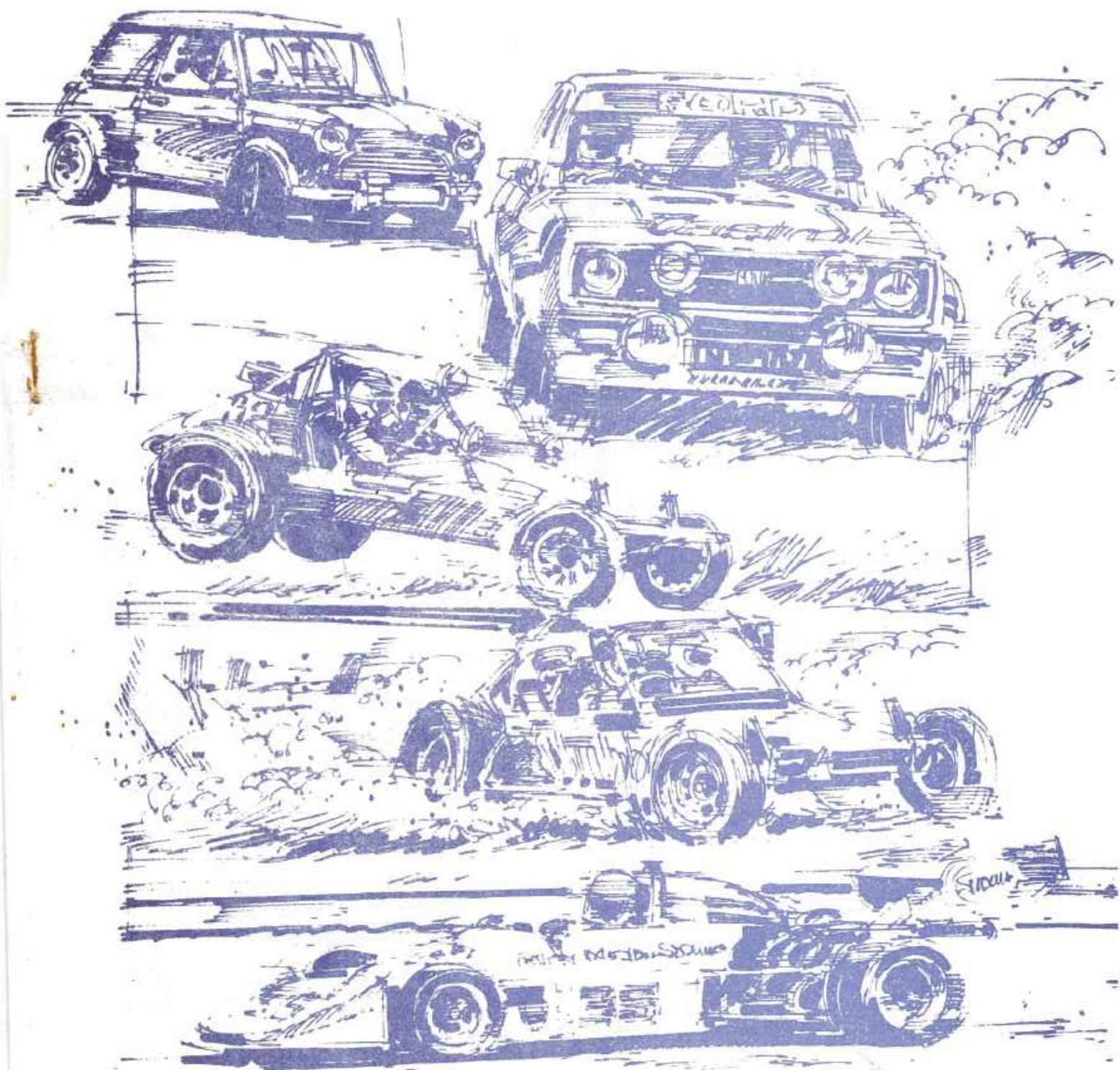




BRISBANE SPORTING CAR CLUB MAGAZINE

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-- AUG 1984



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BRISBANE SPORTING CAR CLUB Ltd

Magazine - August 1984

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STOP PRESS !!!

Owing to the fact that I will be in Sydney at a Book Auction, WILSON BOYD now needs a NAVIGATOR for the RIPSNOTER RALLY. An easy navigational event in the forests west of Toowoomba - Phone Wilson on 381 1639

* 26A - COMING EVENT

M-G CAR CLUB QRC RALLY SEPT 1ST/2ND

VALE - Lin Melton

We are all born, and we must all die. How and when that latter event occurs is not known to us in normal life, but we know it to be inevitable. In spite of this knowledge, it almost always comes with sadness and a sort of incredulous surprise, and these feelings are all the more stressed when it is a close friend, a fellow club member, and one who gave of his time so freely and willingly to other motor sport enthusiasts.

So it is that we, as members of the Brisbane Sporting Car Club, feel about our friend Lin Melton, who departed this life on 24th July, 1984.

One could not hope to say anything more appropriate about Lin than the following words his Mother asked to be read at his funeral service.

"When you leave here today after saying goodbye to Lin, please never say 'Poor Lin'. Lin loved people, he loved life and he lived it. About two weeks ago, we were talking about it being dangerous for him to go caveing and he said to me 'Mother, I could walk out of here tomorrow and get hit by a bus, and I am going to do the things I enjoy and if I die young, too bad.' Lin always helped anyone he could and is doing so now. The corneas of his eyes have gone to help someone else see and to 'live life'. His spirit left us as he would have wanted - in a car, going fast - and is now somewhere else driving another rally, catching a new species of fish.

'Think positive, Mother, think positive' he would say, and so I ask all of you to think positive. Remember the good times. Remember him with love and laughter. Remember that while we all keep his memory alive in our hearts he won't really be long from us."

EDITORIAL

The "Ripsnorter Rally" which was set for the weekend of August 4th/5th was postponed owing to the large number of people who wished to compete, but who had other commitments that weekend. In the very popular, but nowadays very rare, format of a mapped event in the forests, it is expected that the event will now be run sometime in September when a entry list full to overflowing is expected.

Those wishing to enter this exciting challenge in the forests around the Dalby area would be advised to phone the office sometime towards the end of August.

-0-

Major Forthcoming Event



OUI KNEAD EWE

To make this Australian Off Road Championship event a success we must have all the help available - if your not in Bogga Road the weekend of October 6th/7th then we'll see your at Kooralbyn. It's so much closer than Goondiwindi was you can even tow Granny along in her wheelchair.

Director	Phil Unicomb	208 5564	Prologue - 1pm Saturday
Asst "	Paul Watkinson	266 4460	5 loops of 80km commencing at 7pm on Saturday with a night section.
	Eric Tomson	277 4911	
	Ian Bond	345 8232	
Secretary	Edrrol Bailey	372 3777	Daylight sections will start from 8.30am on Sunday and should finish about 2.30pm for the first car.
Results	Garry Connelly	221 6899	
Pits	Brian Swinton		
Control Officials	Peter Marshall	202 6932	
Spectator Control	Ian Preston		
Liason	Ed van Amstel, Linda Miller, Ashton Bradley, Patti Bradley Lance Zivec Peter Ford		

General Enquiries:= Esme Gibson 391 8881

KOORALBYN VALLEY CALLS YOU AND YOU AND YOU!

IT WILL BE NECESSARY FOR WORKING BEES TO BE HELD OVER THE NEXT FIVE WEEKEND (WITH THE EXCEPTION OF THE YOKOHAMA ON THE 26TH AUGUST) TO ENSURE THE PIT AREA AND FINAL TRACK PREPARATION ARE COMPLETED. PAUL WATKINSON AND IAN BOND WILL BE RESPONSIBLE FOR TRACK PREPARATION. ALL THOSE INTERESTED IN VOLENTEERING THEIR SERVICES PLEASE CONTACT EITHER PAUL OR BONDIE.

WANTED URGENTLY!!

CLUB MEMBERS TO REGISTER FOR CROWD CONTROL AND PIT CONTROL. PHONE: ESME ON 391 8881 AND PUT YOUR NAME DOWN.

DIRECTOR
PETER FORD
30 1463

YOKOHAMA SHORT COURSE



A speed limit of 10 km/hour must be observed on the property at all times when not competing

OFF ROAD SPEED EVENT

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26th AUGUST 1984

Sponsored by:



YOKOHAMA TYRES

16 Wellington Rd

Woolloongabba

STARTS 11am

LOCATION DETAILS

NO DOGS ALLOWED ON THE PROPERTY

Travel from Ipswich towards Warwick along the Cunningham Highway National Route No.15. Turn left off highway into Boonah Road. Proceed south along Boonah Road for 5.9 km approx. then turn right into Purga Creek School Road. Continue west along Purga Creek School Road for 1.6 km approx. then turn left into dirt road (Morgan Lane) and follow it for 2.2. km before turning right through gate to pit area.

All children must have parental supervision during the event.

Recovery of vehicles is not permitted until the conclusion of the event.

Catering facilities will be provided throughout the day.

SPECTATORS - shall be confined to enclosures which will be fenced.

If unauthorised persons penetrate beyond the proper enclosure, the programme shall be suspended until they have been removed.

Stafford City Shopping Centre Forest Classic Rally

June 30th/July 1st 1984

Organised by the Northern Districts Sporting Car Club

x

A very welcome return to the Sporting Scene after its disappearance last year was the annual road race through the forests organised by our friends in the N.D.S.C.C.

The event used mainly traditional areas around Jimma and was held on a clear cold night happily rain free - and my wife promised me it never rained in Queensland during the winter, I wish I'd got it in writing.

Enough beating around the bush let's get straight inoo the meat of the compepttion. (Driver/Navigator, Class, Time - only B.S.C.C. times shown)

Stage 1

1 Hendrickson/He R 16.21	15 Sudiro/Apel C 17.51 =30	Woodward/Mo C 18.46
= 2 Hansford/Payne R 16.37	17 Gray/Verrall N 18.00	Tebble/Lane N 18.46
4 Coote/Stewart G 16.51	18 Cross/Stean C 18.01	32 Reddiex/McC N 18.47
6 S Reid/Goldsw C 17.17	20 Kabel/Tipper C 18.11	35 McGraa/Cull C 19.25
= 7 K Taylor/Ambro C 17.20	22 T Garbett/P R 18.15 =39	Schilpzand/ N 19.41
9 Gatton/Morriso C 17.21	23 Jory/Walker R 18.17	Zaver/O'She N 19.41
10 Kahler/Marsden G 17.31	24 Scott/Farmer N 18.20	41 Morrison/Le N 19.43
11 R Bailey/E BailC 17.38	25 Kabel/Kabel C 18.22	43 Griffith/Re N 21.19
12 Passlow/Ovens C 17.43	26 R Reid/L Gar G 18.24	44 Graham/Best C 22.28
	=27 Lockhart/Bru C 18.40	

The members of the "I Could have sworn I put a split pin in that" brigade were Patrick Scharf/David Grundy (Bent valves) and Crase/Van den Brink who lost an axle.

The Hendricksons really began with a wallop being 16 seconds ahead of Greg Handsford (compared with the 'bottle' on4sneeds to do a flying lap round Silverstone on a big bike, rallying must be a doddle). A gaggle of earnest Clubman were well up, Stewart Reid, Kelvin Taylor and Lawrence Gatton. Rather farther back than they anticipated were Peter Sudiro, the Garbetts, Neil Jory and Russell Reid. Tony Gray/Allan Vettall had made a scintilating start in yhe Novice class.

Stage 2

1 Hendrickson/Hen R 3.06 =14	Kabel/Kabel C 3.25	27 Scott/Farmer N 3.34
4 Coote/Stewart G 3.15 =17	Passlow/Ovens C 3.27 =28	R Bailey/E B C 3.35
6 S Reid/Goldswor C 3.21	Gray/Verrall N 3.27	Tebble/Lane N 3.35
7 K Taylor/Ambros C 3.22 =20	Jory/Walker R 3.28	34 Handford/Pay R 3.40
= 8 Sudiro/Apel C 3.23	Lockhart/Bru C 3.28 =35	Gatton/Morri C 3.41
Schilpzand/Luit N 3.23	McGraa/Cullen C 3.28	38 Morrison/Lew N 3.43
=11 Kahler/Marsden G 3.24	Kabel/Tipper C 3.28	39 Reddiex/McCa N 3.46
Graham/Best C 3.24 =24	R Reid/Garth G 3.30	42 Griffith/Ren N 3.50
Cross/Stean C 3.24	T Garbett/P G R 3.30	44 Zaver/O'Shea N 3.57
	26 Woodward/Morr C 3.33	

Greg Handsford clipped a tree on this stage - the RX-7 finished up with a flapping winf and the trees thoughts went unrecorded. Rihhard Schilpzand - put up a very impressive time on this short stage.

Stage 3

1 Hansford/Payne R 5.11 = 6	Passlow/Ovens C 5.22	14 Schilpzand/L N 5.32
3 Coote/Stewart G 5.15	8 Kahler/Marsde G 5.23	15 Gray/Verrall N 5.33
= 4 Hendrickson/Hen R 5.21	9 K Taylor/AmbroC 5.26	16 Kabel/Tipper C 5.35
= 6 S Reid/Goldswor C 5.22	11 Gatton/Morris C 5.29	17 R Bailey/E B C 5.39

Stage 3(Cont)

18 Kabel/Kabel	C	5.37	=23 Lockhart/Bruc	C	5.44	29 Woddward/Morr	C	5.51
=19 T Garbett/P Ga	R	5.39	25 Jory/Walker	R	5.46	=30 Morrison/Lew	N	5.54
Cross/Steane	C	5.39	26 Zaver/O'Shea	N	5.47	37 Griffith/Ren	N	6.07
22 Tebble/Lane	N	5.43	27 Scott/Farmer	N	5.48	38 McGraa/Culle	C	6.08
=23 R Reid/L Garth	G	5.44	28 Reddiex/McCab	N	5.50	42 Graham/Best	C	6.43

Peter Sudiro retired (along with Mr Apel) somewhere around here.

Stage 4

1 Hendrickson/H	R	10.12	13 Gray/Verrall	N	11.08	=23 Lockhart/Br	C	11.26
4 Hansford/Payn	R	10.31	14 Schipkzand/L	N	11.09	25 Tebble/Lane	N	11.33
5 S Reid/Goldsw	C	10.44	16 Jory/Walker	R	11.16	30 Woodward/Mo	C	11.49
6 Passlow/Ovens	C	10.49	=17 R Reid/L Gar	G	11.20	31 Reddiex/McC	N	11.54
7 Kahler/Marsde	G	10.51	Cross/Steane	C	11.20	=32 Scott/Farme	N	12.00
8 K Taylor/Ambr	C	10.55	19 R Bailey/E B	C	11.22	34 McGraa/Cull	C	12.01
9 Coote/Stewart	G	10.59	=20 T Garbett/P	R	11.23	35 Morrison/Le	N	12.14
11 Gatton/Morris	C	11.04	Graham/Best	C	11.23	38 Zaver/O'She	N	12.33
12 Kabel/Kabel	C	11.05	Kabel/Tipper	C	11.23	40 Griffith/Re	N	12.46

One of the 'finds' of the season after a few years in the wings has been Simon Passlow navigated by the venerable Boyd Ovens.

Stage 5

1 Hendrickson/He	R	7.43	=11 Graham/Best	C	8.37	23 Tebble/Lane	N	8.52
4 Kahler/Marsden	G	8.15	=13 Gray/Verrall	N	8.39	24 Lockhart/Bru	C	8.54
5 Hansford/Payne	R	8.17	15 T Garbett/P G	R	8.41	29 Woodward/Mor	C	9.08
6 S Reid/Goldsw	C	8.21	16 Kabel/Tipper	C	8.42	30 McGraa/Culle	C	9.13
7 K Taylor/Ambro	C	8.23	17 Cross/Steane	C	8.44	33 Morrison/Lew	N	9.17
8 Passlow/Ovens	C	8.29	=18 R Bailey/E Ba	C	8.47	36 Reddiex/McCa	N	9.26
9 Jory/Walker	R	8.32	20 Schilpzand/Lu	N	8.49	38 Griffith/Ren	N	9.44
10 Kabel/Kabel	C	8.34	21 Scott/Farmer	N	8.50	39 Zaver/O'Shea	N	10.08
=11 R Reid/L Garth	G	8.37	22 Gatton/Morris	C	8.51			

This stage saw the end of Murray Coote/Iain Stewart with a broken gearbox.

After 5 Stages

1 Hendrickson/H	R	42.43	12 Kabel/Kabel	C	47.03	24 Schilpzand/	N	48.35
4 Hansfird/Payn	R	44.16	13 Gross/Steane	C	47.08	27 Woodward/Mo	C	49.07
5 S Reid/Goldwo	C	45.05	=14 Jory/Walker	R	47.19	=29 Reddiex/McC	N	49.43
6 Kahler/Mrasde	G	45.24	Kabel/Tipper	C	47.19	32 McGraa/Cull	C	50.25
7 K Taylor/Ambr	C	45.26	18 T Garbett/P	R	47.28	35 Morrison/Le	N	50.51
8 Passlow/Ovens	C	45.50	19 R Reid/L Gar	G	47.35	38 Zaver/O'She	N	51.56
9 Gatton/Morris	C	46.26	21 Lockhart/Bru	C	48.12	40 Graham/Best	C	52.35
10 Gray/Verrall	N	46.47	22 Tebble/Lane	N	48.29	41 Griffith/Re	N	53.46
11 R Bailey/E Ba	C	46.58	23 Scott/Farmer	N	48.32			

Classified

Glennie/Smith	43.38
Roach/Price	43.59
Kahler/Marsden	45.24
R Reid/L Garth	47.35

Recognized

Hendrickson/Hendrickson	42.43
Hansford/Payne	44.16
Jory/Walker	47.19
T Garbett/P Garbett	47.28
Bell/Davies	48.37
McCubben/Neaton	49.10

Clubman 'A'

S Reid/Goldsworthy	45.05
K Taylor/Ambrose	45.26
Passlow/Ovens	45.50
Gatton/Morrison	46.26
Kabel/Kabel	47.03
Lockhart/Bruce	48.12

Clubman 'B'

R Bailey/E Bailey	46.58
Cross/Steane	47.08
Kabel/Tipper	47.19
Faltdt/Smith..	47.19
Fisher/Russo	47.22
Pakrer/Mitchell	48.44

Novice

Gray/Verrall	46.47
Hunter/Brooks	47.47
Tebble/Lane	48.29
Scott/Farmer	48.32
Schilpzand/Luiten	48.35
O'Briken/Robertson	49.43
Reddiex/McCabe	49.43

Stage 6

1	Hendrickson/He	R	6.40	12	Jory/Walker	R	7.24	26	Woodward/Mor	C	7.50
= 4	Hansford/Payne	R	7.04	14	Kabel/Kabel	C	7.26	29	Tebble/Lane	N	7.59
	Passlow/Ovens	C	7.04	=15	R Reid/L Gart	G	7.28	30	McGraa/Culle	C	8.00
6	S Reid/Goldsw	C	7.09		Cross/Stean	C	7.28	32	Schilpzand/L	N	8.10
7	K Taylor/Ambro	C	7.11	18	Kabel/Tipper	C	7.31	35	Griffith/Ren	N	8.33
8	Kahler/Marsden	C	7.13	19	Gray/Verrall	N	7.32	38	Morrison/Lew	N	9.15
= 9	Graham/Best	C	7.15	21	T Garbett/P G	R	7.35	39	Zaver/O'Shea	N	10.31
	R Bailey/E Bai	C	7.15	22	Lockhart/Bruc	C	7.39				
11	Gatton/Morriso	C	7.23	25	Scott/Farmer	N	7.47				

Ian Reddiex/Steve McCabe stopped the Citroen with a broken clutch.

Stage 7

1	Hendrickson/He	R	2.11	=11	R Reid/L Gart	G	2.27	22	Tebble/Lane	N	2.36
3	Passlow/Ovens	C	2.16		Kabel/Kabel	C	2.27	24	Woodward/Mor	C	2.38
4	Jory/Walker	R	2.20	13	Hansford/Payn	R	2.28	=26	McGraa/Culle	C	2.41
= 5	S Reid/Goldsw	C	2.21	14	T Garbett/P G	R	2.29		Gray/Verrall	N	2.41
	Graham/Best	C	2.21	16	Kabel/Tipper	C	2.31	32	Griffith/Ren	N	2.49
= 8	Kahler/Marsden	G	2.24	17	R Bailey/E Ba	C	2.32	33	Scott/Farmer	N	2.51
	K Taylor/Ambro	C	2.24	18	Lockhart/Bruc	C	2.33	35	Schilpzand/L	N	2.58
10	Gatton/Morriso	C	2.26	=19	Cross/Stean	C	2.34	38	Zaver/O'Shea	N	5.00

This stage saw the end of Ootm Morrison/Lewis with bent steering.

Stage 8

1	Hendrickson/He	R	7.39	12	Kabel/Kabel	C	8.32	=22	Lockhart/Bru	C	8.53
2	Hansford/Payne	R	7.53	13	T Garbett/P G	R	8.33		Scott/Farmer	N	8.53
3	K Taylor/Ambro	C	8.08	=14	Gatton/Morris	C	8.35	=25	Tebble/Lane	N	8.58
4	Passlow/Ovens	C	8.11	16	Kahler/Marsde	G	8.36	27	Woodward/Mor	C	9.02
= 5	P Reid/L Garth	G	8.16	18	Cross/Stean	C	8.47	30	McGraa/Culle	C	9.09
= 7	Jory/Walker	R	8.18	19	Kabel/Tipper	C	8.48	32	Zaver/O'Shea	N	9.23
= 9	Graham/Best	C	8.20	=20	Gray/Verrall	N	8.49	36	Griffith/Ren	N	9.34
11	R Bailey/E Bai	C	8.23		Schilpzand/Lu	N	8.49				

A sad retirement here were Stuart Reid/Ian Goldsworthy with gearbox problems.

Stage 9

1	Hendrickson/He	R	3.00	=13	T Garbett/P G	R	3.22	=23	Tebble/Lane	N	3.30
4	Hansford/Payne	R	3.07		Gatton/Morris	C	3.22		Schilpzand/L	N	3.30
5	Passlow/Ovens	C	3.14		Gray/Verrall	N	3.22	27	Kahler/Marsd	G	3.32
6	R Reid/L Garth	G	3.15	=16	Kabel/Kabel	C	3.23	=29	Woodward/Mor	C	3.36
= 7	K Taylor/Ambro	C	3.17	18	Kabel/Tipper	C	3.26	32	McGraa/Culle	C	3.38
	Graham/Best	C	3.17	=21	Cross/Stean	C	3.29	33	Zaver/O'Shea	N	3.39
11	Jory/Walker	R	3.20		Scott/Farmer	N	3.29	=34	Griffith/Ren	N	3.46
12	R Bailey/E Bai	C	3/21	=23	Lockhart/Bruc	C	3.30				

What a remarkable performance from the Hendricksons, fastest on every first division stage bar one.

Stage 10

1	Hendrickson/He	R	3.00	=12	Gray/Verrall	N	3.18	24	Woodward/Mor	C	3.28
= 3	Hansford/Payne	R	3.05	16	Schilpzand/Lu	N	3.19	25	R Reid/L Gar	G	3.29
= 6	Passlow/Ovens	C	3.11	=17	Graham/Best	C	3.20	28	Lockhart/Bru	C	3.35
8	Scott/Farmer	N	3.12		Tebble/Lane	N	3.20	30	Zaver/O'Shea	N	3.38
9	Gatton/Morriso	C	3.13	20	Cross/Stean	C	3.22	31	McGraa/Culle	C	3.40
=12	K Taylor/Ambro	C	3.18	21	Jory/Walker	R	3.23	32	Griffith/Renw	N	3.42
	Kabel/Kabel	C	3.18	22	T Garbett/P G	R	3.24	34	Kahler/Marsde	G	4.09
	Kable/Tipper	C	3.18	23	R Bailey/E Ba	C	3.26				

Division 1

1	Hendrickson/Hendrickson	R	65.13	16	T Garbett/P Garbett	R	72.51
4	Hansford/Payne	R	67.53	17	Kabel/Tipper	C	72.53
5	K Taylor/Ambrose	C	69.44	22	Lockhart/Bruce	C	74.22
6	Passlow/Ovens	C	69.46	23	Scott/Farmer	N	74.45
7	Kahler/Marsden	G	71.18	24	Tebble/Lane	N	74.52
8	Gatton/Morrison	C	71.25	25	Schilpzand/Luiten	N	75.20
9	R Bailey/E Bailey	C	71.55	27	Woodward/Morrison	C	75.41
10	Jory/Walker	R	72.04	31	Graham/Best	C	77.08
11	Kabel/Kabel	C	72.09	32	McGraa/Cullen	C	77.33
12	Gray/Verrall	N	72.29	37	Griffith/Renwick	N	82.10
13	R Reid/L Garth	G	72.30	38	Zaver/O'Shea	N	84.07
15	Cross/Stean	C	72.48				

Classified

Glennie/Smith	67.17	Hendricksen/Hendricksen	65.13	K Taylor/Ambrose	69.44
Roach/Price	67.22	Hansford/Payne	67.53	Passlow/Ovens	69.46
Kahler/Marsden	71.18	Jory/Walker	72.04	Gatton/Morrison	71.25
R Reid/L Garth	72.30	T Garbett/P Garbett	72.51	Kabel/Kabel	72.09
		Bell/Davies	73.58	Lockhart/Bruce	74.22
		McCubben/Neaton	75.35	Graham/Best	77.08

Recognized

Clubman 'A'

Clubman 'B'

R Bailey/E Bailey	71.55	Novice	
Fisher/Russo	72.43	Gray/Verrall	72.29
Cross/Stean	72.48	Scott/Farmer	74.45
Kabel/Tipper	72.53	Tebble/Lane	74.52
Falldt/Smith	73.03	Schilpzand/Luiten	75.20
Parker/Mitchell	74.19	O'Brien/Robertson	76.29
		Cook/Blake	76.54

What a shame that such fancied teams as Hendrickson/Ditto and Hansford/Payne retired at the disision break. One with a steering wheel that "came orf in me 'and" and the other with Damage.

Stage 11

3	Kahler/Marsde	G	16.47	10	Schilpzand/L	N	17.28	21	Scott/Farme	N	18.12
4	Jory/Walker	R	16.57	11	Kabel/Tipper	C	17.29	22	Gray/Verral	N	18.20
5	Graham/Best	C	17.03	12	R Bailey/E B	C	17.31	23	K Taylor/Am	C	18.24
6	Kabel/Kabel	C	17.10	16	Cross/Stean	C	17.47	24	Tebble/Lane	N	18.29
7	T Garbett/P	G	17.16	17	Lockhart/Bru	C	17.53	28	Griffith/Re	N	19.27
8	Passlow/Ovens	C	17.20	=18	McGraa/Culle	C	17.57	=31	Gatton/Morr	C	20.00
9	R Reid/L Gart	G	17.21		Woodward/Morr	C	17.57		Zaver/O'She	N	20.00

Dave Ambrose sent Kelvin T careering off in the wrong direction for a few KM here, this would have spelt the end to anybody elee's chances, especially with Passlow/Ovens so close, but they knuckled down to the job and really got stuck into their times to restore their position.

Stage 12

2	R Reid/L Garth	G	5.03	= 9	Cross/Stean	C	5.30	=20	K Taylor/Amb	C	5.38
4	Kahler/Marsden	G	5.17	11	Gatton/Morri	C	5.31		Lockhart/Bru	C	5.38
5	Passlow/Ovens	C	5.19	=12	Kabel/Kabel	C	5.32	22	Tebble/Lane	N	5.43
6	T Garbett/P Gaa	R	5.22	14	Kabel/Tipper	C	5.33	23	Woodward/Mor	C	5.47
7	R Bailey/E Bail	C	5.23	=15	Schilpzand/L	N	5.34	26	Zaver/O'Shea	N	5.52
8	Graham/Best	C	5.29		Scott/Farmer	N	5.34	29	McGraa/Culle	N	6.02
= 9	Gray/Verrall	N	5.30	=17	Jory/Walker	R	5.35	34	Griffith/Ren	N	6.16

Stage 13

= 3	Kahler/Marsde	G	11.10	10	Gray/Verrall	N	11.29	=19	Kabel/Tipp	N	11.42
	T Garbett/P	G	11.10	11	Schilpzand/L	N	11.31	21	Cross/Ste	C	11.44
5	K Taylor/Ambr	C	11.17	=12	R Bailey/E	B	11.33	22	Tebble/Lan	C	11.58
6	Passlow/Ovens	C	11.18		Scott/Farmer	N	11.33	24	Zaver/O'Sh	N	12.08
7	Graham/Best	C	11.22	15	R Reid/L	Gar	11.36	25	Woodward/M	C	12.11
= 8	Kabel/Kabel	C	11.28	18	Lockhart/Bru	C	11.39	28	McGraa/Cul	C	12.30
	Gatton/Morris	C	11.28	=19	Jory/Walker	R	11.42	31	Griffith/R	N	12.54

Stage 14

3	K Taylor/Ambro	C	6.28	11	Gatton/Morris	C	6.50	22	Tebble/Lane	N	7.05
5	Kahler/Marsden	G	6.38	=12	Kabel/Kabel	C	6.51	=23	Lockhart/Br	C	7.10
6	Graham/Best	C	6.39		Scott/Farmer	N	6.51		Woodward/Mo	C	7.10
7	T Garbett/P	Ga	6.40	=15	R Reid/L	Gart	6.52	26	Passlow/Ove	C	7.27
8	Gray/Verrall	N	6.44	17	R Bailey/E	Ba	6.54	27	McGraa/Cull	C	7.28
= 9	Kabel/Tipper	C	6.47	=18	Zaver/O'Shea	N	6.56	31	Griffith/Re	N	7.41
	Cross/Ste	C	6.47	21	Schilpzand/Lu	N	7.03	33	Jory/Walker	R	10.00

Stage 15

3	Gray/Verrall	N	12.10	10	Kabel/Tipper	C	12.38	=17	Tebble/Lane	N	12.49
= 4	Kahler/Marsde	G	12.22	11	Passlow/Oven	C	12.40	20	Zaver/O'She	N	13.01
	K Taylor/Ambr	C	12.22	13	Schilpzand/L	N	12.45	21	Lockhart?B	C	13.05
6	Graham/Best	C	12.23	=14	Gatton/Morri	C	12.47	23	Woodward/M	C	13.16
7	T Garbett/P	G	12.28	16	Scott/Farmer	N	12.48	29	Griffith/R	N	13.56
8	R Bailey/E	Ba	12.30	=17	Kabel/Kabel	C	12.49	30	McGraa/Cull	C	14.06
9	R Reid/L	Gart	12.31		Cross/Ste	C	12.49	32	Jory/Walke	R	15.41

A brilliant performance for a Novice driver to be 3rd overall on a stage.

After 15 Stages

3	Kahler/Marsd	G	123.32	10	Gray/Verral	N	126.42	20	Graham/Be	C	130.04
4	Passlow/Oven	C	123.50	11	Kabel/Tippe	C	127.02	21	Tebble/La	N	130.56
5	K Taylor/Amb	C	123.53	12	Cross/Ste	C	127.25	23	Jory/Walk	R	131.59
6	R Bailey/E	Ba	125.46	15	Gatton/Morr	C	128.01	24	Woodward/	C	132.02
7	T Garbett/P	R	125.47	17	Lockhart/Br	C	129.12	26	McGraa/Cu	C	135.36
8	R Reid/L	Gar	125.33	=18	Schilpzand/	N	129.43	31	Zaver/O'S	N	142.04
9	Kabel/Kabel	C	125.59		Scott/Farme	N	129.43	32	Griffith/	N	142.24

Classified

Roach/Price	117.18
Glennie/Smith	117.33
Kahler/Marsden	123.32
R Reid/L Garth	125.53

Recognized

T Garbett/P	Garbett	125.47
McCubben/Neaton		131.47
Jory/Walker		131.59

Clubman 'A'

Passlow/Ovens	123.50
K Taylor/Ambrose	123.57
Kabel/Kabel	125.59
Gatton/Morrison	128.01
Lockhart/Bruce	129.12
Graham/Best	130.04

Clubman 'B'

R Bailey/E	Bailey	125.46
Kabel/Tipper		127.02
Cross/Ste		127.25
Falder/Smith		127.29
Fisher/Russo		127.34
Parker/Mitchell		128.43

Novice

Gray/Verrall	126.42
Schilpzand/Luiten	129.43
Scott/Farmer	129.43
Tebble/Lane	130.56
Cook/Blake	135.07
Simpson/Paulsen	137.16

Stage 16

3	K Taylor/Ambr	C	15.55	11	Kabel/Kabel	C	16.45	19	Woodward/M	C	17.19
4	Kahler/Marsde	G	15.56	12	Cross/Ste	C	16.53	20	Jory/Walke	R	18.01
5	R Bailey/E	Ba	16.07	13	Scott/Farmer	N	16.58	21	McGraa/Cul	R	18.26
6	T Garbett/E	B	16.07	=14	Lockhart/Bru	C	17.07	23	Griffith/R	N	18.33
7	R Reid/L	Gart	16.26		Schilpzand/L	N	17.07	30	Tebble/Lan	N	22.00
9	Kabel/Tipper	C	16.39	=17	Gatton/Morri	C	17.09				
10	Passlow/Ovens	C	16.40		Zaver/O'Shea	N	17.09				

Stage 17

3	K Taylor/Ambr	C	11.07	12	Lokchart/Br	C	11.48	22	Zaver/O'She	N	12.30
4	R Reid/L Gart	G	11.27	13	Kabel/Kabel	C	11.49	23	McGraa/Cull	C	12.38
5	T Garbett/P	G	11.28	14	Scott/Farme	N	11.56	24	Schilpzand/	N	12.40
6	Passlow/Ovens	C	11.29	=15	Woodward/Mo	C	11.58	25	Griffith/Re	N	12.44
= 7	Cross/Steane	C	11.31	17	Jory/Walker	R	12.10	29	Kahler/Mars	G	14.55
9	R Bailey/E Ba	C	11.36	18	Gatton/Morr	C	12.12				
10	Kabel/Tipper	C	11.40	20	Tebble/Lane	N	12.15				

* It was around here we lost Graham/Tony Best and to loud cries of 'Shame' Tony Gray/Allan Verrall with a broken tie rod.

Stage 18

2	K Taylor/Ambro	C	3.18	= 8	Kabel/Tipper	C	3.25	23	Scott/Farmer	N	3.38
3	Kabel/Kabel	C	3.21		Cross/Steane	C	3.25	24	Zaver/O'Shea	N	3.42
= 4	R Ried/L Garth	G	3.22	15	Lockhart/Bru	C	3.30	25	Schilpzand/L	N	3.43
	T Garbett/P Ga	R	3.22	=16	Kahler/Marsd	G	3.32	27	Griffith/Ren	N	3.45
	Passlow/Ovens	C	3.22	19	Jory/Walker	R	3.34	28	McGraa/Culle	C	3.46
	R Bailey/E Bai	C	3.22	=20	Woodward/Mor	C	3.36				
= 8	Gatton/Morriso	C	3.25		Tebble/Lane	N	3.36				

Stage 19

3	R Reid/L Garth	G	2.15	=12	Kabel/Tipper	C	2.31	=24	Lockhart/Bru	C	2.46
5	Tebble/Lane	N	2.22		Woodward/Mor	C	2.31		Scott/Farmer	N	2.48
6	Passlow/Ovens	C	2.23	=14	T Garbett/P	R	2.34	26	McGraa/Culle	C	2.58
7	Gatton/Morriso	C	2.26		Griffith/Ren	N	2.34	27	Schilpzand/L	N	2.59
= 8	K Taylor/Ambro	C	2.28	16	Jory/Walker	R	2.37	29	Kahler/Marsd	G	5.18
	R Bailey/E Bai	C	2.28	=18	Kabel/Kabel	C	2.39				
11	Cross/Steane	C	2.29	=20	Zaver/O'Shea	N	2.43				

Division 2

3	T Garbett/P Garbett	R	86.28	16	Schilpzand/Luiten	N	90.50
4	K Taylor/Ambrose	C	86.57	17	Woodward/Morrison	C	91.45
5	R Reid/L Garth	G	87.03	18	Gatton/Morrison	C	91.48
6	R Bailey/E Bailey	C	87.24	20	Kahler/Marsden	G	91.55
7	Passlow/Ovens	C	87.58	21	Zaver/O'Shea	N	94.01
= 8	Kabel/Kabel	C	88.24	23	McGraa/Cullen	C	95.49
	Kabel/Tipper	C	88.24	=25	Jory/Walker	R	96.17
10	Cross/Steane	C	88.55		Tebble/Lane	N	96.17
14	Scott/Farmer	N	90.16	27	Griffith/Renwick	N	97.50
15	Lockhart/Bruce	C	90.36				

Results

1st	Roach / Price	148.12	1st Classified
3rd	Kelvin Taylor / Dave Ambrose	156.41	1st Clubman 'A'
4th	Simon Passlow / Boyd Ovens	157.44	2nd Clubman 'A'
= 5th	Trevor Garbett / Peter Garbett	159.19	1st Recognized
	Rod Bailey / Errol Bailey	159.19	1st Clubman 'B'
7th	Russell Reid / Laurie Garth	159.33	3rd Classified
8th	Ootm Kabel / Ootm Kabel	160.33	3rd Clubman 'A'
9th	Ootm Kabel / Tony Tipper	161.17	2nd Clubman 'B'
10th	Rod Cross / Alan Steane	161.43	3rd Clubman 'B'
=14th	George Kahler/Brian Marsden	163.13	4th Classified
	Lawrence Gatton / Ootm Morrison	163.13	4th Clubman 'A'
16th	Peter Lockhart / Michael Bruce	164.58	5th Clubman 'A'
17th	Michael Scott / Noel Farmer	165.01	1st Novice
18th	Richard Schilpzand / Gary Luiten	166.10	2nd Novice
20th	Woodward / Ootm Morrison	167.26	Clubman 'B'
21st	Neil Jory / Hugh Walker	168.21	3rd Recognized
22nd	Tebble / Chris Lane	171.09	3rd Novice
24th	Andrew McGraa / Warren Cullen	173.22	6th Clubman 'A'
28th	Andrew Zaver / Kelvin O'Shea	178.08	Novice
29th	Mark Griffith / Debbie Renwick	180.00	Novice

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.... WILL PRESENT AN ILLUSTRATED SERIES
OF LECTURES UPON

THE MANNER IN WHICH THE REPRODUCTIVE
ORGANS ARE INJURED IN BOYS BY ABUSE.

HOW PURITY AND STRENGTH MAY BE
MEASURABLY REGAINED.

WHAT ARE THE CONSEQUENCES IN BOYS OF
THE ABUSE OF THE REPRODUCTIVE OR-
GANS.

OUR DUTY TO AID OTHERS TO AVOID PER-
NICIOUS HABITS AND TO RETAIN OR RE-
GAIN THEIR PURITY AND STRENGTH.

MR LAURIE GARTH WILL BE ON HAND AS AN
EXAMPLE OF WHAT HAPPENS TO BOYS
WHO ABUSE

B.S.C.C. 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.

THERE WILL BE FIVE SEPERATE 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 B.S.C.C. 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 OUT-RIGHT RESULTS WILL BE CONSIDERED, NOT CLASS PLACINGS.

IN 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.

UP TO 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 CLUB CHAMPIONSHIP.

THE LADIES CHAMPIONSHIP WILL BE SCORED ON A SIMILAR BASIS, BUT NEEDLESS TO SAY, ONLY LADY MEMBERS WILL BE ELIGIBLE.

PETER SMITH (379 2066 HOME, 379 6182 WORK 42 ARDOYNE ROAD CORINDA, 7,4075) 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 S ON AS POSSIBLE AFTER THE RESULTS ARE COMPILED TO ENSURE THAT THE POINTSCORES ARE ALWAYS AS UP TO DATE AS POSSIBLE.

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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
6	Steve Arlidge	15
7	Peter Kemp	14
= 8	Peter Garbett	11
	Steve McCabe	11
=10	Jim Reddiex	9
	Ross Perry	9
=12	David Martin	7
	Keith Urquhart	7
14	Ross Walsh	6
=15	Del Garbett	4
	Ian Reddiex	4
=17	Neil Bennink	2
	Cameron Neilson	2

Night Run Championship

= 1	Pete Smith	69
	Kelvin Taylor	69
= 3	Allan Mitchell	68
	Greg Weale	68
= 5	Neil Jory	64
	Sharon Gaylard	64
7	Alan McConnell	60
= 2	Wilson Boyd	57
	Beryl Boyd	57
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	Don Tainton	10
=21	Cameron Neilson	9
	Julieann Neilson	9
	Alan Erlandsen	9
	Danny Schuppli	9
=25	Rod White	8
	Faye Ball	8
=27	Del Garbett	7
	Laurence Svenson	7
	Janelle Svenson	7
=30	Lesley Mason	6
	Keith Urquhart	6
32	Alan Clunes	5
	Danny Madden	4

Speed Event Championship

1	David Geers	11
2	Stephen Jeffrey	10
= 3	Pon Lange	9

Speed Event Champ (Cont)

= 3	Phil Unicom	9
	Linda Miller	9
6	Laurence Svenson	8
7	Ed van Amstel	7
8	Nev Taylor	6
9	John Evans	5
10	Stebe Blackburn	4
11	Paul Watkinson	3
12	Kev White	2

Rally Championship

1	Iain Stewart	21
2	Errol Bailey	18
3	Michael Price	11
4	Rod Bailey	10
= 5	George Kahler	9
	Brian Marsden	9
	Peter Marshall	9
	Mike Mitchell	9
= 9	Tim Hatley	8
	John Hatley	8
	Gary Batts	8
	John Hall	8
=13	Jim Reddiex	7
	Ian Reddiex	7
	Peter Marcovich	7
	Coral Taylor	7
=17	Andrew McGraa	6
	Ron Cullen	6
=19	Hugh Hinckley	5
	Chris Beecham	5
	Tony Best	5
	Simon Kabel	5
	Tony Tipper	5
=24	Kelvin Taylor	4
	Dave Ambrose	4
	Geoff Keys	4
	Richard Kelly	4
=28	Peter Garbett	3
	Peter Ball	3
	Martin Ball	3
=31	Pat O'Brien	2
	Michael Bailey	2
	Michael Verity	2
	Hank Kabel	2
	Lyndsay Morrison	2
=36	Del Garbett	1
	Ross Perry	1
	Neil Michel	1
	David Mills	1
	Bruce Mills	1
	Vic Elias	1
	Lin Melton	1
	Alan Clunes	1
	Craig Garth	1
	Graham Neilsen	1
	Alan Wright	1
	Allan Briscoe	1

Rally Champ (Vont)

=36	Andrew Zaver	1
	Kelvin O'Shea	1
	Dale Payne	1

Off Road Championship

1	Phil Unicom	25
= 2	Nev Taylor	21
	Laurence Svenson	21
	Janelle Svenson	21
= 5	Ashton Bradley	20
	Patricia Bradley	20
	Ed van Amstel	20
8	Nicholas Reeve	16
9	Barry Macfarlane	15
=10	Chris Brand	11
	Ron Lange	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
	Rdo Sams	8
	James Sams	8
	Lance Zivec	8
	Ross McDougall	8
=25	Ron Wilson	7
	Line 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 Bowlev	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 Linneweber	2
	Warren Seed	2
	Michael O'Brien	2
	Clive Scott	2
	David Westwood	2
	Peter Westwood	2

<u>Off Road Champ (Cont)</u>		<u>Club Championship</u>		<u>Club Champ (Cont)</u>					
=54	Russell Saxby	1	1	Pete Smith	21	=37	John Evans	3	
	Garv Turner	1	2	Phil Unicomb	20		Steve Blackburn	3	
	Cedric Loy	1	3	Laurence Svenson	17		David Martin	3	
	Geoff Loy	1	4	Alan McConnell	16		Ross Walsh	3	
	Joel Jeffrey	1	5	Nev Taylor	14		Barry Macfarlane	3	
	Stephen Jeffrey	1	= 6	Ed van Amstel	12		Tim Hatley	3	
	John Brixe	1		Kelvin Taylor	12		John Hatley	3	
	Robert Langdon	1	= 9	Iain Stewart	11		Garr Batts	3	
	Paul Watkinson	1		David Geers	11		John Hall	3	
	Tibbetts	1		Janelle Svenson	11		Del Garbett	3	
	Derrick Kennedy	1	=11	Allan Mitchell	10	=43	Paul Watkinson	2	
	I Holden	1		Greg Weale	10		Mark Lewis	2	
	Cameron Herbert	1		Stephen Jeffrey	10		Chris Brand	2	
	Simon Ridgeway	1		Ron Lange	10		Ian Reddiex	2	
	Robert Carpenter	1		Errol Bailey	10		Jim Reddiex	2	
	Ian Prescott	1		Alan Ball	10		Ross Perry	2	
	Greg Nicoll	1		Linda Miller	10		Cameron Neilsen	2	
	Steve Abrahamson	1	=18	Michael Price	9		Alan Clunes	2	
	Ian Nicoll	1		Peter Johnson	9		Keith Urquhart	2	
	Arthur Macfarlane	1	20	Ray Kemp	8				
	Paul Fleming	1	=21	George Kahler	7		<u>Ladies Championship</u>		
	Brian Kennedy	1		Brian Marsden	7		1	Del Garbett	26
	Jonathon Willis-Lyn	1		Peter Marhsall	7		2	Linda Miller	18
	Kerrie Wuth	1		Mike Mitchell	7		3	Janelle Svenson	15
	Gaunt	1	=	Neil Jory	7	= 4	Sharon Gaylard	11	
	Cantatore	1		Rod Bailey	7		Coral Taylor	11	
	Henry	1		Sharon Gaylard	7	= 6	Beryl Boyd	10	
	Jeffreys	1		Ashton Bradley	7	= 9	Patricia Bradley	10	
	Thompson	1		Patricia Bradley	7		Kerrie Walsh	9	
	Thompson	1	=30	Stephen Arlidge	6		Chris Brand	9	
				Peter Kemp	6	=10	Betty Melton	8	
			32	Peter Garbett	5		Sabine Schimkat	8	
			=33	Nicholas Reeves	4	=12	Julieann Neilsen	7	
				Wilson Boyd	4		Diann Scottorn	7	
				Beryl Boyd	4	14	Faye Ball	6	
				Steve McCabe	4				

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THE IRON MAN WEEKEND - Produced for us by the M.G. CAR CLUB

This annual event comprises 4 different types of event that combine to produce one total.. A Night Run Friday Night, sprint and motor-khana at Lakeside on Saturday and a hillclimb at Mt Cotton on Sunday.

Night Run

Additional points can be gained by using the same vehicle for all the events, so I'd fitted my Austin A40 Farina with a map light and tried to make some sense of the illumination wiring, and on the Wednesday of OUR night run I'd found a volunteer. Well a semi-volunteer anyway, Allan Mitchell had been given the choice of navigating for me or having The Tale of the Sordid Matron from Ipswich Grammar told to you all.

When Allan arrived (late !) in his B.M.W. we found we had a problem fitting his impressive bulk into the tiny pommie car for tiny Poms. We finally shoehorned him in but the seatbelts were a mile off and

he sat there, buddha like, with his hands resting on the dashboard.

The second minor problem was that after registering the vehicle I'd decided to 'tidy-up' the electrical loom. When we went out in it we found that the Off-side headlight and the map light went on and off in time with the righthand wipers, also the dipped and main beam were crossed from one side to the other, going from dipped to main brought the left light down and the right one up - back to the drawing board.

Upon our arrival at Eagers Staff Recreation Room where the event started we found hundreds of people lying around peering at bits of paper. Ann Thomson signed us on and pretty soon we were sitting around on the floor looking at bits of paper too.

The original Night Run had been washed away in the torrential rain we'd received, and this was a quick lash up - but ^{unlike} the original event would have been as much fun is unlikely. We were given a list of addresses under the headings of 5 points, 4 points etc down to 2 points. I raced out and got the 2 street directories and we plotted the suburbs, finding that the 5 point ones were in Mt Gravatt, Salisbury. 4 points in Oxley, Sherwood, Corinda, 3 points in Toowong and the most crucial thing of all was that once over the 90 minute time allowance then late time cost 1 point a minute - in other words if you couldn't get the 5 point questions in under 12 minutes then you were wasting your time.

We set off for the 5 pointers with Allan striving to plot the references as his map light strobed away and he was jammed up against the dashboard.

We did all the 5 pointers then after testing the brakes on the partially flooded Ipswich Road (Allans nose was only 2 inches from the windscreen to start with - under hard braking he sounded like a Brooklyn pugilist) all the 4 points. These took us past my very house so I made the rafters ring with a run past at 6200 in second. We did a few of the 3 points and then returned to Eagers some 17 minutes into late time.

= 2nd Alan McConnell/M Spiden Our high finishing place, 4th overall out
4th Pete Smith/Alaan Mitchell of some 50 odd, stands at a shining
43rd Keith Urquhart/W Mason tribute to Allan ability to navigate
in the most trying of conditions.

O.M.S.C. - Sprint Lakeside

A Long day spent mainly queueing for a go. Once you've become a spoilt brat by doing a couple of races these sprints quickly loose their glamour. So lets hear from our Scottish Correspondent Keith Urquhart who was making his first visit to Lakeside in his Cooper S.

Weel awa it'd tim tha noo. E gort ma mortar geing aloo tha straigh' an is wisna all ba. Ma teams were'na all ba butt tha bastar McConnell wa usin' sluck teirs, sa wha chunce didastan' ?

Thank you Keith (I think). Others on hand included the Garbetts with Peter having his annual go and Alan McConnell in a variety of red Coopers. My A40 looks and feels a bit ridiculous out of the Appendix J fold and it was as slow as a wet weekend down the straight.

Alan McConnell 1 - Cooper S Sports Sedan, Alan McConnell 2 - Cooper S Production Sedan on slicks, Keith Urquhart Cooper S Production, Peter Garbett Corolla Production, Pete Smith Austin A40 Farina (1960) App J.

<u>Standing 400</u>			<u>Standing Lap</u>			<u>Flying 400</u>		
=21	Alan McConnell	1 15.8	6	Alan McConnell	1 77.7	18	Alan McCon	1 10.0
=39	Alan McConnell	2 17.5	27	Alan McConnell	2 84.3	47	Keith Urquha	11.4
=41	Keith Urquhart	17.6	50	Peter Garbett	92.2	=48	Alan McCon	2 11.5
60	Peter Garbett	19.2	=51	Keith Urquhart	92.3	55	Peter Garbet	11.8
62	Pete Smith	20.5	55	Pete Smith	95.6	56	Pete Smith	12.0



SITS VAC

ARE YOU

GOOD LOOKING, MATURE, ORGANISED,
SELF MOTIVATED, DYNAMIC, HAPPY,
GOOD WITH PEOPLE, DOGS, CHILDREN,
HAVE YOU: WHITE EVEN TEETH,
A NOBLE BROW, A PATABLE
BOTTOM, CAN YOU: CHARM
THE BIRDS FROM THE TREES,
SELL PORK CHOPS AT A
BARMITZVAR ?

IF YOUR ANSWER TO ALL
THE ABOVE IS, YES

THEN YOUR A COCKY LITTLE BASTARD!

WANTED BARMAN for WEDNESDAY NIGHTS AT THE
CAR CLUB NO PAY RISE PROBLEMS WITH THIS LITTLE
BEAUTY - THERE'S NO PAY TO START WITH!

GET OFF YOUR BUTT & GIVE US A HAND

WANTED ENTERTAINMENTS OFFICER

We really need somebody to organise a bit of entertainment
at the Clubrooms, a monthly film night, a games or
sinful Gambling Night - it just needs the Woman
or Man who has the will to do it.

IN BOTH INSTANCES SEE EITHER THE CLUB CAPTAIN
or phone Esme Gibson on 391 8881 (B/HRS NOT WEDS)

GALAH CLUB NIGHT

AUGUST 29TH - MEET THE COMMITTEE

OFF ROAD FILMS

RALLY FILMS

LASHINGS OF FOOD

SAUCY HOSTESS'S

NAUGHTY STRIPPER

8pm - KEEP A GOOD SEAT FOR ME!

INTRODUCTION TO PRODUCTION RALLY CARS

Production Rally Car regulations permit basically simple, straight forward modifications that may be performed on a vehicle to enhance its performance and increase its durability to withstand the rigors of competition. In all, the durability aspect of the modifications allowed should permit a vehicle to be used in competition for a very reasonable length of time.

1. SAFETY

Normal safety requirements as outlined in the CAMS Manual of Motor Sport must be incorporated into the vehicle i.e. fire extinguishers, bonnet pins, firewalls etc., and roll cages in special stage events.

2. MECHANICAL COMPONENTS

A mechanical part is defined as: "All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working".

As long as a mechanical part may be identified it may be subjected to all tuning operations through finishing, scraping, etc. Its shape may be ground, balanced, adjusted, reduced or modified through machining. However, all weights and dimensions, if mentioned in the homologation papers must be respected.

Adding material or bolting on parts to any part is forbidden unless the regulations specifically permit that operation.

3. POWER OUTPUT

The power output of a PRC is simply controlled by restricting the amount of air that the engine can take in. All the basic engine components must remain: cylinder block, head, carburetors and manifolds, but they can all be modified. The internals of the engine are even freer: pistons, camshafts, valves, their springs and retainers can all be replaced as long as their major dimensions are respected. The crankshaft connecting rods can be polished and then heat treated, which means that they are almost free.

"MODIFICATION GUIDE FOR PRODUCTION RALLY CARS"

The following is a guide to those members who wish to explore the new Production Rally Car Class.

It should be remembered that this is only a guide and therefore it cannot contravene any regulations as printed in the Manual of Motor Sport.

Members are invited to direct any further enquiries to:

CAMS,
Box 441, P.O.,
CAMBERWELL, 3124

The air admission is controlled by specifying the diameter and maximum lift of the valves (with a tolerance of +12 thou.), their timing is free and thus race engines will give more power than rally engines, but the effective output will remain roughly the same.

Carburetors may not be changed, however they may be re-jetted as long as the standard chokes remain. The original exhaust manifold must be used.

The original air filter box must remain but it may be modified, in addition it may have its filter removed or another added. The ducting devices may be removed.

Fuel pumps are free (so long as they remain mechanical or electrical) as is the ignition provided the coil is not changed to a magneto and vice-versa.

Basically then, the engine is nearly free, and there are no expensive inlet and exhaust manifolds to buy and the power is limited very simply, thus making all engines of a specific type very similar.

A Production Rally Car's engine needs only lightweight pistons, stronger valve springs and a "hot" cam, then it is up to the individual builder to get the most out of it.

Radiators and oil coolers are free as long as they remain inside the bodywork. Engine mounts are free as long as the engine isn't moved, and the exhaust is free after the basic manifold or a turbocharger, if fitted. Turbos are actually specified in the homologation papers when fitted, and any springs that control the boost must also remain standard, so big boost power increases are ruled out.

The power transmission to the wheels is restricted to what is homologated by the manufacturer, with a maximum of two sets of gear ratios and two alternative final drive ratios. A manufacturer can homologate heavy duty suspension elements. The original suspension elements can be strengthened by the addition of materials, but the mountings must remain as original.

Brakes again are restricted to what is homologated, but as with the heavy duty suspension components, they have to be homologated by the vehicle manufacturer. Servos can be disconnected but not removed. The lining material and brake backplates are free as long as the dimensions of the linings are retained. Brake cooling is also looked after by a rule allowing brake cooling ducts of up to 10cm inner diameter.

Many people believe that brake cooling is more important than the fitting of big ventilated discs, therefore many people fit big brakes to overcome fade without first trying to get cold air to their original brakes.

SUSPENSION

The shock absorbers are restricted to mechanically identical units, obviously, other than the damping element, and adjustably spring platforms may be fitted. Anti-roll bars may be removed or replaced with other ones, as long as the mounting points are unchanged. Gas pressure shock absorber units are considered as hydraulic units and vice-versa.

The suspension components and their mountings can be strengthened by the addition of metal, and joints can be made of a different material so that spherical bearings can be fitted into the components, but rod ends cannot be fitted by welding.

The only geometry changes that can be made are ones built into the standard car by the manufacturer.

BODY

Bodyshell strengthening is free as long as the additional metal follows the line of the original, which rules out gussets on chassis rails. Sound proofing can be removed, and in theory that is the only lightening that can be done. Carpets can be removed, as can the rear seat. Also roof padding and door padding can be removed, but headlining and door trims must remain intact.

Because some new vehicles have very expensive remote control outside rearview mirrors that can be knocked off or damaged in the course of rallying, the competitor may replace the outside rearview mirrors with non genuine ones. Bumper bar overriders may be removed. Knock strips may be removed. If the rear seat is removed a fire proof and liquid proof bulkhead must be installed between the petrol tank and the habitacle.

There are two other very important factors for PRC cars, minimum weight compared to engine capacity, and a tyre and rim width restriction.

The tyre and wheel restriction is interesting in that it is the width of the tyre and wheel combination that is restricted, always assuming that the maximum allowable unit will fit under the standard wheel arch.

Clearly these limits are more applicable to racing than to rallying as it is almost impossible to get a rally car down to the weights, and they nearly always use substantially narrower wheels and tyres than the maximum allowed.

NAVIGATION AIDS

Under PRC rules, the dashboard must be kept intact, and if extra instruments are installed they must be either additional to what is already there or the original instrument may be replaced for another one which performs the same function. No instrument may be deleted. The glove box lid only may be removed to fit navigational equipment. The actual glove box must remain.

Halas etc., may be added at will whether on new panels or on the existing dashboard, however the dashboard must not be modified (i.e. cuts etc.) except for cutting the glove box lid off.

Where a roll cage is fitted to a car, a hole may be cut in the dashboard to accommodate a tighter and safer fit of the cage and if the roll bar interferes with the glove box, that also may be modified.

LIGHTING

Driving lights etc., may be added by attaching brackets to the front bumper bar. In states where it is forbidden to use more than four lights, a pair of auxiliary driving lights may be added so long as the inner two original lights are removed and their space blanked off by a flat surface.

Generator/alternator and voltage regulator are free provided the generator/alternator remains in its original location. Extra relays may be added at will.

AGE LIMIT OF PRC

The age of a car model will be determined by the number of years that the model (ie: body shape including grille, headlights, tail lights and other items which make up the characteristic shape of the car) has ceased production, or fallen under 10% of the minimum number of cars required for homologation.

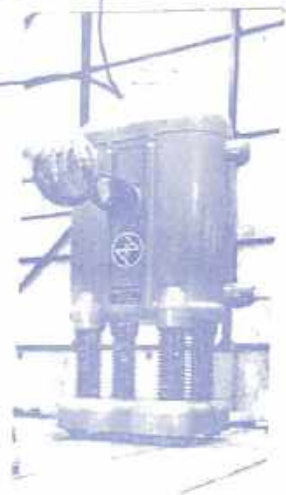
eg: A VC Commodore is a different model to a VB Commodore; a GC Galant is different to a GA Galant, etc.

A vehicle may be brought up to a later model's specification on the proviso that when a car is structurally altered it must be identical in every aspect to the later model. Dashboards, tail lights, steering ratios, etc. are all to be included.

The expiry is effective as at 31st December following the expiry of the model.

It is emphasised that the age limit only applies to PRC that are contesting the Australian Rally Championship. Any PRC can run in an ARC event but must meet the age criteria to be eligible for awards. The limit does NOT apply to PRC contesting any state event, championship or otherwise.

1 OBEY



YOU CAN ENTER ALMOST ANYTHING
INCLUDING YOUR FRIENDLY
DALEK.

CLUB MOTORKHANA 19TH AUGUST
10AM BEENLEIGH RUM DISTILLERY

RIGHT AT THE ENTRANCE & DOWN TO
THE RIVER (SINS, WASHING AWAY, OFFICERS
& OTHER RANKS, FOR THE USE, OF)
ENTRY FEE \$5, DIRECTOR PETER GARBETT.

GAMS Dinner:

It was resolved the date of the GAMS Trophy Dinner will be 19 January, 1985.

The B.S.C.C. Art Union

Written late into the night with one finger bandaged up (that'll teach Noelle Drummond to puck her nose whenshe sneezes) herewith are the final results of our recent Art Union.

Receipts

Sale of Tickets	3096
Interest	35.23

Expenses

Application Fee	00
Permit Fee	100
Printing Tickets	200.00
First Prize	200.00
Second Prize	200
Ticket Sellers Prize	60
BAD Tax	21.00
Newspaper Advertisement	28.00
Drawing Expenses	15.10
(Champagne, canapes etc)	
Admin Exps	Not Charged

3131.23

3194.23

Leading to a Loss of \$63.05 but a great gaining in spirit.

-0-

MEMBERSHIP

A warm welcome is extended to the following members who have joined the B.S.C.C. during July/August 1984

- | | |
|--------------------|-----------------------|
| John Gordon..... | Boonah |
| Ray Waller..... | Yeppoon |
| Ian Hamwood..... | Ashgrove |
| Jim Pilgrim/..... | The Gap |
| Cameron Clark..... | Coorparoo |
| Peter Lazell..... | Boggabilla |
| Rick Cooper..... | Bribie Island |
| Lesley Nason..... | Newmarket (Associate) |
| Jayne McGhie..... | Nanango (Associate) |

An Inflamed Appendix

by Peter L. Smith

I decided to go in for the racing of Historic Sedans under the Appendix formula when my wife, The Incredible Mrs Smith, told me of her latest pay rise from the huge coffers of B.H.P. Other wives would have wanted new curtains, a Three Piece Suite, a dishwasher - mine wanted a full set of teeth.

Now I wanted a car that nobody else uses so they wouldn't know if I'm as slow as a wet weekend, or producing fabulous times from an unmanageable sudden of a car. So I found one of my customers who had an unused Austin A40 Farina, a type of car I saw earholing around Crystal Palace and Cherterton in the early sixties. It was important that I buy a car from a shop customer as subconsciously they expect me to swindle them. So I put my best book buying face on - a look that has reduced pensioners, who haven't eaten anything for two weeks apart from a bit of tasty old lino, to pay me to take their first edition Norman Lindsay away - and made an offer of \$200 for this blue and grey one with a blown head gasket. We towed it home and I had it running around the block by nightfall.

Don Milner knew a man who had two A40's in his garden and his wife was Mad Mo. So I gave him \$150, TIMS leapt upon the rotten one and stripped the suspension etc, and I drove home the U-Beut 1100cc one without a windscreen.

I have all the mechanical skills of a newt so Glen Carpenter Auto's were given the 'big' engine and asked to produce something that would rev to 2 grand and give 130bhp (that's 102 kilojoules). Glen Carpenter Auto's are like the mills of god - they grind exceeding slowly but they grind exceeding small. So by the end of June we had a mobile car with a scraped bottom (!!!!!!! Pommie Underseal), Don Milner had welded in new floor portions and Glen C had renovated the front suspension and produced a rorty little piece that exhausted under the passenger door. It not only sounded gorgeous on idle but as long as it was kept under 4,000 it wasn't too noisy either.

So off we went to an historic practice day at Lakeside. My head gasket blew after a few laps avoiding everybody but by then I was smitten and wouldn't have given up the project for all the tea in Haslamabad. Two weeks later we were off to Suffers on a Monday for a couple of hours blatting round, en route I stopped somewhere and when I fired it up the oil line from the engine to the gauge blew off (it wasn't alone there) and a gallon of Valvolines best went splosh over somebodys lovely white concrete car park. I phoned Glen who came post haste and my friend Christian Evans-from-the-valley who sneaked in with a box of old newspapers mopping-up-for-the-purposes-of before The Management could make me pay for re-concreting.

Once Glen sensed he was in sniffing distance of a Racetrack I couldn't get rid of him and he followed me along "in case anything else goes wrong", of course once we reached the circuit he was persuaded to do a few laps in the car as well (I still bear the scars from his determination to get me to make the offer to him).

We pumped the tyres upto 39/40 lbs and gave it a belting around the track - mind you withas yet no rollcage, poorly mounted seatbelts and standard-suspension, the belting was done more with a balloon on a stick than with the cat o'nine tails. The car had a misfire at high revs and the clutch

was slipping but this was the most fun you can have with your clothes on I wouldn't say the body rolled but the inclinometer got wrapped round the rear vision mirror. On the bit were three right hand apexes end in a ninety left it was like swinging a sack of coal from one shoulder to the other. The corner onto the straight was flat so the ninety right before that was all important, Glen was pulling 7200 under the bridge (I think I managed about 3800 ?) and that works out to 95mph which is fine to be going on with. Just as I was thinking that the corner after the bridge, the long righthand one, might be on in top gear, the man with the table cloth came out to signify "Come on in yer mug".

On the way home I called at Dennis Browns garage to get a few gallons of super. In the words of Barry Humphries he "fair pissed himself" especially as I was driving home (in the dark I hasten to add) still in my racing overalls. When I came to the pumps going "Brmm, brmm" Dennis' jaw dropped like a scout scone and he was looking round for the other organisers of the hoax - at least he could have pulled himself together when he discovered I was fair dinkum, but in fact he became even more uncontrollable and had to sit in the darkness of the workshop with a blanket over his head, the swine.

In the remaining two weeks we more or less completed the preparations, even if it did mean a stint to 3.30am on the morning of Lakeside practice. A chap called Graham (?) Knipe did me a padded A40 seat as per the regulations and this is the best piece of what still is a rather scruffy car. The rollcage is made of 3 inch diameter kelvar and the secondary locking system on the bootlid is by Woolies.

TIMS and I loaded up the thing for Lakeside practice using the longest 'tick list' since Concordes maiden flight. The day was fine and the bedlam at the track, where I expected scrutineering to be a bun fight of enormous proportions, was pretty non existant. Our practice began at 11am for twenty minutes, and this was my 'Observed Practice' - the evil John Jones being up in the control tower to see if I tried for a lap anti-clockwise, or insisted on waving to my friends as 20 cars were trying to pass me.

Of course I was totally at sea as regards lines etc, indeed on my first lap I came out of the eastern loop cautiously and actually braked for the corner onto the pit straight. I was just getting into the groove when the exhaust pipe came away from the manifold and I was black flagged soon after. They'd never heard of anybody being black flagged on their observed practice but after a look at my times (and a wince, but he had noted my ability to get out of peoples way) John Jones said I could run the next day. So with mammoth wheelspin in the corners (we'd run out of time to fit the front away bar and as the front knelt it was lifting a rear leg like a dog) and clutch slip coming out of them I'd managed 1 38.7, 133.1, 1 31.9, 1 30.1. This compares to the pole position of 1 07.9 by G Rampling in a Cooper S and the next slowest to me was D Smith in an Alfa Romeo at 1 21.0. Not an auspicious start but things could only get better.

The thing to do was to change the clutch so we had a meeting of the faitful at Glen Carpenters workshop at 3.30pm and Glen donated (with tears in his eyes) a rare sprite 9 spring pressure plate. Whilst all this high powered mechanical business was going on I was despatched to the furthest corner of the workshop and given a polished tappet cover to polish.

Enough of this trivia lets get on with the racing. Our first event was on just before the Formula 1 race (or what passes for Formula one in Australia) so that they could see what high speed precision looked like. The civilized thing about racing is that unique in the motor sporting world theres no hanging about for hours waiting for your go. Two events before we put our fireproof suits on, the car had been checked by the "Pit Crew" - Peter Marshall and Rod Bailey had finally arrived after Peter had gone to buy a cow. Knowing Peters past successes with goats, sheep and other livestock that had no sooner got their hoofs under the table than they dropped dead, I fear for the bovines health.

Positively typical of me when we assembled on the dummy grid they wouldn't let me start because I hadn't completed scrutineering satisfactorily. So Rod had to hot foot it back for the log book and I handbraked my way onto the back just as the gate was opened and we set off on the warm up lap.

Even I didn't have the bottle to swerve my 1960 Austin from side to side ala Keki Rosberg in front of so large a crowd. I mean a pose is a pose but such showmanship would have been over the bounds of reasonability.

I expect that up the front of the field things were pretty tense as we lined up under the starters care. but at the back, right at the very back my main concern was to spot the starter at all. It had said in the regs where he would be standing but I was suffering from a cleared memory and it wasn't till I looked at the angle of the heads before me that I spotted him up a pole.

The National Flag rose, hesitated, revs rose to a crescendo in front of me, and it fell and the field disappeared from before me. BMC 'A' series gearboxes, as used in the A40/Morris Minor, have 1st gears made of glass and their IMPOSSIBLE to get, so I eased off the line upto 5000, then into 2nd and upto 7200 in pursuit of the field. By now I was being menaced by the car of the Clerk of the Course whose large teeth could be seen gleaming through the windscreen. I thought for a moment the Clerk of the Course was going to dive under me braking for the Karusel - but I fended him off and found myself not far behind the field as they sorted themselves out, this I did for the first few corners but at the completion of the first lap, once they got onto the straight, they just disappeared.

I then had 4 glorious laps totally on my own, secure in the strength of roll cage and the stoutness of my seatbelts, plus the chaps (and girls) all round the track just dying to haul a bloke out if he came horribly unstuck, so I finally had a chance to start trying lines out and braking points. I got down to 1 24.0 but then I found myself suffering from monumental wheelspin on the corners as the inside rear lifted higher as I went faster. This meant I couldn't get the car to accelerate from the moment I turned into the bend until it finished. Indeed once the car had sat down again there was a perceptible push in the back as the car got underway again. After the race Peter M and I designed a huge stone wheel that gathered momentum on the corners and zoomed me upto 150mph on the next straight - this would have found out if I had the Right Stuff or not.

Then I was lapped for the first time and had to divide my time looking more to the rear than to the front. This slowed the laps down a bit as I was lapped by ten cars and found myself taking strange lines. On one lap as I entered Hungry two Cooper S' came bombing up behind me, so as I was on the left hand side of the track I tucked well out of the way and slowed right down, but even then I misjudged things and the second man found me occupying the apex when he wanted it - I felt very small as I selected second and drove up the hill.

The final car to lap me was the gorgeous Mark 2 Jaguar that dived underneath me as we turned onto the straight. Close behind was the impressive bulk of the FC Holden.

This ended my first race and I'd survived. My times were 1 39.5, 1 25.0, 1 24.0, 1 27.9, 1 26.1. On the slowing down lap every Marshalling post around the circuit gave me an enthusiastic wave - somehow I seemed to have caught the public interest, it must be the complete lack of professionalism, at last here's a car that Joe Public can see himself having a harmless go in. Back in the paddock after waving at most people on the way in (I think Pat Hetherman was doing the commentary and he gave the car a big rap) I was faced with total strangers wishing to shake my hand. All this instant fame could (and indeed did) go straight to a chaps head. Even TIMS had changed from having a frosty face like a cows bum to being quite enthusiastic. I got the staff to check things over and went and had the pose of the century.

The next race saw Peter Phillips debut in Formula 1 in a Ralt and blow me down the boy came 4th and won The Man of the Meeting award - now that's talent.

The final race of the meeting was also for the Appendix J, once again the grey skys rolled away and we had a dry track to 'race' on. This time as the field started it wasn't the Clerk of the Course who menaced me at the first corner but the fire truck, I could see 4 or 5 pairs of gleaming white teeth all beaming in my direction.

Running upto the eastern loop and yellow flags were waving dramatically. I resisted the urge to overtake 4 or 5 cars and tucked in behind the Alfa Giulia, on the outside edge of the track a Cooper S was sitting on its roof with a Cortina GT giving it the kiss of life. Kneeling by the side of the Cooper and peering into the window was a figure I presumed to be a priest. "Geeez these blokes are quick off the mark" I thought, they must have either a central group of clerics of various denominations ready to race off on a Honda to where there needed, or perhaps a different type of religion at each post. So it would behove Jews to go off at the dogleg, Protestants at Hungry and Jehovahs Witnesses to Karussel. All this flash^{ed} through my mind before we reached the green flag and set off again (and how similiar the view out of the windscreen is to that from the television - only my attempts to turn the sound down weren't successful) imagine my disappointment when I discovered that the black suited figure was the driver of the Cortina.

This was a far better race for me and one began to use a bit of bottle where one could. From the exit of Karussel to the entrance to Hungry was flat after reaching 7200 in third before changing up to dive under the bridge. Very exciting with the Armco flicking past, after diving out of the shadow of the barriers onewas into Hungry before you realised it. Once or twice frantic braking was indulged in, locking up the rears on occasion - and let me say right know what a fine job Glen Carpenter Auto's did of the A40's all drum brakes, they should be a disaster but in fact they brake straight, hard and never showed a sign of fading. The other exciting spot was the corner onto the straight, I was changing up at 6500 and then diving through this bend with a bit of understeer on - I never really had the courage to wind it right out in third and then try it some 6 - 8 mph faster - perhaps next time.

I was running the minimum of fuel and after a couple of laps the remaining few drops were going to sit in an obscure corner of the fuel tank. This happened as I was turning onto the straight and the resulting stammer got

worse on each succeeding lap. But at least I wasn't lapped on this occasion and my times were 1 21.9, 1 22.4, 1 23.8, 1 26.4.

At the close of the race, when we were changing back into 'civvies' the shunted S came back in on a truck. The passenger door was shoved in and the roof was a bit rippled but you'll see far worse at any rally service area, however this was obviously a Big Deal in some areas because the drivers wife rushed over and threw herself into his arms - it looked like a scene from Multi Blockbuster Corporations latest Box Office Blaster "Hot Broads and Screaming Rubber".

One disappointment from the day was that not one Motor Racing Groupie threw herself at me ! Not one trainee bra was flung in my direction. Not one Strathpine Siren of Seventeen Summers tried to drag me back to her place - the only one I couldn't shake off was Rod Bailey and he doesn't count (well only after 10 if he has his shoes and socks off).

As the purple fingers of dusk took the light from the sky we assembled in the Appendix J tent for the trophy presentation. Most people seemed to get something and I was given the Rookie Award (I was on the dias with my trousers off befo I realised I'd mis-heard the announcement) which was a variety of things to make the car look better. I made a small speech and thanked the people who'd lapped me for not shoving me out of the way, there was a big cheer from a very friendly group of people. The B.S.C.C. has everything to learn about assimilating new members compared with the Appendix J people, mind you the smallness of the group is a great help.

We then had this splendid barbecue with free burgers and bangers. I was holding TIMS' hamburger when I dropped the whole bloody lot on the floor, I quickly shovelled it all back in and she ate it without noticing a thing, mind you she went into hospital 10 days later but that is a different story.

Personally I'm now hooked on this sort of thing - albeit at the back and slowly. I must thank Peter M and Rod B also Glen Carpenter whose 1150cc screamer with a big valve Cooper S head and twin 1½ SU's did all the work. Next time we'll get down to the 1m 18's.

Big Ed

-0-

Forthcoming Event

M.G. Car Club (Qld) Presents the Grand Prix Mazda Rally, September 1st/2nd Round 3 of the Queensland Rally Championship. Entries are open now and close on 21st August, the fee is \$70 and the Director is Ann Thomson, P.O. Box 84, Kenmore (378 1368). Starts from the Shell Virginia Self Service, cnr Robinson and Sandgate Roads, Virginia not before 1pm and will run in the Benarkin, Taromeo and Googa forests.

Fast forests for fast people, what price a Kelvin Taylor win ? the M.G. Car Club could certainly do with some voluntary Control Officials, if you could help then phone The Secretary Phil Hutchison on 277 0968 A/h.

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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,
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COMING EVENTS

- August 15th, Wednesday - Off Road Night at the Clubrooms
All Members Welcome, 8pm
- 19th, Sunday - Club Motorkhana at Beenlighe, Details In
- 22nd, Wednesday - Night Run by the Johnsons
Full Details Inside.
- 26th, Sunday - Yokokama Short Course Off Road Event
Purga Creek - Full Details Inside.
- 29th, Wednesday - Galah Meet the Committee Night at the
Clubrooms, 8pm Full Details Inside
- September 1st/2nd, Saturday/Sunday - M.G. Car Club QRC Rally
Full Details Inside
- 4th, Tuesday - Committee Meeting at the Clubrooms, 7-30
- 5th, Wednesday - Social Night at the Clubrooms, 8pm
- 7/8/9th, Fri, Sat, Sun - Geoff Portmans Rally Drivers Instruct-
ion Course (?)
- 12th, Wednesday - Rally Night at the Car Club
All Welcome Members, 8pm
- 15th/16th, Sat, Sun - Ripsnorter Rally (Nov. Club. Champ.)
Full Details Inside
- 19th, Wednesday - Off Road Night at the Clubrooms
All Members Welcome, 8pm
- 23rd, Sunday - Northern Districts Rallysprint
- 26th, Wednesday - Night Run by Neil Jory and Sharon
Gaylard, From the Clubrooms at 8pm
- October 2nd, Tuesday - Committee Meeting at the Clubrooms
7.30 pm sharp !
- 3rd, Wednesday - Social Night at the Clubrooms 8pm
- 6th/7th, Sat/Sun - GOODYEAR WYLIE 400 KOORALBYN
- 10th, Wednesday - Rally Night at the Clubrooms
All Members Welcome, 8pm
- 13th/14th, Sat/Sun - N.D.S.C.C. Novice/Clubman Rally
- 17th, Wednesday - Off Road Night at the Clubrooms
All Members Welcome, 8pm
- 24th, Wednesday - Night Run by Jeff Tremain
from the Clubrooms at 8pm
- 31st, Wednesday - Film Food Fun night at Clubrooms, 8pm

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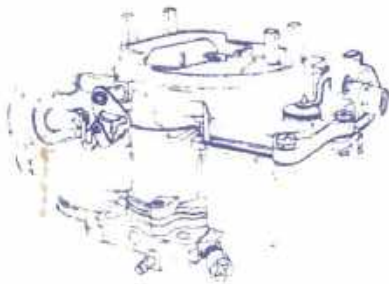
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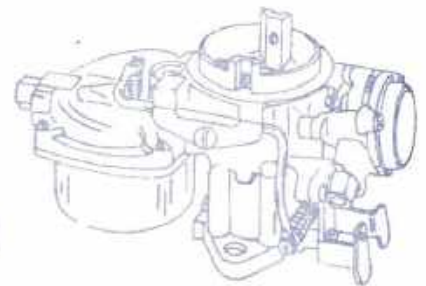
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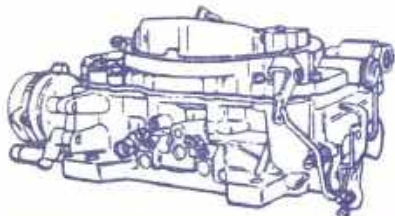
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