

**BRISBANE  
SPORTING  
CAR CLUB**

Affiliated with C.A.M.S.

**Monthly  
Newsletter...**



**ESTABLISHED 1954**

Sept - Oct 1971

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ON TAP & BOTTLES



SEPTEMBER/ OCTOBER, 1971.

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ASST. SECRETARY...Mrs. H. Garth, 14 Patella St., Mansfield. 498053

HON. AUDITOR.....Mr. N. Johnstone, Corowa St., Wavell Hts. 668293

CLUB CAPTAIN.....Mr. B. Dalziel, 27 Durimbil St., Camp Hill. 987004

COMMITTEE:

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A. Cox	844677	G. Smith	622085
B. Mills		J. Connell	
L. Barron	592944	J. McLean	

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HON. MEMBERS: Bill Hawkshaw, A. Lawson, D. White, G. Phillips, B. Cahill and motoring editors of the Observer, Telegraph, Courier-Mail, Queensland Times, and Sunday Sun.

\*\*\*\*\*

BRISBANE SPORTING CAR CLUB.

APPLICATION FOR MEMBERSHIP.

I, \_\_\_\_\_  
of \_\_\_\_\_  
\_\_\_\_\_ Post code \_\_\_\_\_ Phone No. \_\_\_\_\_

wish to become a member of the Brisbane Sporting Car Club and hereby agree to abide by all the rules of the above mentioned club.

Proposer's signature. \_\_\_\_\_  
Address. \_\_\_\_\_

Seconder's Signature \_\_\_\_\_  
Address. \_\_\_\_\_

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_\_

The entry fee of \$\_\_\_\_\_ which is also the yearly subscription is enclosed herewith.

Applicant's Signature. \_\_\_\_\_

\*\*\*\*\*

CHILDREN'S CHRISTMAS TREE.

All intending parents-please complete the following form and return to Mrs Garth immediately.

Note: Fee is 80c. for first child, 50c. thereafter.

NAME. _____	BIRTH/AGE _____	SEX _____
NAME. _____	BIRTH/AGE _____	SEX _____
NAME. _____	BIRTH/AGE _____	SEX _____
NAME. _____	BIRTH/AGE _____	SEX _____
NAME. _____	BIRTH/AGE _____	SEX _____
NAME. _____	BIRTH/AGE _____	SEX _____

\*\*\*\*\*

Once again the Annual General Meeting draws near, and it is time to think of suitable and willing officers for next year. There is a surprising amount of work in administration of our club, and we need some good new blood transfused into the system. Nomination forms are available at the clubrooms, and there is one incorporated into this issue. So the thought for the month could well be:- If you feel like taking on a job, get nominated.

Another matter on the agenda of the AGM is the election of life members. The club has been in operation since 1953, and there have been people associated over the years who have given such outstanding and dedicated service that some sort of recognition is long overdue. Two names have been put forward by the committee this year, Bill Hawkshaw and Ross Gillespie.

Profiles of these gentlemen have been prepared by Charlie Blake for those of us who are not familiar with all the facts, and they are presented in this issue for your attention.

\*\*\*\*\*

APOLOGY: Due to a printing error John Lapworth's advertisement on the cover is somewhat confusing. John may be contacted at 79 Sunbeam St., or work may be left with Hank Eabel at Stones Corner Motors, provided it is clearly labelled. However Hank himself is not contemplating entering the watchmaking field at present, as he says they are too noisy compared with his Mazda motors.

\*\*\*\*\*

LITERATURE CORNER:

Our monthly excursion into English Literature.  
This month Charles Dickens.

"She touched his organ, and from that bright epoch, even it, the old companion of his happiest hours, incapable as he had thought of elevation, began a new and deified existence."

Martin Chuzzlewit.

\*\*\*\*\*

PAST EVENTS:

4th September: Roger Brameld was married this day. The club sent the following telegram.

Alas for the poor old Bellet  
No driver available yet.  
For young Roger Brameld  
has got himself trammelled  
with family, lawnmower and debt.

\*\*\*\*\*

This Saturday evening was also the occasion of the Maori night put on by Charlie and myself. Despite the thunderstorm which descended on Brisbane just at the time most people would have been leaving home for the party, we had over 100 paying customers, which is a tribute to the fortitude of our members. The weather cleared, and although it was a bit cold, it turned out to be a pretty good old night. The hangi was not flooded fortunately, and the food was delicious.

The Maori entertainers were really great. I was watching the crowd (at times) during the hula dance, and you should have seen Barry Farrell's face! The troupe have been firmly booked for the club Xmas party at the Ashgrove RSL Hall, and it will have to be a real swinger.

Despite the adverse weather we have made over \$ 80.00 profit, and so from this point of view at least the event rates as the most successful club social ever.

A lot of people worked very hard to make it a goer and special thanks to Terry Over and the Maori people who put in the whole day preparing the feast and made only a nominal charge for the music and entertainment. Barry Farrell, Ron Arms, Peter Hillman, Keith Tapsall and Roy Bender worked very hard peeling vegetables and setting everything up, and Wilston Butchery gave us a very good deal on the meat. There were others too numerous to mention who gave a hand to get it ready, and the unknown band who cleaned up for me in my absence on Sunday morning have my special thanks.

Charlie and I will see you there next year.

P.S. A reflection on the night. I can remember when hotpants was a state of mind, not an article of clothing.

\*\*\*\*\*

PAST EVENTS:

5th September. The Hillclimb. Run in conjunction with MGCC at their kind invitation, the day was a great success. We had fourteen of fifteen cars on the line and a strong contingent of supporters turned up. Here arose the only problem of the day, the supporters failed to realise that they could take cans into the spectator areas, and I have heard terrible tales of the effects of sudden deprivation on some after the conditioning received at the Maori night.

Our blokes had a lot of fun on the hill, and put up some quite good times, as Anne Thomson says, with a bit more practice we will really stir things along.

Dave Palmer won the very neat Keith McKay trophy for FTD BSCC in his Torana. For a few this was their first speed event and most made the transition very well. One or two felt the stricter discipline a bit irksome, but it seems realised the necessity for it before the day was out.

\*\*\*\*\*

8th September. Night run by Ray Luckhurst. This night run was organised in three different cars - a Jaguar, Corolla and Torana. There was one part of the run where the navigator had to walk down a lane. So I sent my wife. My son got quite concerned when mummy disappeared.

Going on the answers most competitors didn't know a post office from a post office. Also a Question was asked "what pressure", so as they turn a corner and see the Moonie Gas Line they naturally presume that this is the answer. They should know organisers by now. I put up a sign 20 feet before this reading "Low Down Pressure".

The run was won by T.Garbutt/R. Browning.

\*\*\*\*\*

13th September: A social type Noggin and Natter night in conjunction with Close of entries and the first draw for positions in the Ampol Warana. As usual Hank and Bob managed to talk for nearly two hours without revealing anything.

\*\*\*\*\*

PAST EVENTS:

15th September. Committee meeting held at Waterworks Rd. The main subject discussion centered on the topic of life members.

The following new members were elected:-

James Vine	Trevor Allen	Jan Connell.
Mark Shield	Chris Berger	

\*\*\*\*\*

17th September: The Pre Warana social, was a very quiet function. Most people were either preparing their cars or sleeping. None of the interstate drivers appeared unfortunately, but proceedings were enlivened by the redraw for starting positions consequent upon the successful protest.

\*\*\*\*\*

18/19th Sept: Ampol Warana Rally. A full commentary on the event will follow in a later issue, but I think we can record that it was the best Warana yet. The roads were good and the navigation although not tricky in the nasty sense, kept navigators on their toes. Being deprived of two minutes in control faced one with a different decision, viz whether to rely on the advice to navigators and press on without working out the grid references, knowing full well that Hank traditionally includes a trap at some stage to foil such operators; or whether to stop and sacrifice five minutes on an already impossibly tight section to work the whole thing out.

I was most impressed with the way Peter Jansen handled the big 350 Monaro, until he broke an axle he was flying, Bond and Kilfoyle and Watson impressed with their sheer cool efficiency.

\*\*\*\*\*

22nd September: Night Run by Peter Hillman.

\*\*\*\*\*

CLASSIFIED:

MAPS AVAILABLE.

Forestry Maps ( 1 ml. = 1 in. ) for Crows Nest and Blackbutt. 50 cents each. Contact Ray Wood. Phone 310451.

\*\*\*\*\*



COMING EVENTS:

29th Sept. Night run (taxi run) organised by Gerry Brameld and Peter O'Connor. Refidex needed.

\*\*\*\*\*

6th Oct. Night run by John Connell.

After the run Bob Milligan of The Auto Establishment has kindly offered to give a short dissertation on recent developments in the buggy industry. It is a nice change to have a guest speaker along.

\*\*\*\*\*

13th Oct. Adrian Cox is doing it again. Night Run.

\*\*\*\*\*

16/17th Oct. These dates were set down for the QMSC QNRS round but unfortunately this has had to be deferred due to internal problems.

\*\*\*\*\*

20th Oct. Committee meeting at Laurie Garth's.

\*\*\*\*\*

22nd Oct. Warana prizegiving and Social at the Ashgrove RSL. Organised by Hank Kabel. This will be a good night so keep it free.

\*\*\*\*\*

24th Oct. Interclub Gymkhana. Anybody wishing to enter please see John Connell. Phone 904224 after 5.30p.m.

\*\*\*\*\*

27th Oct. Night Run by Vic Brooker. New blood, new ideas.

\*\*\*\*\*

30/31st Oct. MGCC closed rally.

\*\*\*\*\*

COMING EVENTS:

3rd November. This date is open to a good keen man to organise a Night Run.

\*\*\*\*\*

10th Nov. Annual General Meeting. Get those cards and letters rolling in folks.

\*\*\*\*\*

11th Nov. Committee meeting.

\*\*\*\*\*

13th Nov. Interclub rally. IWMAC.

\*\*\*\*\*

18th Nov. Another vacant date for another night run organiser.

\*\*\*\*\*

21st Nov. Hillclimb, by kind invitation of MGCC.

\*\*\*\*\*

4/5th December. Stones Corner Motors Rally.

\*\*\*\*\*

10th December. Xmas Hooley at RSL Ashgrove. This will be a Hawaiian night. Bring grass skirts and/or lawnmower.

\*\*\*\*\*

12th December. Xmas Tree. Midge asked you to fill in the form pertaining to same with the appropriate details.

\*\*\*\*\*

I have been under pressure for some time now to write a limerick about Graham Ruckert. In fact some said I couldn't. Here goes:-

There once was a fellow called Ruckert  
For rhymes I am getting quite stuck, it  
is rather a shame  
that he has got that name,  
on second thoughts maybe I'll duck it. (I.D.W.)

\*\*\*\*\*

The basic piece of equipment in the control official's gear requirements is his green light, which twinkles happily or lurks surreptitiously as the case may be, but always reassures the competitor that he is rallying in much the same area of our great continent as the Director.

Now for some as yet undertermined reason these lights exhibit the mysterious phenomenon of complete dematerialisation after the event, they vanish quite literally without trace, which keeps Ray Luckhurst away from Church on Sundays manufacturing new ones, and Peter Hillman unpopular selling astronomical numbers of raffle tickets to pay for the materials.

So here, for the very first time, we reveal the closely guarded traditions of the control light craftsmen in the hope that control officials will ..... MAKE THEIR OWN. We need not point out that these little items, kept in the boot make handy trouble lamps, discreet illumination for moonlight swimming excursions etc. etc.

- Step One. Go to a hardware shop and purchase about 9 feet of two core flex, a double contact twelve volt bulb, and a batten holder type socket to suit. You will also need two little bolts, complete with nuts, to secure the batten holder, and two alligator clips.
- Step Two. Go to the grocer and buy a small jar of coffee.
- Step Three. Drink the coffee or throw it away and crack another stubby.
- Step Four. Thin a little green paint with turps or petrol, and pour it into the empty coffee jar. Swirl gently until the inside of the jar is uniformly coated and discard the surplus paint.
- Step Five. Drill or punch with a 2" nail two holes in the lid of the coffee jar to accommodate your two little bolts, making sure that they mate with the holes in the batten holder. Punch a larger hole in the centre of the lid to accommodate the flex.
- Step Six. Bolt batten holder to inside surface of lid.
- Step Seven. Secure wires to terminals on batten holder and fit bulb.

(b)

Green lights (Contd)

Step Eight. Secure other end of wires to alligator clips.

Step Nine. Crack another stubby, screw the lid onto the jar, and hook the alligator clips onto the battery terminals.

Step Ten. Phone the Fire Brigade if your car is now burning.

\*\*\*\*\*

THE PROMISED LAND.

5,000 years ago Moses said, "Pick up your shovel, mount your ass or your camel and I will lead you to "The Promised Land"."

5,000 years later Chifley said, "Lay down your shovel, sit on your ass, light up a camel, this is "The Promised Land.""

And now if you don't watch it, McMahon will take away your shovel, sell your camel, kick your ass and give away "The Promised Land"."

P.S. I'm glad that I'm Australian,  
I'm glad that I am free,  
But I wish I were a little dog  
And Snedden were a tree.

\*\*\*\*\*

GOSSIP AND GASBAG.

They Tell me:

That Peter Hillman is going on a cruise early next year. Good luck Peter, you have earned the break.

\*\*\*\*\*

That Terry Over and the Maori entertainers are definite starters at our Xmas Party at RSL Ashgrove on Friday 10th December.

\*\*\*\*\*

They Tell me:

That John French has gone into rigorous physical training in preparation for his drive in the Interclub rally. He has heard so much about the Alfa getting bogged.

\*\*\*\*\*

That Brian Michelmores was delighted to overtake a certain competitor in the Warana at something over 90 mph. (Private road of course.)

\*\*\*\*\*

That we have some cool musicians in the club. Heard some neat guitar at the Maori night from Datsun Bluebird pilot Bruce Forsyth and Gerry Brameld's vocal refrain about chundering in the blue Pacific sea is legendary. I think we could maybe get some sort of show for the Xmas Party.

\*\*\*\*\*

That the Blake/Wells combo is still unbeaten in the club doubles championship, and we are looking for a bit of opposition. Wells got done well and truly the other night at singles by Mason, a very heady player.

\*\*\*\*\*

That John McLean has a rather smooth compass installed in the 124. Now Laurie has no excuse!

\*\*\*\*\*

That Cec. Bardell is going to strip his 125 motor and do it up as it is losing its fine edge after a mere 75000 odd miles!

\*\*\*\*\*

That Q.M.S.C. are having a spot of bother with their novice rally. It has been postponed, and it is hoped to stage it on a free weekend in November.

\*\*\*\*\*

(d)

GOSSIP AND GASBAG.

They Tell me:

That at last we are getting a few more new faces to organise night runs. It was good to have Vic Brocker offer to do one. If anyone has the urge see a committee member, as we would love to have you. (No Roy, I am referring to night runs.)

\*\*\*\*\*

That Ray Wood is still in trouble with his home life. It seems that he has so many Crows Nest/Blackbutt forestry maps stuffed under his bed - his wife keeps falling out. He was asking 50 cents each but now he will give you 50 cents to take one away.

\*\*\*\*\*

That President Rick Westacott is really wrapped in the dog breeding business, having just sold six lovely little Mini Dachshund pups.

\*\*\*\*\*

That one of our members had an unusual experience recently. After several unsuccessful advances Barry asked his companion "Do you shrink from making love?" "If I did" she replied, "I'd be a midget."

\*\*\*\*\*

That A Ellsworth has bought himself another beetle body. This makes the fifth I think, but he seems to have a constant need for body panels.

\*\*\*\*\*

That we had a very nice letter from Greg Llewellyn of the VSCC, enclosed with a copy of their newsletter. VSCC send their greetings.

\*\*\*\*\*

That one crew lost half an hour in the section of the Warana that bore the instruction "root".

\*\*\*\*\*

A cloud of dust on the long white road  
And a car goes speeding on;  
Mile by mile with its eager load  
And by the rules of the Rally Code  
The distant goal is won.

With eyes half shut to the blinding dust  
And lights to the road bent low  
The driver drives as drivers must,  
The navigator calm, unfussed,  
Yelling, "Go man - Go! go! go!"

Cars left the start in Herschel Street  
And to Kilcoy they rallied,  
Arriving there still clean and neat -  
A little rest, something to eat;  
Then into the night they sallied.

Through forest trails of green and brown  
Dust and exhaust fumes marry.  
A service break in a little town -  
So far no one has broken down.  
"Come on - no time to tarry!"

Division one - Nanango bound -  
And Bond was best to score;  
With Kilfoyle, like a good bloodhound,  
Trailing on just two points was found,  
And Watson three points more.

McKay was really travelling well  
When three wheels went together.  
The Unmentionable One was heard to tell  
Michelmore passed him, going like hell,  
And left him awash in the heather!

And while the Clubmen waited long  
Division two proceeded.  
The Toranas still could do no wrong,  
Watson and Michelmore going strong,  
And Lund must now be heeded.

Contd.

WARANA RALLY 1971. (Contd.)

It is said that Lawson's motor blew,  
 Nev Goodrick lost his light,  
 The Jensens retired at Section two,  
 The Peugeot stopped to admire the view,  
 And the Unmentionable One died of fright!

Division three, and dawn was near  
 As cars set off once more  
 Into the forest - look out for deer -  
 Poor old Clubmen still in the rear,  
 But that's the rally law.

Eight sections more increased the score  
 But didn't alter places.  
 Bond, followed by Kilfoyle, won the war,  
 Then came Watson and Michelmore  
 And Lund behind a few paces.

Thus ends Warana once again;  
 The organisers rest;  
 And I can now put down my pen.  
 They're hard to beat these southern men;  
 I guess they're just the best.

(Jan Sked.)

\*\*\*\*\*

"Compo" Ups and Downs.

The fact that club member Greg Smith has been on "Compo" lately brings the following to mind. The first question on the standard claim form is "How did the accident occur?"

To this question, a bricklayer supplied the following answer:-

".....I was repairing a chimney and had rigged up a beam with a pulley at the top of the building to hoist up bricks and mortar; when the job was finished there were a lot of bricks left over."

" I hoisted the barrel up to the top and tied the rope down below, then I went up and filled the barrel with the bricks left over. Then I went down and undid the rope."

" Unfortunately the barrel of bricks was heavier than I was and before I knew what was happening, the barrel started down, jerking me off my feet."

Contd.



"CompO".

"I decided to hang on and half way up I met the barrel coming down and received a very severe blow on the shoulder."

"I then continued to the top where I banged my head on the beam and jammed my fingers in the pulley."

"Then the barrel hit the ground and it burst its bottom, allowing all the bricks to fall out. I was now heavier than the barrel, and so I started down again at a very high speed. Half way down I met the barrel coming up and received severe injuries to my side!"

"When I hit the ground I landed on the bricks and so received many painful cuts from the sharp edges."

"At this point I must have become confused as I let go the rope. The barrel being heavier than the rope came down at great speed and gave me a blow on the head and put me in hospital."

\*\*\*\*\*

PRIVATE VIEW.

The innovation (well, in my short rally experience it's an innovation) of having passage controllers with rubber stamps certainly expedites the flow of cars through a control. It could well be adopted as a standard system for all rallies.

As I see it, there are two main drawbacks:-

- (1) The frantic control official initiating a poor unsuspecting navigator into the mystic cult of the green emu by planting the stamp on the back of his hand instead of the route card. This would mean that the navigator would have to keep that hand clean all night (impossible).
- (2) During the post mortem after the event a casual passerby might hear grown rally men saying "did you pick up a red trolley bus?" "yeah," conclusions, - mad or D.T's or both.

A way round this would be to make rubber stamps of expensive cars, then the conversation would go - "I've got a red Ferarri," or "I got one of them and a green Lambo!" so the passerby would assume that Rally people are affluent as well as mad.

Mark Shield.

\*\*\*\*\*

RAIN AND MIST MAR BP RALLY.

by Mike Meadows

The 4th BP Rally of Qld was flagged away to a wet and drizzly start from the Garden City complex on 21st August. Preceded by two Gymkhana events which were won by Roy Spillane and Scorcher Bognuda respectively, the Hon W.E.Knox did the honours of flagging away the cars midst showers of Nanda Macaroni and Doc's embarrassing comments.

The 67 entrants were grouped into experienced and less-experienced by Directors Brian Gemmel and Ray Wood with the only obvious mistake being the Nickel-Kelly Colt which somehow found itself in Group Two.

The rain began almost as soon as the first car had left the start for the initial slow transport up to Wivenhoe Pocket. Please forgive any mistakes in the following section by section summary but I'm staring at a six foot by three foot chart being the result of sticking all the result sheets together.

The first competitive section was a 6 minute dash along a stock route and most crews cleaned. Unfortunately the Taylor/Barron Honda 600 dropped six here but this was not an indication of its performance for the rest of the night.

A short driver's section took crews further north up the highway for another 6 minute run over a "Tree Slalom" which took points from all crews except the little Honda, now making up time, Greg Smith/Rod Browning and the well-prepared Cortina GT of Paul Trevethan and Brian McCloy both in their first rally. This section was a little rough.

Section 5 was 14 mins of highway running to the end of section near Burrundon Mtn. near Esk. While trying a shortcut on this section the exhaust system on our Fiat 128 decided it preferred the company of the large ditch we negotiated at speed to that of the car. The rest of the rally for us was a confusion of shouting and getting lost all above the tremendous noise. The 6th section of the rally was a 5 min. driver's stage and saw most crews clean. The first of the dreaded maintained average speed sections saw a surprising number of cars lose points.....in fact only 12 cars cleaned.

The navigators began to work from here on with the instructions changing to the 1 mile Crow's Nest Forestry map. Section 9 saw Smith/Browning best on 1, with Michelmore/Sked on 2. If some navigators did as I did and plotted an OOB as a VIA this could account for some of the cricket scores.

Contd.

Thompson/Pugh, Kabel/Dancer and the boys from Grafton, Colthorpe/Buchanan in their new Torana GTR all lost no points on section 10, another forest route, which involved a transfer from the forestry map to the 4 mile Ipswich map for a 7 minute driver's and navigator's stage "Down the shute".

The points began to amass after control 11 where even the invincible Kabel/Dancer Mazda managed to miss a passage in the thick rain and mist making navigation almost impossible. 27 others missed the elusive passage also. Did YOU forget to read the advice 2.33 R? I did! Laurie Garth didn't read the other advice it seems as when he got out of the car en route, a stinging tree bit him!

With the arrival of section 12, 24 crews had either retired or exceeded their 90 min. late time limit. This was to be a reflection of events for the rest of the rain drenched night. Despite the extreme conditions, Kabel/Dancer were best on 2 followed by a host of cars on 4.

Around about here Gerry Shadie and Mark Shield in the Fiat 123 TS (Tinsnips Special) retired after modifying the front end rather dramatically on the rear of an Austin Lancer. It had to be towed away.... the Fiat I mean.....The Lancer continued.

The Service section was one almost everyone cleaned.

The "Mud in your eye" type mudmap comprising section 14 was, and the 4 mins set proved to be impossible in the conditions: Mclean,Smith and Thompson lost 2.

The section 15 tulip instructions were an interesting innovation but the only one able to tiptoe through on time was fiery Forsyth with Murray Coote in the hotseat, fresh from a class win with Charlie Lund in the Dulux.

"Plough the Furrows" alias section 16 caused utter chaos. Lawson/Spillane were best on 5. The first of the much dreaded "Special Navigator's" section was a disappointment as the nav's who gave up following the route chart on the map ended up by guessing very accurately where they were using the very nicely placed bitumen road and creek crossing just where the route chart finished which I feel rather defeated the purpose of the section somewhat. Kabel/Dancer were fastest on 4 followed on 7 by the hard driving Nev Goodrick with hard old John Souminen at the halda.

The remaining 5 sections to the half way break at Blackbutt saw the leading crew at that point Smith/Browning become bogged just

Contd.

2 miles from Blackbutt. They were, at this point 20 points ahead of the eventual winners Kabel/Dancer and it is unfortunate that it took some time for them to persuade someone to pull them out by which time their late time limit had expired. It is a pity that to some people rallying is not a sport.

Scores at the halfway break read 112 for the McLean/Garth Fiat, 104 for the Leachmobile with Chapman and Hines aboard and leading on 95 Kabel/Dancer.

Division two began almost prematurely with a Special Staged Production of Lloyd Robertson cleverly disguised as Errol Bognuda hurl a yellow type smoke bomb under the latter's car. The local constable (yes all of him) took the scoundrel's name.

Division two began two and a half hours late with a 2.9 mile special stage in  $3\frac{1}{2}$  mins! In slushy conditions it was narrowly won by Alan Lawson in the Superbug from that amazing little Scamp of Adrian Taylor's. On this stage many cars biffed stumps and banks and this can only be attributed to overdriving in the conditions.

The skeleton second division devised by the Directors as an alternative wet weather route, bypassed all the 9 forestry sections originally planned and it was virtually a run down the highway with loops off to the side here and there. A sneaky trick was to place a passage control on an old alignment of the Brisbane Valley Highway and on a Service section too! Only 3 of the 23 left in the event booked in and all 3 got OD's.

The multi-looped final competitive section had fortunately been given out in advance so the red-eyed, grumpy navigators had no excuses for missing any of the six passage controls as the route wound across 15 creeks in the correct sequence. It was really muddy by the time 30 odd cars had completed the 3 loops necessary to satisfy the instructions but nevertheless Graham got some beautiful photographs. Only seven cleaned this section.

The rain had the effect of ruining what would have been the best BP ever with hours of hard work literally washed down the drain. Only 18 out of 67 cars were credited with finishing within their late time limit.

However I suppose it's rallies like this that we all remember, good or bad.....I know. I will.

1. H.Kabel/B.Dancer ..... 142 pts.
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ANNUAL GENERAL MEETING  
NOMINATION FORM

I \_\_\_\_\_ wish to nominate  
\_\_\_\_\_ for the position of  
\_\_\_\_\_, seconded by  
\_\_\_\_\_

I \_\_\_\_\_ being a fully paid  
member of the Brisbane Sporting Car Club will accept  
the above position if I am elected at the Annual  
General Meeting.

Signed \_\_\_\_\_

Date \_\_\_\_\_

\*\*\*\*\*

PROXY FORM.

I \_\_\_\_\_ of \_\_\_\_\_  
\_\_\_\_\_ being a member of the Brisbane Sporting  
Car Club and entitled to vote hereby appoint

\_\_\_\_\_ of \_\_\_\_\_  
as my proxy to vote for me and on my behalf at the Annual  
General Meeting of the club to be held on the \_\_\_\_\_ day  
of \_\_\_\_\_ 1971 or any adjournment thereof.

Signed \_\_\_\_\_

In the presence of \_\_\_\_\_ (Witness).

\*\*\*\*\*



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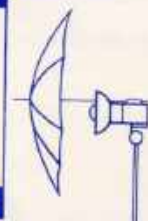
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