own course thru the grass to miss the series of yumps meant our times were a few seconds outside the best. However on the "beach road", a twisty smooth road with concrete causeways on most corners, Peter scored 2nd fastest time 2 seconds behind Barry and we still had time up our sleeve to make up in the finals.

And so we were looking for 2nd place, as the finals were to be run on the beach road. But we were shattered when an ominous engine rattle developed at the half way point. Unbelievably we had broken yet another cam tower and were about to sink into the depths of depression , until...

Alan Mutton (also running an escort) who didn't qualify for the finals, most generously offered to us his car to complete the event.

Jim Gleeson had qualified in 10th position and Marco was dismayed to see the worn out tyres he was running on. And so for the finals we ran Alan's red escort as Zero Zero and Jim used our tyres and wheels.

Axle tramping away from the start, sideways thru the causeways and 8-10 seconds off our previous times we completed our first run in Alan's car. Spectacular it was, but we weren't competitive.

Standing at the turn around point, waiting for our return run, the most fabulous sight was Dick Manning's XW totally sideways as he appeared over the crest to the sound of his musical airhorns. Dick had a smile from ear to ear...and the crowd (2-3,000 lined the course) loved it. I believe he did ask that next year "Could the gates please be widened, I can make it sideways (just) thru the causeways but the narrow gates are a problem!"

Barry Lowe won the event from Jim Conaghty with Phil Horan 3rd and Dave Bennett 4th. We watched Dave in his buggy on one run and that incredible buggy handled superbly as I never believed a buggy could.

Having enjoyed ourselves immensely we didn't suffer any post event blues or depression, instead we went out for a Bistro dinner and laughed ourselves silly as the night deteriorated into dirty jokes and story telling. Marco told some of the worst, Jim Conaghty and Bob were close behind and I never finished mine cause Marco stole the punch line and used words I wouldn't dare.

Many sceptics said to me before we left "What a long way to go to crash a car!" To them I say "Yes isn't it amazing, Marco DID keep it on the road." And after reading this he'll fire me...so is anyone looking for a navigator??

Only kidding Marco.

N.B.

Some food for thought.. The Wirrina Holiday Resort Sprint was held in conjunction with the Miss Australia Quest, donating part proceeds from spectator's entry fees to the Woodville Spastic Centre. Apart from supporting a worthy cause, this link also provided some guaranteed media coverage with Terry appearing on a radio chat show, my interview on9's Adelaide Today and a host of newspaper articles.

Coral Taylor

HURRAH FOR THE ARTICLE WRITERS

FUJI ENGINE IMPORTS GOLD COAST RALLYSPRINT

Following a string of minor placings in the three previous rounds of the HOLLAND PARK AUTO ELECTRIC RALLYSPRINT SERIES, Ron Hendrickson, in his Datsun 1600, survived some stiff competition to win the Fuji Engine Imports Rallysprint at Nerang on the 26th June.

Held in the Southport Softwoods forestry, the event proved popular with most competitors, the section used being a real screamer with some very fast sweepers and straights.

Hendrickson won the day after a very close battle with Greg Whittaker, who, now with twin-cam power in his Galica drove superbly to come home second by only 18 seconds. This effort being remarkable as Greg was to be seen hobbling around the pits on a walking stick all day due to a bad back. Take nothing away from Hendrickson though, fastest on all three stages and the prologus he was very much the man to beat. Not far behind this pair was New South Welshman Rob Bell in his Escort who showed he is capable of giving the local boys a hurry up in future events. Queensland Rally Champion Peter Marcovich had a disappointing event, his Escort suffering from lack of horsepower although still managed to finish in sixth position and pick up valuable series points.

Kelvin Taylor drove consistently (and spectacular!) to come home 4th overall in his big engined Mazda RX3 and is currently placed 5th in the series. 5th overall after some quick driving was Kevin Harvey in the Trackweld Datsun 1600.

Major retirements included Phil McLoughlin's Toyota Corolla twin-cam with a broken stub axle. Paul Mason's Toyota Corona Turbo blew its engine. Trevor Garbett was also competing in this car so his ride for the day was over as well. Barry Hayward's Datsun 240Z stopped in the prologue. The Mazda Springwood 323 was shunted into a bank putting both Gary and Tony Kabel out and the teams other car, the RX4, driven by Henk Kabel and Tony Tippar, blew its clutch. Round 1 winner Stewart Reid retired with unknown problems (unknown to me that is!)

Alan Ball had a big moment in the prologus when he went off the road after arriving at a very fast sweeper to find he had very little in the way of steering (the result of an earlier off). Alan managed to find the smallest tree to hit to slow down and was able to get to the end of section for repairs. Section 1 provided drama for both Steve Arlidge and Lin Melton with the former clobbering a tree on the exit from "the creek" damaging the car to such an extent that a new body shell is on the cards and the latter is still trying to find 2nd gear. Micheal Bailey had brake problems all day which put paid to his chances of a good run. Peter Ball put in a good show in his Datsun 1600 to finish 11th O/R. Ray Kemp nearly cleaned up a certain spectator in the prologus on exiting "the other" creek but was able to keep it straight for the rest of the event although the stock Corolla was hardly suited to the 'highway'.

The Ian Boettcher Motors Mazda RX7 once again proved troublesome for Greg Hansford, suffering from fuel pump problems in the prologue and first two sections but showed what could have been with 6th fastest time in Section 3. Hopefully the continuing fuel system trouble will be cured soon so that Greg might remain competitive for a whole event. David Scharf continues to amaze with his times in a very ordinary Datsun 1600. Rumour has it he will be driving his brother Pgt's twin-cam Corolla in the next round so watch out fellas!

A great days rally printing with not too much waiting. The only criticism being in the system of giving trophies which was arranged so that no one was supposed to get more than one trophy. The aim of the game is to try and win so therefore I think the winner should be the one to get the trophies whether it be one or five.

Although 8.75 km sections are a bit long for a sprint I think the BSCC could do worse than inquire after this area for the December sprint as it offers superb spectating.

POINTS IN THE HPAE SERIES AFTER FOUR ROUNDS

RON HENDRICKSON	DATSUN 1600	42
GREG WHITTAKER	TOYOTA CELICA	28
PHIL McLOUGHLIN	TOYOTA COROLLA	25
PETER MARCOVICH	FORD ESCORT	25
KELVIN TAYLOR	MAZDA RX3	24
LAURIE GATTON	DATSUN 1600	20
DAVID SCHARF	DATSUN 1600	20
MICK BRUCE	FORD ESCORT	17
GRAHAM CLARK	MAZDA	16

SECTION 1

1 Hendrickson/ Hendrickson	6.29	33 Reville/Edwards	7.44
2 Whittaker/ Staib	6.36	34 Woodward/Morrison	7.46
Bell/Bell	6.40	35 Hansford/Payne.	7.47
Taylor/Ambrose	6.48	36 Verity/?	7.51
5 Harvey/Seden	6.55	Imberger/Woodward	7.51
6 Marcovich/Taylor	6.57	38 Barry/Wyllie	7.57
Reid/ ?	6.57	Crass/Wildman	7.57
8 Bruce/Pugh	6.59	40 Krebs/Krebs	8.00
9 Clark/Offer	7.02	41 Grundy/Donald	8.11
10 Mason/Garbett	7.03	42 Thompson/Offer	8.15
11 Neal/Willox	7.06	43 I.Woodward/Imberger	8.18
12 Lilley/Tindal	7.07	44 Lattimer/Therkelser	8.29
13 Ball/Ball	7.09	45 D.Garbett/Garbett	8.42
14 Barry/Offer	7.10	46 Edwards/Reville	9.02
15 Reid/Reid (Datsun)	7.14	47 Melton/Elias	9.08
16 Johnson/Strietberg	7.15	48 Kemp/Ball	9.09
Hill/Hill	7.15	49 Russel/Almond	9.29
18 Van Den Brink/Yarrow	7.16	50 Hunter/Brooks	10.25
19 Schilpzand/Luiten	7.19	Bailey/ ?	10.25
20 P.Scharf/Scharf	7.23		
21 H.Kabel/Kabel	7.25		
22 D.Scharf/Wilson	7.27		
23 R.Dunn/Gibson	7.28		
24 P.Dunn/Dobbie	7.29		
25 Guyatt/Quinn	7.30		
Donald/Grundy	7.30		
Reddix/Perry	7.30		
28 Tipper/Brennan	7.33		
29 Garbett/Garbett	7.35		
30 Ball/White	7.39		
Dillon/Gaines	7.39		
32 McCabe/McCabe	7.41		

SECTION 2

1	Hendrickson	6.25
2	Whittaker	6.31
3	Bell	6.39
4	Harvey	6.43
5	D.Scharf	6.46
6	Taylor	6.48
7	Marcovich	6.54
8	Neal	6.59
	P.Ball	6.59
10	Bruce	7.00
	Hunter	7.00
2	Clark	7.01
13,	Schilpzand	7.03
4	P.Scharf	7.04
	G.Lilley	7.04
6	M.Barry	7.05
	Johnson	7.05
18	Hill	7.06
9	Van Den Brink	7.08
20	Reddiex	7.10
1	Reid	7.11
22	Ball	7.15
23	Mason	7.21
	P.Dunn	7.21
25	Reville	7.24
	Guyatt	7.25
27	Donald	7.31
	Dillon	7.31
5	P.Woodward	7.40
	Crase	7.40
1	McCabe	7.44
17	Thompson	7.54
7	G.Barry	7.55
4	Krebs	7.59
5	Lattimer	8.10
6	Edwards	8.11
7	Kemp	8.20
3	D.Garbett	8.26
9	I.Woodward	8.40
0	Inberger	10.17
1	Hansford	11.28
	Bailey	11.28
	Grundy	11.28
	Verity	11.28

SECTION 3

1	Hendrickson	6.28
2	Whittaker	6.33
3	Bell	6.38
4	D.Scharf	6.40
5	Taylor	6.42
6	Hansford	6.44
7	Harvey	6.47
8	Marcovich	6.50
9	Hunter	6.54
10	Bruce	6.55
11	Clark	6.56
12	Schilpzand	6.58
13	Neal	6.59
	M.Barry	6.59
15	P.Ball	7.02
16	Reid	7.03
17	Van Den Brink	7.05
18	Scharf	7.08
	Hill	7.08
20	Reddiex	7.09
21	Lilley	7.16
22	Guyatt	7.18
	Johnson	7.18
24	A.Ball	7.21
25	Reville	7.24
	P.Dunn	7.24
27	Dillon	7.30
28	Crase	7.36
29	Donald	7.37
30	McCabe	7.38
31	P.Woodward	7.44
32	Krebs	7.45
33	Barry	7.50
34	Thompson	7.57
35	Verity	7.58
	D.Garbett	7.58
37	Lattimer	8.00
38	Edwards	8.01
39	Kemp	8.14
	Bailey	8.14
41	Grundy	8.45

OUTRIGHT

1	19.22
2	19.40
3	19.57
7	20.50
4	20.18
38	25.59
5	20.25
6	20.41
33	24.19
8	20.54
9	20.59
13	21.20
10	21.04
12	21.14
11	21.10
15	21.28
=16	21.29
18	21.35
=16	21.29
20	21.49
14	21.27
21	22.13
19	21.38
23	22.15
24	22.32
22	22.14
26	22.40
29	23.13
25	22.38
27	23.03
28	23.10
31	23.44
30	23.42
34	24.06
39	27.17
35	25.06
34	24.39
36	25.14
37	25.43
41	30.07
40	28.24

THE PROLOGUE TIMES ARE NOT INCLUDED AS THEY ONLY COUNTED TOWARD STARTING ORDER AND I THINK THEY WERE WRONG ANYWAY.

PETER JOHNSON



← WORKS DATSUN RALLY ENGINE

AS USED BY PETER PHILLIPS IN 1983/84

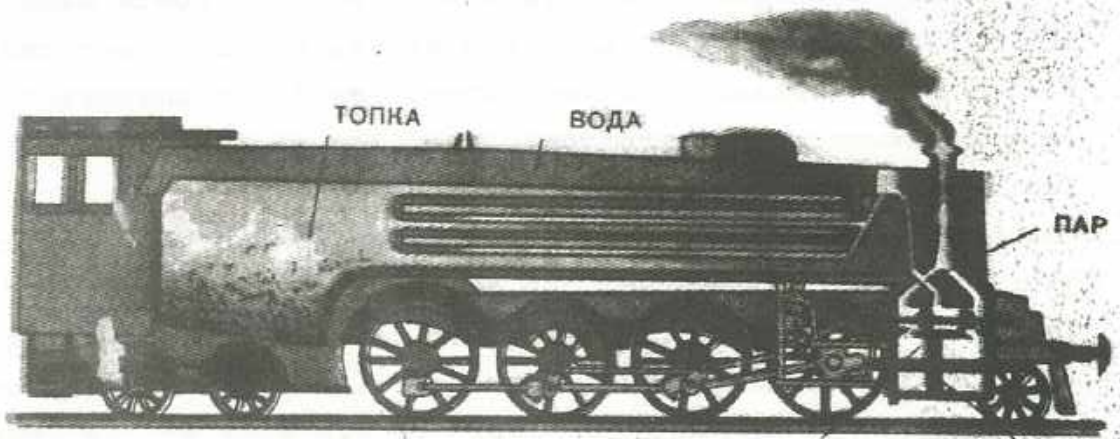
\$2500.00 COMPLETE.

THE ENGINE CAN BE SEEN ON THE LEFT ON THE WHIRLPOOL DYNOMATOR.

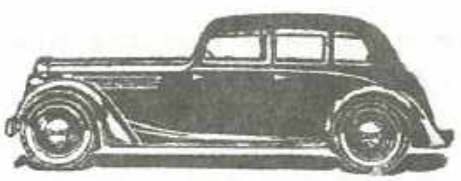
PETER PHILLIPS RENOWN RALLYMAN OFFERS

PHONE 343 2240 for more details

↘ DATSUN 1600 RALLY CAR - \$2000.00



Spot the Car Parts



Each of these 24 clues represents some part of an ordinary motor car or tools commonly used in connection with a motor car.

11. Cat's Meat. _____
12. One Under the Eight. _____
13. A Palette. _____
14. Fountains. _____
15. A Faddist. _____
16. A Solution. _____
17. Essential to an M.P. _____
18. A Weapon of Warfare. _____
19. A Grand Finale. _____
20. Bruises. _____
21. Underground Railway. _____
22. Dessert. _____
23. Oyster Shells. _____
24. A Seagull. _____

ЭТА МАШИНА ЛОРШЕНЬ

← A COMPETITION FOR THE MOTOR MINDED.

A PRIZE OF 20 ASSORTED PLAYBOYS PENTHOUSES IS OFFERED FOR THE FIRST CORRECT ENTRY.

PM

PETER
PHILIP
MURPHY
LAWSON
2000

A SCOURGE ACROSS THE NATION

a story from the Southern Districts Car Club of South Australia.

A long time ago it wasn't the S.A.R.C., it was the Silver Star. It wasn't split-minute timing, it was time allowed. It wasn't fully itinerised with nominated Passage Controls - it was bloody tricky navigation and Secret Controls.

It was also the era of one Norm Fritter formerly of this Club and one of its unforgettable characters who drove a Toyota Corona 'S' at 105% and whilst featuring in the list often, won at least one Round of the Silver Star Series. His Navigator, equally unforgettable, was one Peter Dorsman of the icy cool, the iron stomach and the 'roll-your-own' fag.

The whole Corona-Fritter-Dorsman combo presented a 'potential sensation' every time they competed, but one episode of many stands out:-

In about '69 I think, they were haring along a goat track out Harrowgate way, Fritter easily managing the section (flat-as-a-strap) when a reversed-camber 'turn-hard-right' fairly flew at 'em from the other side of a creek.

Norm never gave up a good scrap but the odds were stacked against him in this one and two-thirds of the way through their impossible drift they clipped the bank and finished lid down on the verge.

Now when I refer to Dorsman as 'icy and iron', I kid you not. He remained inverted in his harness, home-made fag clamped in choppers plotting out the next section while Norm hopped out to check the damage.

Lady Luck was smiling that day and being the early hours of Sunday morning, what should arrive at the scene but local farmer on way to church. "Give us a hand, mate?", says Norm. Now Norm was no Rudolph Valentino at his best but towards the end of a Rally he was positively awesome. Anyway, with a great deal of cajoling, Norm managed to con the bloke into hooking a tow-rope on and righting the car. History does not record whether Dorsman remained on board during this exercise or not. However, before you could say "Hills Exhausts Southern 500" the old and sadly mauled 'S' was right way up again.

"Thanks, mate!", says Norm as he guns the starter. Alas! No result. Tries a second time - Same result! and a third! "Give us a tow, mate?", says Norm. By now the Cocky is wondering whether he should have stayed in bed but agrees to tow-start the sadly mauled and sick 'S'.

"I'll toot me horn when she starts", says Norm and away they go. No great drama, the motor comes in nicely in second at about 15 m.p.h. (none of the metric rubbish then, either) so Norm honks - Cocky applies brakes - and, well!....You'll recall the car was on its lid for a bit and even brake fluid responded to the call of gravity so all Norm's efforts to stop are in vain.

However, with the reflexes which typified his long and spectacular career, he swerved violently left - the tow-rope with the strain off, took on the appearance of a bowl of spaghetti and the Cocky, whose reflexes weren't in the same league as Norm's (never mind about early Sunday a.m.), finally attempted evasive action. Result - the steel spaghetti finished up as one with his rear axle, diff, brake drums, wheels and anything and everything else handy to that general area.

Finally, the whole procession ground to a halt whereupon Norm leaped out - "No worries, mate!" quoth he and to the astonishment of Fred the Farmer proceeded to reduce the tow rope to approx. 12" (30mm) lengths with his handy bolt-cutters (indispensable rally equipment in those days).

With the Cocky's car's rear end now unimpeded, Norm heaved the cutters in the back of the 'S', Dorsman lit another "makings" and with a "Thanks again, mate!, See ya!", Norm took off down the track as if there was no tomorrow. The last they saw of the farmer, he was standing in the middle of the road scratching his head in amazement.

Nobody knows whether he continued to church or went home again. His mates would probably prefer to believe he'd been bailed up by Martians from a flying saucer than to wear his tale about Norm and Peter.

DAVID BUCKS

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

MEMBERSHIP

We extend a warm welcome to the following members who have joined the B.S.CC. since May 1984

Rowan Clarke.....	Marburg
Peter Gaffney.....	Annerley
Peter Grimmond.....	Mogee NSW
Philip Coleman.....	Ashgrove
David Patterson.....	Yeronga
John Bowden.....	Samford

MEMBERSHIP

We extend a warm welcome to the following members who have joined the B.S.C.C. June/July. (AGAIN! ESME WHY DO WE KEEP REPEATING OUR WELCOME TO THESE ADMIRABLE PEOPLE, NOT MORE OF YOUR RELATIVES?)

- Rowan Clarke.....Marburg
- Peter Gaffney.....Annerley
- Peter Grimmond.....Moree NSW

Atten - wait for it, wait for it - shun !!

The next voice you will hear will be that of the Director of the James Hardie National Rally.

I don't know if many people realise that to run a rally we need a permit from the police. This involves the approval of all police districts through which the rally passes and the permit always contains a clause to the effect "...that issue of future permits depends on the conduct of this event". After an event each police district makes a report.

We know that the Recliff^d district report on our Australian Championship Round made mention of a number of traffic breaches committed by people associated with the rally, not competitors but 'hangers-on'. The most outstanding of these was a gold Corolla sprinter (NOT Peter Garbett) who was booked for an incredible 170 kmph. Whilst it must be a recommendation of Corolla engine capabilities this does nothing to ensure the continuation of our sport. We are already using circuitous routes to Jimna because of the actions of spectators in previous rallies in that area. We don't want problems elsewhere.

It must be up to everyone with an interest in rallying to jump on the few ratbags who are jeopardising our sport.

On to another subject (someone else must be writing about happy, uplifting things some where else in this magazine (Must They? - Big Ed) so I will continue in the same vein) we are a club of 500 members but on an average Wednesday night, lately, only about 30 manage to get to the club. Is it just the cold weather or do you want more from the club? You have elected a committee to guide and run the club but it is still a club of 500 people, all with different thoughts. The Committee need input from all members both ideas and practical effort. Tell us what we should do with the club and Wednesday Nights!

THE B.S.C.C. is ALL of you.

Peter Marshall

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

Wanted

The M.G. Car Club of Queensland want CONTROL OFFICIALS for their Grand Prix Mazda Rally on the 1st September. This event is a round of the Queensland Rally Championship and the G.P. Car Novice/Clubman Series and should provide entertainment for the people involved.

Phone Ann Thompson 378 1368, Neil McNeil 355 1813 (A/h) or Phil Hutchinson 48 5061 (A/H).

CLUB OFFICIALS

		PHONE NUMBER	
		HOME	WORK
PATRON.....	THE HON. SIR JAMES KILLEN K.C.M.G.		
PRESIDENT.....	JIM REDDIEX	264 1738	52 7177
VICE PRESIDENT.....			
IMMEDIATE PAST PRESIDENT.....	MIKE MITCHELL	59 8785	52 5391
SECRETARY.....	WARREN TEGG	48 3889	394 1922
ASSISTANT SECRETARY.....	RON WILKINS		227 8054
TREASURER.....	ERROL BAILEY	48 0546	372 3777
ASSISTANT TREASURER.....	NOELLE DRUMMOND	398 3947	225 3054
CLUB CAPTAIN.....	PETER MARSHALL	202 6932	202 6932
BOARD MEMBERS.....	CHRIS BRAND, IAN GOLDSWORTHY, JOHN HALL PETER MARCOVICH, BARRY MASSEY LINDA MILLER, IAN PRESTON PETER SMITH, PHIL UNICOMB ED VAN AMSTEL.		
CAMS DELEGATE.....	PETER MARCOVICH	395 1484	390 5907
CAMS OBSERVER.....			
AUDITOR.....	NEV JOHNSTON	266 8241	358 1022
PROMOTIONS OFFICER.....			
ASSISTANT PROMOTIONS OFFICER...			
BUILDING & PROPERTY OFFICER.....	BRIAN SWINTON	48 4558	
REGISTRAR.....	PETER SMITH	379 2066	379 6182
MAGAZINE EDITOR.....	PETER SMITH	379 2066	379 6182
REFRESHMENTS OFFICER.....	JOHN HALL	345 5751	
ART UNION PROMOTOR.....	NOELLE DRUMMOND	398 3847	225 3054
FINANCE COMMITTEE CHAIRMAN.....	ERROL BAILEY	48 0546	372 3777
SPORTING SUB C'TEE CHAIRMAN....			
NOTORKHANA OFFICER.....			
OFF ROAD OFFICER.....	PHIL UNICOMB	208 5564	208 5564
RALLY OFFICER.....	WARREN TEGG	48 3889	394 1922
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8881

CLUBROOMS

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

POSTAL ADDRESS

ALL CORRESPONDENCE FOR THE CLUB SHOULD BE ADDRESSED TO:

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

Coming Events

- July 18th - Off Road Night at the Clubrooms
All Members Welcome
- 22nd - Lakeside Races for (Aust.) Formula 1
See Big Ed debut the A40 Farina (Bring a pack lunch)
- 25th Wednesday - Night Run from the Clubrooms at 8pm
- 27th Friday - Iron Man Weekend Night Run
- 28th Saturday - Iron Man Weekend Sprint at Lakeside
" " - Iron Man Motorkhana at Lakeside
- 29th Sunday - Iron Man Weekend Hillclimb at Mount Cotton
- August 1st Wednesday - Social at the Car Clubrooms, 8pm
- 4th/5th Saturday/Sunday - Ripsnorter Rally
" " " " - Bridgestone Macleay 1000
- 7th Tuesday - Committee Meeting at the Clubrooms, 7.30pm
- 8th Wednesday - Rally Night at the Clubrooms, 8pm
- 15th Wednesday - Off Road Night at the Clubrooms, 8pm
- 19th Sunday - Club Motorkhana at Heenleigh, 10am
- 22nd Wednesday - Night Run organised by Peter and Chris Johnson
from the Clubrooms at 8pm
- 26th Sunday - Short Course Off Road and Rally Event at Purga
Creek. Peter Ford Director.
- 29th Wednesday - General Meeting at the Car Club Chaired by
Our President with Members of the Committee
to Meet the Members. Let's have a fruitful
discussion - Air a Grievance Night
- September 1st/2nd Saturday/Sunday - M.G.C.C. Grand Prix Madza Rally
- 4th Tuesday - Committee Meeting at the Clubrooms 7.30pm
- 5th Wednesday - Social Night at the Clubrooms, 8pm
- 12th Wednesday - Rally Night at the Clubrooms 8pm
- 19th Wednesday - Off Road Night at the Clubrooms 8pm
- OCTOBER 7th/8th Saturday/Sunday - GOODYEAR WYLIE KOORALBYN 250

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

AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE AKSES GROUP

Factory Appointed Distributor

STROMBERG — SOLEX — ZENITH

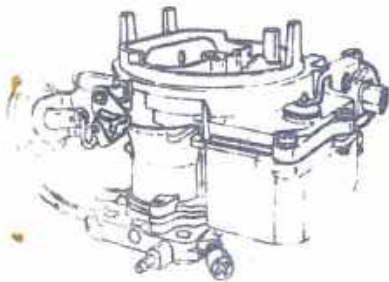
CARBURETTORS AND PARTS

WORN CARBURETTORS WASTE FUEL!

Replace Worn Parts with

**GENUINE ORIGINAL EQUIPMENT
PARTS**

Order by Vehicle Assembler's Part
Number (GMH, Ford etc.) if convenient



Also Distributors of —

DELLORTO : HOLLEY : SU : WEBER

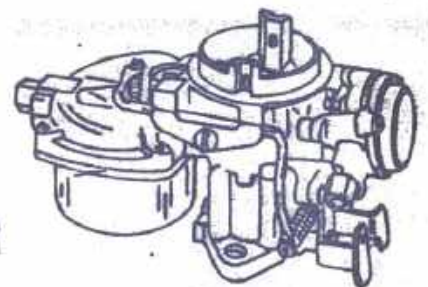
CARBURETTORS and PARTS

AUTOLITE : CARTER : JAP : ROCHESTER

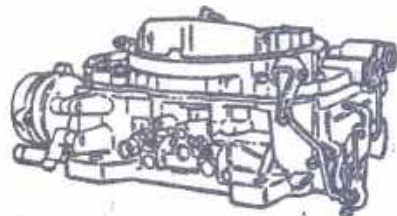
CARBURETTOR PARTS

AUTOPULSE : BENDIX : HOLLEY : SU

FUEL PUMPS



**CARBURETTOR
EXCHANGE &
RECONDITIONING
SERVICE**



NON O.E.M. PARTS — OVERSIZE THROTTLE
SPINDLES — TEFLON BUSHES — IDLE MIXTURE
CONVERSIONS — MANUAL CHOKE CONVERSIONS —
CARBURETTOR TOOLS & SERVICE LITERATURE

AUTOMOTIVE CARBURETTORS (QLD)

ONE OF THE
AKSES GROUP

592-4 LOGAN RD, GREENSLOPES, 4120.

397 7433

DIRECT ORDER PHONE: (07) 397 7271

There are many reasons why we race and rally Mazda

1. We like the sport

2. Mazda is a reliable product

3. It gives us experience in preparation of cars

4. Our work shop staff become better mechanics

5. We can do a better job for our customers

Because we did a 'better' job in 1983 our Service Division was awarded 'Dealer of the Year'



Russell Worthington

Service Manager — Mazda Centre Springwood

Henk Kabel

Manager — Mazda Centre Springwood

WE BELIEVE IN AFTER SALES SERVICE — TRY US!

MAZDA

CENTRE · SPRINGWOOD

PHONE 208 4333 — A/H 30 2617