



**Brisbane**  
**Sporting Car**  
**Club**

**MAGAZINE**

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OCTOBER 1975

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GENERAL INFORMATIONPOSTAL ADDRESS

The Hon. Secretary,  
Brisbane Sporting Car Club,  
P.O. Box 214,  
West End, Qld. 4101

CLUBROOMS LOCATION

Cnr. Reid & Hawthorne Sts.,  
Woolloongabba,  
Meeting Every Wednesday  
from 8.00 p.m.

MEMBERSHIP FEES.

The annual membership subscription for 1975 is \$15.00 for ordinary members and \$6.00 for associate members. The wife and children over 14 and under 17 years of age, of ordinary members qualify for associated membership.

CLASSIFIED ADVERTISEMENT

Members are reminded that they can advertise free in the club magazine. A small charge is made to non-members for this privilege.

CONTRIBUTIONS

All contributions for the magazine will be gratefully accepted. Any article published need not reflect the views of the club committee or editorial staff.

DEADLINES

Deadline for contributions is on the 1st day of every month. Articles may be posted direct to the Editor at 102 Boswell Tce., MANLY. 4179

## PRESIDENT'S LETTER.

HI SUPER MOTORIST,

WELL ANOTHER YEAR HAS JUST ABOUT RUN ITS RACE FOR THE B.S.C.C. IT HAS BEEN A VERY GOOD YEAR, IN A QUIET WAY FOR SOME, AND PERHAPS JUST WHAT OUR CLUB NEEDED. WE HAVE NOTICED SOME OUTSTANDING PERFORMANCES BY OUR MEMBERS IN THEIR COMPETITIVE FIELD OF MOTOR SPORT, AND TO THOSE MEMBERS, MAY I SAY, GREAT GOING, YOU DO YOUR CLUB PROUD. FOR THE REST OF US, WELL JUST KEEP ON "HANGING ON IN THERE" BECAUSE IT COULD BE YOUR TURN NEXT YEAR.

ALLEN LAWSON (AND HIS MERRY MEN) HAS SHOWN US THAT HE MUST BE STILL THE "TOP" MAN IN AUSTRALIA AS A RALLY DIRECTOR, OWING TO THE FINE EVENT HE SET FOR STONES CORNER MOTORS 11TH RALLY. THANKS ALLEN FOR A VERY GOOD EFFORT. ALSO A SPECIAL THANKS TO STONES CORNER MOTORS FOR SPONSORING THE EVENT AT SUCH SHORT NOTICE. (THERE IS NO TRUTH IN THE RUMOUR THAT NEXT YEAR ALLEN WILL SET THE TRANSPORT SECTION TO COOKTOWN.) COULD I SAY THANKS TO HANK KABLE FOR THE SPORTING WAY HE WITHDREW FROM THE EVENT TO GO BACK AND WARN OTHER COMPETITORS OF THE EXCITING RADAR TRAP THAT HAD BEEN SET FOR THE PURPOSE OF ONLY BOOKING RALLY CREWS. THIS SORT OF ACTION BY OUR POLICE FORCE AND THE WAY IT WAS CARRIED OUT, LEAVES MEMBERS OF THE B.S.C.C. WITH VERY LITTLE RESPECT FOR THAT SECTION OF THE FORCE. THE TRUCK LOAD OF PIGS THAT WENT PAST THE SCENE AT THE TIME, MELT, BUT NOT HALF AS MUCH-----WELL I HAD BETTER LEAVE OFF THERE.

THE STONES CORNER MOTORS RALLY WITH ALLEN LAWSON AS IT'S DIRECTOR, HAS REALLY SET THE STAGE FOR FUTURE RALLYS AND IT IS HOPED THE "GET WITH THE STRENGTH RALLY" CAN MATCH Y'S. I HEAR GEFF TREMAIN HAS BEEN DOING HIS HOME-WORK WELL ON THIS RALLY, SO SHOULD BE A GOOD EVENT TO RUN IN.

WELL MAY I FINISH OFF THIS ARTICAL WITH A LITTLE THANKS TO MY COMMITTEE WHO HAVE HELPED TO STEER THE CLUB ALONG THIS PAST YEAR. THEY HAVE BEEN GREAT, AND OFCOURSE A PLEASURE TO WORK WITH.

NEXT MONTH WILL SEE NEW FACES ON OUR COMMITTEE AND I HOPE THAT YOU, THE CLUB MEMBER WILL TURN OUT IN STRENGTH TO VOTE YOUR CHOICE OF MEN YOU WISH TO SEE ELECTED.

HAPPY MOTORING,

PRESIDENT BRYAN.

A couple of notes from the Committee.

It has been noticed that lately, a few, and only a few, club members have been arriving at the clubrooms on a Wednesday night in what could hardly be called a reasonable standard of dress. In future, NO BARE FEET and NO GREASY OVERALLS at Wednesday night meetings, Please!

Also of late, some members have been creating unnecessary noise as they leave the clubrooms. If this continues, it will harm the good relations with our neighbours that we enjoy at present.

-----obo000000-----

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club will be held in the BSCC clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday, 26th November, 1975 at 8.00 p.m. On this night the future of the Club will be decided for the next twelve months. It is your Club and this is the once a year meeting where you can express your ideas.

The business to be conducted at the Annual General Meeting shall be:

- (1) The consideration and adoption of the Annual Report;
- (2) The discussion and adoption of the Accounts of the Club for the past year;
- (3) Election of Office Bearers, other members of the Committee, Auditor or Auditors and Life Members;
- (4) Any other General Business.

In accordance with the Club Rules, the President, Vice President, Honorary Secretary, Assistant Secretary, Honorary Treasurer and Club Captain shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election. At each Annual General Meeting half of the committee men shall retire from office, but they are also eligible for re-election.

Each candidate for Office Bearers and the Committee must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. by 12th November at the latest).

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the Meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine - please use them.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are enclosed with this Magazine - please use them if you cannot attend in person.

CLUB CHAMPIONSHIPS AT 30TH SEPTEMBER 1975MOTORKHANA CHAMPIONSHIP

Les Barron .....	56
Jack Read .....	54
Peter Wickham .....	47
Daryll Kelly .....	45
Neil Howard .....	38
Peter Snell .....	38
Glen Carpenter .....	29
Lee Drummond .....	25
John Maher .....	23
Greg Heath .....	21

NIGHT RUN CHAMPIONSHIP

Greg Weale .....	89
Daryll Kelly .....	88
Peter Wickham .....	69
Paul Martin .....	57
Dave Ambrose .....	55
Ross Skennerton .....	51
Neil Howard .....	50
Alan Rolandsen .....	44
Bruce Godfrey .....	40
Jan Wickham .....	40

SPEED EVENT CHAMPIONSHIP

Peter Wickham .....	54
Daryll Kelly .....	36
Phil Box .....	26
Greg Craig .....	17
Ann Thomson .....	15
Glen Carpenter .....	13
Bruce Dalziel .....	11
Bill Fraser .....	11
Murray Coote .....	10
Rad Guerin .....	10

RALLY CHAMPIONSHIP

Gerry Reynolds .....	38
Ian Genn .....	30
Daryll Kelly .....	30
Scotty Weir .....	28
Ross Huston .....	21
Keith Tapsall .....	21
Tony Best .....	20
Alan Rolandsen .....	20
Fred Thompson .....	20
Jeff Tremain .....	20

WORKING BEE CHAMPIONSHIP

Daryll Kelly .....	30
Jeff Tremain .....	30
Peter Wickham .....	25
Gary Blower .....	20
Neil Howard .....	15
Greg Weale .....	15
Lee Drummond .....	10
Bruce Mallett .....	10
Geoff Smallman .....	10
Dave Ambrose .....	5
Charlie Blake .....	5
John Blake .....	5
Laurie Garth .....	5
Midge Garth .....	5
John Hall .....	5
Rod Hannifey .....	5
Ivan Holmes .....	5
Ray Luckhurst .....	5
Jeff Richardson .....	5
Alan Rolandsen .....	5
Henry Ryman .....	5
Kev Watts .....	5
Peter Wethereld .....	5

CLUB CHAMPIONSHIP

Daryll Kelly .....	49
Peter Wickham .....	39
Greg Weale .....	20
Neil Howard .....	19
Jeff Tremain .....	17
Gerry Reynolds .....	13
Les Barron .....	12
Glen Carpenter .....	12
Alan Rolandsen .....	12
Dave Ambrose .....	11
Phil Box .....	11
Ian Genn .....	11
Jack Read .....	11

Note: The above scores do not include points for Round 2 of the Castrol Inter-City Cup Closed Rally Series, for which results have still not been received from ISCC.

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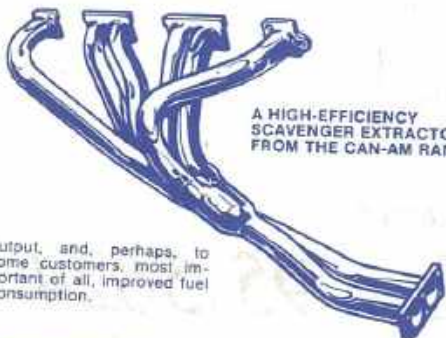
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JACK READ DOWNS PHIL GRIFFIN FOR QLD. TITLE

With a superb display of precision driving Jack Read won the final round of the Queensland Motorkhana Championship. This gave him an overall point score of 44 out of a possible 45 and so giving him the Queensland Championship title. This is the second time Jack has won the title, he previously won the Championship in 1967. Second of the day and also second in the Championship was the 1973 and 1974 champion - Phil Griffin.

The cars began to arrive quite early in readiness for a highly competitive day of motor sport. Looking around at the cars and drivers before the start, one could see just how competitive the Motorkhana was going to be. The Minis of Wickham, Thompson, Griffin, Wolski and Carpenter and the Specials of Dunn, Rapley, Read, Maher, Burgess and McCloy are all equally capable of winning a Championship Motorkhana. Also there are many up and coming competitors and of course, the B, C, and D class cars.

Ian Rapley showed up in a new Special. He had taken the 'S' motor out of his Mini and built up a rear engine mini special. I had grave thoughts that it was a four wheel steering job for a minute, but luckily it was not. We had enough of the four wheel steering specials de-basing our times in the Aust. Championships last month! Jack Read and John Maher brought along the ex-Keith Self mini special. This has a longer wheel base than the "mini bug" that Jack had been using throughout the year. John had fitted the 'S' motor from the Moke to it and also the bug wheels.

The fast event, the star, started the show on the way and most competitors were scoring around the 30, 31 second mark. Six competitors put down times better than 30 sec. Up and coming competitors N. Sivyer and Peter McCloy clocked 29.6 and 29.7 respectively. Phil Griffin and Kev McCloy both scored 29.5. I thought I was doing well with a 29.4 until Jack Read came back with a 27.1!

"How much did he pay the time keepers", "He must have been mis-timed", "He took a short cut" were the type of remarks heard after his run.

Jack proved all these comments false as in the next test his time of 29.5 was again over a second faster than Phil Griffin and almost two seconds faster than Brian Dunn and myself! The remarks then changed to "It must be the more powerful 'S' motor", "It's the big wheels", "No, it's the long wheel base that helps him control it better". We asked Jack how come he was going so fast - I give you one guess what the answer was.

The dry conditions of the Archerfield grounds proved very slippery, not only for the first few cars but also for the rest of the field. After the first few cars had taken off the slippery grass covering, the powdery dust left

on the ground allowed little traction also.

Phil Griffin could see that he would have to get the fing ----- and try a bit harder if he was to regain the title but again Jack Read proved to be too good in the Square Slalom. He took fastest time with 23.1, .8 of a second faster than Phil. John Maher, finally settling down after a W.D. in both the first two events, clocked third fastest time with 24.0.

The Opposite Garage, where skill in fast gear changing as well as reversing can prove far more effective than a powerful engine, saw different faces in the winner's circle. Young Peter McCloy astonished everybody with his fastest time of 26.5, two seconds faster than his father and myself! (What's he going to be like when he gets his driver's license.) Peter Wickham was second fastest and Greg Wolski next best.

By lunch time, Read had a good lead on 107.1, then Griffin (111.3), myself (113.6), K. McCloy (114.3), P. McCloy (114.7), G. Wolski (115.3), and Burgess (115.8). Lindsay Sutherland in the Corolla was leading 'B' class with 120.4, Bob Tutton led 'C' class with 131.9 and Arthur Fredericks had no trouble at all beating the other "D" class competitors. There were no others!

Jack and Phil showed their supremacy once again by clocking 34.0 and 34.9 in the Tee Garage. I was third fastest but two and a half seconds down on Jack's time.

The Six Gate was an interesting test as the contestants has a choice of directions so long as they drove forward through four gates and reversed through two. Greg Wolski found the quickest way around, then Read, Maher, myself and Wickham. Peter Wickham found an unusual way around and would have easily been quickest had he flicked the car into the finish garage with a 'front end throw'.

Phil Griffin thought it was about time he recorded a fastest time and did so in the Double garage with a 40.0. Jack Read was a second slower and John Maher right behind on 41.4.

With only the Crossover to go Jack has a 4.7 sec. lead on Phil Griffin. However Phil put down a very fast time of 51.6, 3.1 sec. faster than my time which was the next best. Jack still had to run. Would Jack slow down enough while trying to drive safely in the last event or perhaps hit a pole under so much pressure to allow Phil to win? All eyes watched intensively while Jack negotiated the mass of poles in this long and difficult test. No poles fell. The time -- 51.1 sec., a faultless run which clinched Jack Read the Queensland Motorkhana Championship title.

Final results were:-

1st - Jack Read 256.7, Phil Griffin 261.9, Greg Heath 271.3, Greg Wolski 273.0, Peter McCloy 274.0, Andy Burgess 278.2.

Class 'B' - L. Sutherland 289.4.

Class 'C' - B. Tutton 316.3.

Class 'D' - A. Fredericks 296.6.

Final point score in the Championship:

Jack Read 44, Phil Griffin 43, K. McCloy and Greg Heath 41, and Ian Rapley 35.

Greg Heath.

-----

Below is a copy of a memorandum received from the Chief Executive Officer of CAMS.

SOLICITORS AND OUR LIABILITY

From time to time there arise unfortunate occasions when persons at motor sporting events are injured, or otherwise have some possible claim against competitors, officials, organisers, or CAMS.

For this reason we have insurance cover to protect the liability of all concerned.

Our insurers require that no admission of liability or offer of compensation be made; further they require that we do not enter into correspondence with claimants.

Will you please, then, note for the future that no correspondence other than an acknowledgement is to be entered into in respect of any potential public liability claim; and that this office be forwarded immediately any such correspondence received by you.

Similarly, solicitors' letters in respect of personal accident claims are to be accorded the same treatment.

-----

A great big thanks to Gary Blower who always seems to show up when we need a chief cook and bottle washer. It's a pity the Catering Sub-Committee couldn't have a turn sometime.

-----

Congratulations to B.S.C.C. member, Jack Read, on taking out the Queensland Motorkhana Championship for 1975.

-----

NEW MEMBERS

Eight more people joined the Club during September, and a warm welcome is extended to each one of them:

- Mike Allen .....St Lucia
- Garry Beths .....Clayfield
- Christina Coetzee .....Windsor
- David Coetzee .....Windsor
- Peter Hone .....Riverhills
- Colin Kenny .....Sunnybank
- Dr M B Shinn .....Bardon
- Chris Waterhouse .....Mt. Gravatt

Membership now stands at 262, of whom 125 have joined this year.

-----

M/S 373,  
Landsborough. 4550  
24th September, 1975.

Dear Sir,

Would it be at all possible for you to supply me with the name and address of any driver who would be willing to take on a novice navigator.

I have just about gone broke trying to prepare my own car, so I decided to try navigating. Although I know nothing about it, I am an ardent rally fan and I would be very keen to learn.

Yours sincerely,

Geoff Ernst Jnr.

-----

Hank Kabel was well set up for spectating at the 'Cross with his own "Campavan" at Gordonville Falls - one of the better viewing spots.

-----

For those of you who haven't heard, E.S.C.C. members who distinguished themselves in the Southern Cross are as follows:  
Gary Connelly (navigating for Kenjiro Shinozoka) - 4th outright.  
Murray Cooke & Brian Marsden - 18th outright & first in Class A.  
Fred Thompson & Jeff Tremain - finished.

-----

I hear that a certain rally enthusiast has procured a European rally machine, namely a BMW2002TII, which should be a real competitive machine.

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Jeff Tremain and his crew have done a lot of work for the "Get With The Strength Rally", round 7 Q.R.C. & Q.R.R.S. It's good to see an event with some encouragement, in the form of decent prize money, given for Clubman and Novice Competitors.

-----

Apparently Allan Lawson had a few problems after a wheel change during the Cross. Somehow the wheel brace went for a ride on the roof of the car, and the flat tyre, thrown hurriedly into the boot and not tied down, moved around and dislodged a wire from the "fool" pump, leaving Allan & Greg dying in the tank.

-----

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-----

COMING EVENTS

Sat 8 Nov Working Bee at the Clubrooms, 1.00 p.m. start  
Sun 9 Nov Surfers Paradise Races (Manchamp 5)  
Wed 12 Nov Novice night run organised by Gary Blower & Peter Whalley  
Sun 16 Nov Closed motorkhana organised by Glen & Lynn Carpenter, venue to be advised, 10.30 a.m. start.  
Wed 19 Nov Expert night run organised by Bryan Evans & Jeff Carr.  
Fri 21 Nov Briefing and ballot for Get With The Strength Rally  
Sun 23 Nov MGCC closed hillclimb  
Wed 26 Nov BSCC Annual General Meeting  
Thu 27 Nov Scrutineering for Get With The Strength Rally  
Sat 29 Nov Get With The Strength Rally (QRC 7, QRRS 7)  
Tue 2 Dec Committee Meeting  
Fri 5 Dec Christmas Party  
Sun 14 Dec Children's Christmas Tree

IT FEELS SO GOOD WHEN YOU STOP

I intend to make a few opening statements to this article:

- (1) A few club members made reference to the Capasco write-up and found fault with the length of that article, as well as it's revelance to a club magazine. I hear it even got a mention in Committee. We great writers are used to philistines, and I can only hope that another masterpiece will help them to see their error.
- (2) I got twelve hours sleep in the four days and I have little or no idea what happened to anyone else, so I'll have to set down my own experiences.
- (3) Did you hear about the Arab Evel Knievel who attempted to jump over 13 Israelis in a steamroller?

Intending victims should read as follows -

The Cross costs \$110 to enter, and an entrant ought to bank on using two to three sets of tyres. Accomodation, petrol and minor repairs added up, and the absolute minimum you'll spend is some \$500. This is doing it on a very fragile shoestring, too. The intention of the organisers is quite simple. They try to destroy every car, driver, and navigator in the event. I am serious when I say that, and so are they. Six Queensland crews started, and two finished. Both of us had carried out major repairs, and had more to do after it.

The roads used are rough. I'll remember the 50K of rocks, and the 30K paddock in particular, but they were very, very rough. The times were made to ensure that the works drivers lost points on every section, and I hear that they were pretty successful. The late time limit is 150 minutes each night, and we could bank on dropping about 100 if we had a trouble free run. This meant that having a trouble free run was a necessity. Murray, bless his heart would hear no talk of cutting and running, so I was a little concerned at times. On a couple of nights we had trouble, and every time we ate up 10 minutes fixing something, I was very busy adding minutes and trying to guess how many we'd lose in the sections yet to be done.

The first competitive was heartbreaking. We had a defective oil-filter, which chose to fall off near some spectators, and we dropped 16 persuading one to sell us his filter. We had been out of last year's Cross in section 4, so I thought the same thing had happened again. We were keeping an eye on Adrian Taylor and Alan Lawson, both of whom had been seeded in front of us on the control official's card, and suddenly Adrian had gone missing. The official rumour was electrical, but I heard that his electrical trouble sounded just like a burnt piston. We came across Alan towards the end of the night, having out of petrol troubles. He borrowed our spare fuel, and we left him to it.

I was a little amazed at him being able to use 14 gallons in 140K and spent most of the rest of the night mumbling "6 miles to the gallon?" As it turned out, the fuel pump had packed up. While I think of it, Fred Thompson had made a



magnificent effort to start. His Torana fell off the trailer on the way to Sydney, rolled, and had been stuck together again in Sydney. Tony Jewels bent a valve on the first night, I hear, and Tom Hayden bent a tree, which bent back on the RX3.

We got into Port Macquarie in one piece, and went to get some sleep. Henry Riemann had my RX2, so I hunted Port without success for him, and spent the whole day lying in bed awake, wondering where it was. The first night covered 1000K, so I was a little tired when we started Thursday's night rally.

A few problems came to light on Thursday night. Although it was a mere 800K long, we felt a bit tired towards daylight. It was also a bit disheartening to lose a sizable number of points in creek crossings. The Escorts are ripsnorting redhot racing car type rally cars, with suspensions as stiff as a board. They also throw themselves into any and all creeks and puddles, and sit there, waiting patiently for daylight. This is a problem for anyone caught behind them. The Japanese are especially impetuous, if a little useless at pushing, and will drive their cars into the creek away from the crossing. One creek had two Escorts and a Lancer stuck in it, and looked like a wreckers yard in flood. The Japs chose to try to get past the Escort in the creek, and I'm afraid those of us in there pushing were a bit short of the Bushido spirit after we warned them not to. They got stuck, and for all I know there's a creek somewhere in N.S.W. that's still a little bit Japanese.

Our service crew was fantastic. Two QMROA members Tony Smith and Garry Crompton, - we would not have finished without them. The orange Sinbin was always there, and always had the gear we needed. They had an axe when we had to make a new alternator bracket out of a fence, or there was the time they kidnapped another Datsun 1200 service crew and sent them to Armidale as substitutes for themselves. Garry had a fetish about getting his hands dirty, which I can understand myself. I think they both noticed that I usually kept the arduous task of holding the watch and saying "Hurry up" for myself. We had a lot of help from spectators too. Murray and I laughed our heads off when we admitted to each other that we loved the sound of the browd on a corner cheering. It seemed as if there was always someone from Brisbane around, and you can't imagine how good it was to get some applause for a handbrakey. John Barr turned up just in time to help Swaysland and Ian Wall and our service crew to swap the guts in two gearboxes in 40 minutes. We did the same thing with a diff on the Sunday morning in 30 minutes.

Speaking of troubles and spectators reminded me of one corner in particular. Peter Lang, James Laing-Peach, and now Fred Thompson have rolled on it, so Fred is in with some distinguished company. The corner is a hairpin after a grid, and should have been cautioned. The tulip shows it well enough, but corners just as bad were cautioned. I can't help thinking that it was deliberately uncautioned. There was an abnormally large crowd of spectators there, all of whom hid at the sound of a car approaching, which all makes me smell a trap. It was

an expensive trap for Fred, and I admire his decision to continue after another roll, and win his class.

And then there was the party after the Cross. We got to bed at 5.00 p.m. on Sunday, and woke up at 8.00 p.m. Monday. I hear it wasn't much of a party anyhow. I was overjoyed to have seen the last of the Halda. The damn thing had been playing up, and I was down to counting off kilometres on my watch at one stage. Tiredness is a big problem. The car gets tired and so do the people in it. You find that making any decisions gets very difficult at about daylight, and I took my very first yippee bean for the Saturday night in anticipation of 21 hours rallying. Bad enough at any time, but after 3 nights and 2300K, it was murder. I've got the traditional red headed abusive temper, which I have to watch at any time, but when I get tired it really takes watching.

If you intend to go in the Cross, this is something to take note of. Everyone, without exception, has some sort of character trait which they suppress, and extreme tiredness will always bring it out, and more often than not you won't know you're doing something to upset people which you don't normally do. It is necessary to be the best of friends, and know about these character traits, or you won't be the best of friends afterwards. I wouldn't go in the Cross with an acquaintance.

And then there was the time we stopped in the last competitive. Our new diff was a bit of an unknown quantity, so we took it easy, and now I'd say that we were the only people who ever pulled up in the middle of a special stage to have a yarn to some spectators. The shocked look on their faces would have made a turtle laugh.

I could go on and on, but you'd ask me to write a book. All Nobel prizes and offers for cigarette commercials are to be sent to

Brian Marsden

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#### Changes to COMING EVENTS.

Club Motorkhana on Sun 16 Nov has postponed until Sun 23 Nov at Samford, 10.30 start.

ADDITION. Presentation of trophies for the Castrol Inter-City Cup will be held on Tues 25 Nov. at Castrol House. Further details from Hank Kabel.

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#### Provisional results for STONES CORNER MOTORS MARATHON RALLY.

FIRST OUTRIGHT: I. Riedel/P.Hines Torana XUI.  
SECOND : P.Wickham/A. Rolandsen Torana XUI.  
THIRD: M. Coote/B.Marsden Datsun 130B SSS.  
FOURTH: D.Young/I.Young Mazda 1800.  
FIFTH: R.Guerin/S.Weir Datsun 1600.

A report on the rally will appear in next month's issue.

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position .....

Nominated by .....(Signature)

Seconded by .....(Signature)

I accept nomination .....(Signature)

----- cut ----- across ----- here-----

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position .....

Nominated by .....(Signature)

Seconded by .....(Signature)

I accept nomination .....(Signature)

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BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position .....

Nominated by .....(Signature)

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I accept nomination .....(Signature)

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Position .....

Nominated by .....(Signature)

Seconded by .....(Signature)

I accept nomination .....(Signature)

----- cut ----- across ----- here-----

BRISBANE SPORTING CAR CLUB 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 on my  
behalf at the General Meeting of the Club to be held on the 26th  
day of November 1975 or any adjournment thereof.

Signed .....

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

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