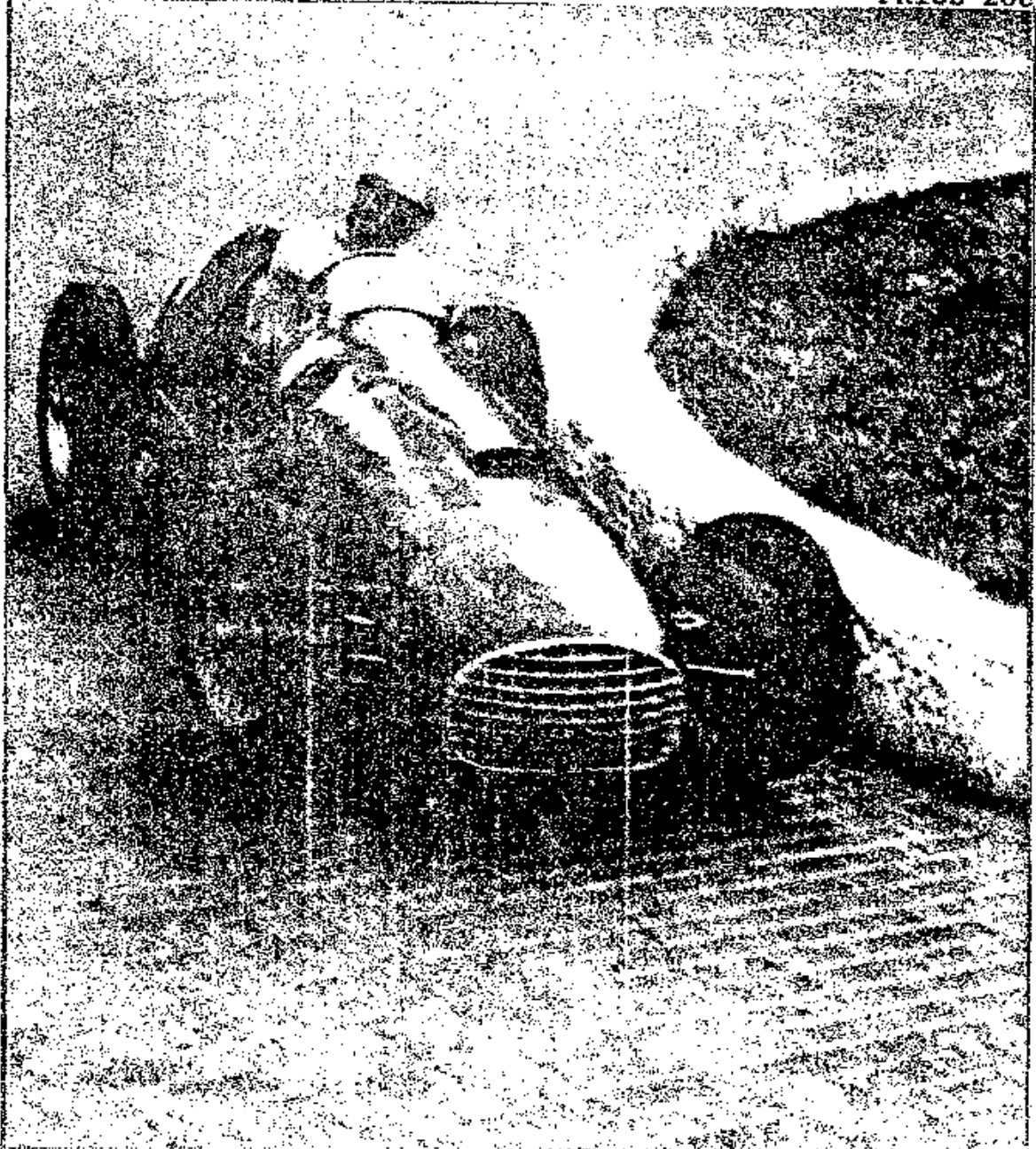


Brisbane Sporting Car Club

» MAGAZINE «

CAMS AFFILIATED

PRICE 20c



REGISTERED FOR POSTING AS A PUBLICATION - CATEGORY B

MARCH 1978

BRISBANE SPORTING CAR CLUB

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The Hon. Secretary
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P.O. Box 314
WEST END Brisbane 4101

CLUBROOMS

BSCC clubrooms are located on the corner of Reid and Hawthorne Streets, Woolloongabba, and are open every Wednesday from 8.00 pm.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate membership is offered to the wife, fiancée and/or children of ordinary members.

CLUB BADGES

The following club badges may be obtained from the Club Captain:

Reflectorised bumper bar stickers \$0/80
Metal lapel badges \$1.00
Embroidered cloth badges \$2.00

BRISBANE SPORTING CAR CLUB MAGAZINE

Editorial - March 1978

I've been flat out getting the rag ready this month so we're missing a few of the usual bits and pieces, like recent club-nights (not that I've received the results of any nightruns), the point scoring system for the club championships are still being dithered over by the committee (!) and the other thing missing is the Editorial.

Major Forthcoming Events.....

April 29th/30th - Lutwyche Shopping Village Rally

Garry Connelly Superstar directs this rally which is Queensland's sole round in the Australian Rally Championship. Last years event was moved from its traditional Warana date because it clashed with the Singapore Airlines London - Sydney Rally, it was such a success that once again it will be an Autumn event.

Our club will be the first in Australia to organise an ARC round featuring timing to the second, and a short section to be held in the forests Friday evening to decide the big events starting order within the classes.

I appeal to members whether their affiliations are to Motorkhanas, Off Roading, Polesquating or whatever to assist the club in the running of this event. I wrote my reactions to a nights officiating in last May's edition, but for those who havent stored their magazines in an airtight container, I can only repeat that it was a bonzer night out. So if your not actually going away that weekend then phone TIMS at 208 1724 (A/H) and get your name on the volunteers list.

April 16th - Off Road and Motorkhana at Oxenford

To reach the Oxenford forest (from Brisbane) turn right off of the Pacific Highway just after the Coomera River Bridge, immediate first left, about 5 kms and turn left on top of the hill (If you overshoot the junction you'll shortly find yourself winding downhill into Coomera) and then follow the arrows.

The events to be held on the day include an Off Road event with encouraged Rally Car participation on a special non-damaging (but DONT turn up without a sump guard) course, and a club motorkhana. The course for the latter is being provided (as are the trophies and prizemoney) by Development Equity who are developing an estate on the outskirts of the forest.

Entries for all events are keenly wanted and full details are available from our Hon. Secretary or Alan Lawson.

This months Cover

1978 marks the twentieth year since the Formula 1 championship was won by a 'proper' front engined grand prix car, in which you could actually see the driver at work. Pictured here is the immortal Alberto Ascari wheeling his 1½ litre supercharged Ferrari around a street course in the 1940's (O mores ! O tempora !)

Northern Districts Sporting Car Club

Redcliffe Seaside Shopping Centre "Split-Minute" Rally

February 11/12th 1978

This was Queensland's first timed to the second Special Stage rally. It began on a sad note in January when torrential rain in the mountains caused its abandonment, however the second run began from Redcliffe in bright sunshine, and all looked well for a desperate days sport in the forests around Jimna.

The organization at the start was so unflurried and impeccable, that one wonders if all rallies shouldn't have a dress rehearsal 'start' sometime before the event.

One of the things that gives English Special Stage rallying its special flavour is that each stage is given its own name, and some of the names around Jimna look quite good as stage names, ie:- Jinker Hill, Yednia, and if a profusion of tracks in a small area give rise to more than one stage then we could have Monsildale 1, Monsildale 2 etc, it definitely gives the stages more character.

Away from the start we went to the Mickey Mouse ABC stage near Redcliffe, the one that first time round caused Mr Zacks such a lot of grief. It was just over a mile of wending through a wood and then blasting across a big paddock.

(As this event was so important, I have decided that like the Lutwyche Shopping Village Rally, I shall print all competitors times).

Stage #	1.77 km	Bogey = 1m	(Crew, car, time, speed)
1.	Mann/Henningsen Dat	1.35	41.9 7.0 15. Jewels/Kortlang Subaru 1.51
2.	Gutts/Ryan Dat	1.41	Kimiklis/B.E. Torana 1.51
	Reddiex/Lowe Cit	1.41	19. Hanford/Weir Torana 1.52
4.	Saxby/Dwine Gem	1.43	Mitchell/Hutchis Mazda 1.52
5.	Brown/Meadows Dat	1.44	21. Low/Maroney Torana 1.53
6.	Hazeldine/Cadel Dat	1.46	22. Batts/Smith Torana 1.54
7.	Reid/Halsdon Dat	1.48	Law/Beatty Corona 1.54
	Cumpston/Bates Gal	1.48	24. Singleton/Howlet Fiat 1.55
	Ruddick/Kelly Cit	1.48	McLean/Clydesdal Fiat 1.55
10.	Barry/Malcolm Dat	1.49	Kabel/Kabel Mazda 1.55
11.	Vandersee/Young Tor	1.50	Egglesfield/O'Co Escort 1.55
	Perrett/ Dat	1.50	28. Gynther/Nelson Fiat 1.56
	Whiteside/Mitch Dat	1.50	29. Lockhart/Dunstan Torana 1.58
	Worthington/Ful Cor	1.50	30. Faldt/Dean Escort 2.00
15.	Taylor/Weale Civ	1.51	31. Russell/Ovens Cortina 2.02
	Hall/ Maz	1.51	32. Walker/Parry Triump 2.05

Now we travelled up through Kilooy to the meat of the event in the State Forests.

Our first forestry stage almost started with a stall, this annoyed Roger enough for him to really get stuck into throwing the XU-1 around. To the extent that about 4 corners from the start we had a half spin. It is good indeed to go out with someone undaunted by the drops or the close proximity of big trees, and prepared to have a go. I was kept fully busy feeding him a constant flow of information as the car skittered around on these mountain tracks that have no straights at all (hardly XU-1 country but you wait till Biggenen).

Stage 2 7.75 km		Bogey = 6m	FTD average = 37.2 mph / 59.6 kmph	
1. Saxby/Dwine	Gemini	7.48	16. Jewels/Kortlang	Subaru 8.42
2. Mann/Hemmingsen	Datsun	8.02	17. Kimiklis/B.E.	Torana 8.43
3. Eggesfield/O'Com	Escort	8.15	18. Lockhart/Dunstan	Torana 8.49
4. Taylor/Weale	Civic	8.17	19. Hazeldine/Cadell	Datsun 8.51
5. Brown/Meadows	Datsun	8.19	20. Kabel/Kabel	Mazda 8.53
6. Worthington/Fulle	Corolla	8.23	21. Barry/Malcolm	Datsun 8.56
7. Hanford/Weir	Torana	8.27	22. Low/Maroney	Torana 8.58
8. Perrett/	Datsun	8.29	23. Ruddick/Kelly	Citreon 8.59
9. Gynther/Nelson	Fiat	8.33	24. McLean/Clydesdale	Fiat 9.00
10. Vandersee/Young	Torana	8.34	25. Cumpston/Bates	Galant 9.03
Batts/Smith	Torana	8.34	26. Walker/Parry	Triumph 9.07
Mitchell/Hutchins	Mazda	8.34	27. Reid/Halsdon	Datsun 9.08
13. Singleton/Howlett	Fiat	8.39	28. Whiteside/Mitchel	Datsun 9.17
14. Cutts/Ryan	Datsun	8.41	29. Russell/Ovens	Cortina 9.45
Reddiex/Lowe	Citreon	8.41	30. Faldt/Dean	Escort 9.50

The clocks on the second stage were a bit peculiar since our time was 5.50 on the card - perhaps the powers that be decided that the 'out' clock was incorrect later.

Stage 3 saw our hectic, and gaining momentum, progress grind to a halt. The stage began in a valley and then rose over a couple of crests. We started off in fine style (yes I know he'd be quicker if he went a little slower but such is the impetuosity of youth), passing Tony Hazeldine's crumpled Datsun in a glorious slide that more than repaid my half of the entry fee, and then launching ourselves up a kilometre or so of fast stuff. This third gear section ended in a long tight left-hander which just caught Roger out, leaving the XU-1 balanced on the edge betwixt heaven and hell. The last car through, Glen Law and Jeff Beatty in a Corona, offered us a quick pull back onto the road, but their good deed ended in disaster, when, instead of climbing back onto the road, the car scabbled along the bank, and it was only the tow rope connected to the Corona, that prevented Rogers pride and joy from rolling onto the stumps twenty feet below. Roger hoofed off and bought back Tony and Paul who winched the XU-1 to a tree, letting the Corona escape. It finally took 3 winches and people from all over Queensland to get the car back onto the road. No damage was done to the car but we do owe several crates of beer.

Stage 3 5.64 Km		Bogey = 5m	FTD = 39.7 mph / 63.6 Kmph	
1. Batts/Smith	Torana	5.19	15. Saxby/Dwine	Gemini 5.50
2. Vandersee/Young	Torana	5.24	16. Ruddick/Kelly	Citreon 5.54
3. Mann/Hemmingsen	Datsun	5.30	17. McLean/Clydesdale	Fiat 5.55
4. Hall/	Mazda	5.32	Hanford/Weir	Torana 5.55
Brown/Meadows	Datsun	5.32	Eggesfield/O'Co	Escort 5.55
6. Taylor/Weale	Civic	5.35	20. Cutts/Ryan	Datsun 5.56
7. Worthington/Fullerton	Corolla	5.36	Mitchell/Hutchins	Mazda 5.56
8. Reddiex/Lowe	Citreon	5.38	22. Cumpston/Bates	Galant 6.04
9. Gynther/Nelson	Fiat	5.41	23. Whiteside/Mitche	Datsun 6.05
10. Jewels/Kortlang	Subaru	5.42	24. Kabel/Kabel	Mazda 6.10
11. Low/Maroney	Torana	5.43	25. Faldt/Dean	Escort 6.25
12. Perrett/	Datsun	5.45	26. Reid/Halsdon	Datsun 6.31
14. Lockhart/Dunstan	Torana	5.47	27. Russell/Ovens	Cortina 6.36
13. Singleton/Howlett	Fiat	5.46	28. Walker/Parry	Triumph 8.55

Stage 4 5.04 Km		Bogey = 4m	FTD = 37.9 mph / 60.6 Kmph	
1. Taylor/Weale	Honda	4.59	13. Lockhart/Dunstan	Torana 5.27
Hall/	Mazda	4.59	14. Jewels/Kortlang	Subaru 5.28
3. Brown/Meadows	Datsun	5.01	15. McLean/Clydesdal	Fiat 5.29
4. Perrett/	Datsun	5.05	16. Kabel/Kabel	Mazda 5.30
5. Singleton/Howlett	Fiat	5.09	17. Low/Maroney	Torana 5.31
Worthington/Fulle	Corolla	5.09	18. Cutts/Ryan	Datsun 5.32
7. Reddiex/Lowe	Citreon	5.13	19. Vandersee/Young	Torana 5.34

Stage 4 (Cont)

8. Hanford/Weir	Torana	5:14	20. Egglefield/O'c	Escort	5:35
9. Tynther/Nelson	Fiat	5:15	21. Redd/Halsdon	Datsun	5:46
	Cumpston/Bates	5:15	22. Faldt/Dean	Escort	5:53
11. Batts/Smith	Torana	5:26	23. Ruddick/Kelly	Citreon	6:00
	Whiteside/Mitche	5:26	24. Walker/Parry	Triumph	6:00

Stage 5 6.62 km Bogey = 5m FTD = 46.4 mph/ 74.2 Km/h

1. Saxby/Dwine	Gemini	5:21	14. Whiteside/Mitch	Datsun	6:16	
2. Taylor/Weale	Civic	5:30		Cutts/Ryan	Datsun	6:17
3. Brown/Meadows	Datsun	5:48	17. Egglefield/O'c	Escort	6:24	
4. Hall/	Mazda	5:53	18. Reid/Halsdon	Datsun	6:31	
	Singleton/Howlet	5:53	19. Hanford/Weir	Torana	6:32	
	Reddiex/Lowe	5:53	20. Kabel/Kabel	Mazda	6:33	
7. Gynther/Nelson	Fiat	5:56	21. Mitchell/Hutchi	Mazda	6:52	
8. Perrett/	Datsun	5:59	22. Faldt/Dean	Escort	6:53	
9. Worthington/Full	Corolla	6:00	23. Law/Beatty	Corona	7:06	
10. Jewels/Kortlang	Subaru	6:07	24. Russell/Ovens	Cortina	7:09	
11. Low/Maroney	Torana	6:10	25. Batts/Smith	Torana	7:28	
12. Ruddick/Kelly	Citreon	6:11	26. Vandersee/Young	Torana	8:00	
13. Cumpston/Bates	Galant	6:13		Lockhart/Dunstan	Torana	8:00
14. McLean/Clydesdal	Fiat	6:16		Walker/Parry	Triumph	8:00

Stage 6 8.98 km Bogey = 7m FTD = 40.9 mph/ 65.4 Km/h

1. Gynther/Nelson	Fiat	8:14	14. Cumpston/Bates	Galant	9:13	
2. Taylor/Weale	Civic	8:18	15. Batts/Smith	Torana	9:16	
3. Brown/Meadows	Datsun	8:33	16. Hanford/Weir	Torana	9:21	
4. Singleton/Howlet	Fiat	8:42		Reid/Halsdon	Datsun	9:21
5. Perrett/	Datsun	8:45	18. Lockhart/Dunstan	Torana	9:24	
	Low/Maroney	8:45	19. Cutts/Ryan	Datsun	9:25	
7. Worthington/Full	Corolla	8:49	20. Egglefield/O'c	Escort	9:27	
8. Reddiex/Lowe	Citreon	8:51	21. Puddick/Kelly	Citreon	9:34	
9. Hall/	Mazda	8:52	22. Mitchell/Hutchi	Mazda	9:39	
	Jewels/Kortlang	8:52	23. Faldt/Dean	Escort	9:46	
11. Saxby/Dwine	Gemini	9:01	24. Walker/Parry	Triumph	9:52	
12. Kabel/Kabel	Mazda	9:06	25. Russell/Ovens	Cortina	10:21	
13. Whiteside/Mitche	Datsun	9:08				

Stage 7 6.94 km Bogey = 6m FTD = 37.9 mph/ 60.6 Km/h

1. Taylor/Weale	Civic	6:52	14. Jewels/Kortlang	Subaru	7:32	
2. Reddiex/Lowe	Citreon	6:54		Kabel/Kabel	Mazda	7:32
3. Hall/	Mazda	6:59	16. Gynther/Nelson	Fiat	7:40	
4. Singleton/Howlet	Fiat	7:05		Ruddick/Kelly	Citreon	7:40
	Worthington/Full	7:05	18. Batts/Smith	Torana	7:43	
6. Brown/Meadows	Datsun	7:06	19. Egglefield/O'c	Escort	7:47	
7. Hanford/Weir	Torana	7:13	20. Lockhart/Dunstan	Torana	7:48	
8. Saxby/Dwine	Gemini	7:18	21. Mitchell/Hutchin	Mazda	7:55	
9. Low/Maroney	Torana	7:19	22. Reid/Halsdon	Datsun	7:56	
10. Perrett/	Datsun	7:26	23. Faldt/Dean	Escort	8:16	
11. Whiteside/Mitche	Datsun	7:28	24. McLean/Cyydesda	Fiat	8:30	
12. Cutts/Ryan	Datsun	7:29	25. Russell/Ovens	Cortina	8:37	
	Cumpston/Bates	7:29	26. Law/Beatty	Corona	9:45	

Stage 8 10.47km Bogey = 8m FTD = 35.2 mph/ 56.3 Km/h

1. Reddiex/Lowe	Citreon	11:09	12. Saxby/Dwine	Gemini	12:02	
2. Hanford/Weir	Torana	11:17	14. Lockhart/Dunsta	Torana	12:15	
3. Gynther/Nelson	Fiat	11:21	15. Perrett/	Datsun	12:16	
4. Worthington/Full	Corolla	11:23	16. Low/Maroney	Torana	12:17	
5. Hall/	Mazda	11:29	17. McLean/Clydesda	Fiat	12:19	
6. Singleton/Howlet	Fiat	11:31	18. Cumpston/Bates	Galant	12:20	
7. Taylor/Weale	Civic	11:37	19. Cutts/Ryan	Datsun	12:23	
8. Kabel/Kabel	Mazda	11:42	20. Jewels/Kortlang	Subaru	12:24	
9. Brown/Meadows	Datsun	11:57		Mitchell/Hutchi	Mazda	12:24

Stage 8 (Cont)

9. Batts/Smith	Torana	11.57	22. Reid/Halsdon	Datsun	12.36
Whiteside/Mitchell	Datsun	11.57	23. Ruddick/Kelly	Citreon	13.06
12. Egglesfield/O'Conn	Escort	12.02	24. Faldt/Dean	Escort	13.31

Stage 9 6.45 km Bogey = 5m FTD = 39.1 mph/ 62.5 Kmph

1. Singleton/Howlett	Fiat	6.11	13. Brown/Meadows	Datsun	7.13
2. Gynther/Nelson	Fiat	6.32	14. Low/Maroney	Torana	7.16
3. Saxby/Dwine	Gemini	6.53	15. Cutts/Ryan	Datsun	7.17
4. Batts/Smith	Torana	6.55	16. McLean/Clydesd	Fiat	7.20
5. Hanford/Weir	Torana	6.56	17. Reid/Halsdon	Datsun	7.22
6. Taylor/Weale	Civic	6.57	28. Jewels/Kortlang	Subaru	7.27
Worthington/Fulle	Corolla	6.57	19. Kabel/Kabel	Mazda	7.37
8. Perrett/	Datsun	7.00	20. Ruddick/Kelly	Citreon	7.38
9. Reddiex/Lowe	Citreon	7.05	21. Mitchell/Hutch	Mazda	7.57
10. Cumpston/Bates	Galant	7.09	22. Egglesfield/O'CEscort		8.00
11. Lockhart/Dunstan	Torana	7.10	Faldt/Dean	Escort	8.00
12. Hall/	Mazda	7.11			

Stage 10 4.01 km Bogey = 3m FTD = 36.8 mph/ 58.9 Kmph

1. Taylor/Weale	Civic	4.05	13. Jewels/Kortlang	Subaru	4.17
2. Egglesfield/O'Con	Escort	4.07	14. Saxby/Dwine	Gemini	4.18
3. Batts/Smith	Torana	4.08	15. Cumpston/Bates	Galant	4.19
4. Hall/	Mazda	4.10	16. McLean/Clydesd	Fiat	4.21
Hanford/Weir	Torana	4.10	17. Kabel/Kabel	Mazda	4.24
6. Worthington/Fulle	Corolla	4.11	Reid/Halsdon	Datsun	4.24
7. Brown/Meadows	Datsun	4.12	29. Ruddick/Kelly	Citreon	4.27
Perrett/	Datsun	4.12	20. Reddiex/Lowe	Citreon	4.28
9. Singleton/Howlett	Fiat	4.15	21. Faldt/Dean	Escort	4.32
Cutts/Ryan	Datsun	4.15	22. Mitchell/Hutch	Mazda	4.38
Lockhart/Dunstan	Torana	4.15	23. Low/Maroney	Torana	5.18
12. Gynther/Nelson	Fiat	4.16			

Stage 11 7.68 km Bogey = 6m FTD = 34.6 mph/ 55.5 Kmph

1. Taylor/Weale	Civic	8.18	13. Low/Maroney	Torana	9.01
2. Reddiex/Lowe	Citreon	8.37	14. Perrett/	Datsun	9.06
3. Egglesfield/O'Con	Escort	8.39	15. Ruddick/Kelly	Citreon	9.13
4. Hall/	Mazda	8.42	16. Gynther/Nelson	Fiat	9.15
5. Brown/Meadows	Datsun	8.43	17. Cumpston/Bates	Galant	9.20
6. Hanford/Weir	Torana	8.49	18. Batts/Smith	Torana	9.27
7. Singleton/Howlett	Fiat	8.50	19. Faldt/Dean	Escort	9.29
Worthington/Fulle	Corolla	8.50	20. Reid/Halsdon	Datsun	9.37
9. Cutts/Ryan	Datsun	8.51	21. Mitchell/Hutch	Mazda	9.48
10. Saxby/Dwine	Gemini	8.53	22. McLean/Clydesda	Fiat	10.00
11. Jewels/Kortlang	Subaru	8.59	Lockhart/Dunstan	Tor	10.00
12. Kabel/Kabel	Mazda	9.00			

Stage 12 4.84 Km Bogey = 4m FTD = 37.8 mph/ 60.5 Kmph

1. Taylor/Weale	Civic	4.48	12. Perrett/	Datsun	5.06
2. Brown/Meadows	Datsun	4.50	14. Lockhart/Dunst	Torana	5.07
3. Singleton/Howlett	Fiat	4.55	15. Cutts/Ryan	Datsun	5.08
4. Reddiex/Lowe	Citreon	4.56	Low/Maroney	Torana	5.08
5. Kabel/Kabel	Mazda	4.57	17. Cumpston/Bates	Galant	5.13
6. Jewels/Kortlang	Subaru	4.59	18. Reid/Halsdon	Datsun	5.18
Gynther/Nelson	Fiat	4.59	19. McLean/Clydesd	Fiat	5.19
8. Hanford/Weir	Torana	5.00	20. Egglesfield/O'CEscort		5.20
9. Saxby/Dwine	Gemini	5.01	Ruddick/Kelly	Citreon	5.20
10. Batts/Smith	Torana	5.02	22. Faldt/Dean	Escort	5.36
Worthington/Fulle	Corolla	5.02	Mitchell/Hutch	Mazda	5.36
12. Hall/	Mazda	5.06			

Stage 13	2.36 km	Bogey = 2m	FTD = 40.2 mph/ 64.3 Kmph
1. Taylor/Weale	Civic	2:12	13. Low/Maroney Torana 2:23
2. Brown/Meadows	Datsun	2:15	Egglefield/O'Connor Escort 2:23
Batts/Smith	Torana	2:15	15. Jewels/Kortlang Subaru 2:24
4. Hanford/Weir	Torana	2:16	16. Saxby/Dwine Gemini 2:25
5. Kabel/Kabel	Mazda	2:17	17. Reid/Haldson Datsun 2:28
Worthington/Full	Corolla	2:17	18. Ruddick/Kelly Citroen 2:29
7. Reddiex/Lowe	Citreon	2:19	19. McLean/Clydesda Fiat 2:30
8. Hall/	Mazda	2:20	Cumpston/Bates Galant 2:30
Perrett/	Datsun	2:20	Lockhart/Dunstan Torana 2:30
Singleton/Howlet	Fiat	2:20	Falldt/Dean Escort 2:30
11. Cutts/Ryan	Datsun	2:21	23. Mitchell/Hutchi Mazda 2:48
12. Gynther/Nelson	Fiat	2:22	

So at the halfway (end Division 1) the following totals had been accumulated :-

1. A Taylor/ G Weale	Civic	20.19
2. N Singleton/ A Howlett	Fiat	22.11
3. D Brown/ C Meadows	Datsun	22.13
4. J Reddiex/ A Lowe	Citreon	22.25
5. R Worthington/ B Fullerton	Corolla	22.32
6. T Gynther/ J Nelson	Fiat	23.00
7. R Hanford/ S Weir	Torana	24.02
8. A Hall/	Mazda	24.04
9. A Perrett/	Datsun	24.19
10. A Saxby/ P Dwine	Gemini	24.33
11. T Jewels/ D Kortlang	Subaru	25.44
12. A Cutts/ M Ryan	Datsun	26.00
13. G Batts/ S Smith	Torana	26.24
14. H Kabel/ S Kabel	Mazda	26.36
15. L Low/ P Maroney	Torana	26.42
16. P Egglefield/ S O'Connor	Escort	26.49
17. T Cumpston/ M Bates	Galant	26.56
18. T Ruddick/ M Kelly	Citreon	29.19
19. P Lockhart/ D Dunstan	Torana	29.30
20. R Reid/ I Haldson	Datsun	29.46
21. G Mitchell/ A Hutchinson	Mazda	31.51
22. J McLean/ P Clydesdale	Fiat	31.54
23. R Falldt/ B Dean	Escort	33.40
24. R Vandersee/ I Young	Torana	609.22
25. M Barry/ bD Malcolm	Datsun	786.45

To me the drive of the rally (Sorry Adrian) was by Mr Saxby in the Gemini - during the heavy rain of the second half of the event he pulled this unlikely car up from 10th overall at the halfway to 3rd overall at the finish, an impressive result from anyone but for a novice !!

Stage 14 the first one after the break, must have had everybody exploring the handling on the wet mud, because Adrian was the only one to finish within the maximum time permitted for the stage - he averaged 30.0 mph in setting fastest time !

Stage 14	5.73 km	Bogey = 5m	FTD = 35.2 mph/ 56.4 kmph
1. Hall/	Mazda	6.00	13. Low/Maroney Torana 7.14
2. Taylor/Weale	Civic	6.32	14. Jewels/Kortlang Subaru 7.21
3. Gynther/Nelson	Fiat	6.35	15. McGlean/Clydesda Fiat 7.34
4. Saxby/Dwine	Gemini	6.45	16. Kabel/Kabel Mazda 7.35
5. Vandersee/Young	Torana	6.57	17. Mitchell/Hutchi Mazda 7.40
Hanford/Weir	Torana	6.57	18. Falldt/Dean Escort 7.43
7. Reddiex/Lowe	Citreon	7.02	19. Lockhart/Dunsta Torana 7.50
8. Brown/Meadows	Datsun	7.05	20. Perrett/ Datsun 7.57
Cumpston/Bates	Galant	7.05	21. Ruddick/Kelly Citroen 7.59
10. Worthington/Full	Coroll	7.07	22. Reid/Haldson Datsun 8.17

Stage 14 (Cont)

11. Batts/Smith	Torana	7.10	23. Egglesfield/O'Co	Escort	8.30
12. Singleton/Howle	Fiat	7.12			

Stage 15 5.14 km Bogey = 4m FTD = 30.6 mph / 49.0 Kmph

1. Vandersee/Young	Torana	6.10	13. Saxby/Dwine	Gemini	6.58
2. Taylor/Weale	Civic	6.21	14. Kabel/Kabel	Mazda	6.59
3. Batts/Smith	Torana	6.26	15. Perrett/	Datsun	7.26
4. Jewels/Kortlang	Subaru	6.29	16. Faldt/Dean	Escort	7.31
5. Hall/	Mazda	6.35	17. Lockhart/Dunstan	Torana	7.58
6. Cumpston/Bates	Galant	6.37	18. Ruddick/Kelly	Citreon	8.02
7. Worthington/Ful	Corolla	6.41	19. Reid/Halsdon	Datsun	8.09
8. Brown/Meadows	Datsun	6.42	20. McLean/Clydesdal	Lancia	8.19
9. Singleton/Howle	Fiat	6.47	21. Egglesfield/O'co	Escort	8.45
10. Reddiex/Lowe	Citreon	6.53	22. Mitchell/Hutchin	8.49	8.49
11. Low/Maroney	Torana	6.55	23. Hanford/Weir	Torana	9.00
12. Gynther/Nelson	Fiat	6.56			

Stage 16 6.71 Km Bogey = 5m FTD = 31.0 mph/49.6 Kmph

1. Taylor/Weale	Civic	8.00	13. Low/Maroney	Torana	9.20
2. Vandersee/Young	Torana	8.21	14. Mitchell/Hutchins	Mazda	9.35
3. Jewels/Kortlang	Subaru	8.41	15. Lockhart/Dunstan	Torana	9.48
4. Cumpston/Bates	Galant	8.47	16. Batts/Smith	Torana	10.07
5. Gynther/Nelson	Fiat	8.50	17. Kabel/Kabel	Mazda	10.07
6. Saxby/Dwine	Gemini	8.50	18. Perrett/	Datsun	10.15
7. Brown/Meadows	Datsun	9.00	19. McLean/Clydesda	Fiat	10.19
8. Worthington/Ful	Corolla	9.00	20. Hanford/Weir	Torana	10.20
9. Reddiex/Lowe	Citreon	9.02	21. Ruddick/Kelly	Citreon	10.30
10. Hall/	Mazda	9.05	22. Reid/Halsdon	Datsun	10.33
11. Singleton/Howle	Fiat	9.11	23. Egglesfield/O'C	Escort	11.00
12. Faldt/Dean	Escort	9.14			

Stage 17 8.98 Km Bogey = 7m FTD = 34.5 mph/55.2 Kmph

1. Gynther/Nelson	Fiat	9.45	12. Worthington/Ful	Corolla	10.56
2. Taylor/Weale	Civic	9.57	13. Kabel/Kabel	Mazda	10.59
3. Vandersee/Young	Torana	10.00	14. Perrett/	Datsun	11.35
4. Jewels/Kortlang	Subaru	10.06	15. Ruddick/Kelly	Citreon	11.35
5. Hall/	Mazda	10.08	16. Faldt/Dean	Escort	11.37
6. Saxby/Dwine	Gemini	10.10	17. Reid/Halsdon	Datsun	12.15
7. Hanford/Weir	Torana	10.26	18. Egglesfield/O'C	Escort	12.40
8. Brown/Meadows	Datsun	10.43	19. Low/Maroney	Torana	14.00
9. Singleton/Howle	Fiat	10.46	20. Cumpston/Bates	Galant	14.00
10. Reddiex/Lowe	Citreon	10.48	21. Lockhart/Dunsta	Torana	14.00
11. McLean/Clydesda	Lancia	10.54	22. Mitchell/Hutchi	Mazda	14.00

Stage 18 6.94 km Bogey = 6m FTD = 34.6 mph/55.3 Kmph

1. Saxby/Dwine	Gemini	7.31	12. Singleton/Howle	Fiat	8.21
2. Vandersee/Young	Torana	7.40	13. Kabel/Kabel	Mazda	8.21
3. Cumpston/Bates	Galant	7.43	14. Brown/Meadows	Datsun	8.23
4. Hall/	Mazda	7.45	15. Ruddick/Kelly	Citreon	8.52
5. Hanford/Weir	Torana	7.47	16. Mitchell/Hutchi	Mazda	9.01
6. Worthington/Ful	Corolla	7.47	17. Perrett/	Datsun	9.04
7. Taylor/Weale	Civic	7.54	18. Egglesfield/O'C	Escort	9.24
8. McLean/Clydesda	Lancia	8.01	19. Faldt/Dean	Escort	9.26
9. Jeweles/Kortlang	Subaru	8.03	20. Gynther/Nelson	Fiat	9.27
10. Low/Maroney	Torana	8.06	21. Reid/Hal sdom	Datsun	9.30
11. Reddiex/Lowe	Citreon	8.08	22. Lockhart/Dunsta	Torana	12.00

Two stages were now cancelled due to the clocks or the Control officials getting water into them.

Stage 21		4.01 km	Bogey = 3m	FTD = 34.5 mph/55.3 Km/h	
1.	Taylor/Weale	Civic	4.21	12.	Low/Maroney Torana 4.56
2.	Vandersee/Young	Torana	4.25	13.	Cumpston/Bates Galant 4.58
3.	Hanford/Weir	Torana	4.35	14.	Reddiex/Lowe Citroen 5.00
4.	Hall/	Mazda	4.38	15.	Perrett/ Datsun 5.06
5.	Saxby/Dwine	Gemini	4.41	16.	Ruddick/Kelly Citroen 5.08
6.	Worthington/Fulle	Corolla	4.42	17.	Mitchell/Hutchi Mazda 5.18
7.	Singleton/Howlett	Fiat	4.45	18.	Egglesfield/0°C Escort 5.19
8.	Jewels/Kortlang	Subaru	4.50	19.	Reid/Halsdon Datsun 5.21
9.	Brown/Meadows	Datsun	4.51	20.	Falldt/Dean Escort 5.29
10.	Kabel/Kabel	Mazda	4.52	21.	McLean/Clydesda Lancia 5.56
11.	Tynther/Nelson	Fiat	4.55		

Stage 22		7.68 Km	Bogey = 6m	FTD = 32.9 mph/52.6 Km/h	
1.	Taylor/Weale	Civic	8.45	12.	Low/Maroney Torana 9.53
2.	Saxby/Dwine	Gemini	9.13	13.	Perrett/ Datsun 10.02
3.	Vandersee/Young	Torana	9.25	14.	Kabel/Kabel Mazda 10.17
	Singleton/Howlett	Fiat	9.25	15.	Cumpston/Bates Galant 10.19
5.	Hanford/Weir	Torana	9.27		Ruddick/Kelly Citroen 10.19
6.	Hall/	Mazda	9.28	17.	Mitchell/Hutchi Mazda 10.21
7.	Gynther/Nelson	Fiat	9.29	18.	Egglesfield/0°C Escort 10.32
8.	Worthington/Fulll	Corolla	9.38	19.	Reid/Halsdon Datsun 10.44
9.	McLean/Clydesdale	Lancia	9.42	20.	Reddiex/Lowe Citroen 10.59
10.	Brown/Meadows	Datsun	9.43	21.	Falldt/Dean Escort 11.03
11.	Jewels/Kortlang	Subaru	9.50		

Stage 23		4.84 km	Bogey = 4m	FTD = 34.3 mph/54.9 Km/h	
1.	Taylor/Weale	Civic	5.17	12.	Reddiex/Lowe Citroen 6.05
2.	Saxby/Weale	Gemini	5.34	13.	Brown/Meadows Datsun 6.08
3.	Vandersee/Young	Torana	5.38		Low/Maroney Torana 6.08
	Gynther/Nelson	Fiat	5.38	15.	Mitchell/Hutchi Mazda 6.12
5.	Worthington/Fulle	Corolla	5.41	16.	Cumpston/Bates Galant 6.14
6.	Hall/	Mazda	5.49	17.	Ruddick/Kelly Citroen 6.16
7.	Hanford/Weir	Torana	5.51	18.	Reid/Halsdon Datsun 6.22
8.	Singleton/Howlett	Fiat	5.54		Egglesfield/0°C Escort 6.22
9.	Jewels/Kortlang	Subaru	5.58	20.	Perrett/ Datsun 6.26
10.	McLean/Clydesdale	Lancia	6.01	21.	Falldt/Dean Escort 7.06
11.	Kabel/Kabel	Mazda	6.04		

Stage 24		2.36 km	Bogey = 2m	FTD = 34.0 mph/54.4 Km/h	
1.	Taylor/Weale	Civic	2.20	12.	Perrett/ Datsun 2.44
2.	Vandersee/Young	Torana	2.34	13.	Reddiex/Lowe Citroen 2.47
	Saxby/Dwine	Gemini	2.34	14.	McLean/Clydesda Lancia 2.49
4.	Worthington/Fulle	Corolla	2.36		Egglesfield/0°C Escort 2.49
5.	Hall/	Mazda	2.39		Cumpston/Bates Galant 2.49
	Brown/Meadows	Datsun	2.39	17.	Ruddick/Kelly Citroen 2.50
	Hanford/Weir	Torana	2.39	18.	Gynther/Nelson Fiat 2.53
	Jewels/Kortlang	Subaru	2.39	19.	Reid/Halsdon Datsun 2.56
	Kabel/Kabel	Mazda	2.39		Mitchell/Hutchi Mazda 2.56
10.	Singleton/Howlett	Fiat	2.42	21.	Falldt/Dean Escort 3.05
11.	Low/Maroney	Torana	2.42		

Stage 25		24.31 Km	Bogey = 18m	FTD = 51.0 mph/81.7 Km/h	
1.	Taylor/Weale	Civic	17.40	12.	Egglesfield/0°C Escort 19.25
2.	Saxby/Dwine	Gemini	18.25	13.	Perrett/ Datsun 19.26
3.	Vandersee/Young	Torana	18.42	14.	Jewels/Kortlang Subaru 19.35
4.	Hanford/Weir	Torana	18.47	15.	Kabel/Kabel Mazda 20.05
5.	Hall/	Mazda	18.57	16.	Low/Maroney Torana 20.09
6.	Worthington/Fulle	Corolla	19.07	17.	Ruddick/Kelly Citroen 20.12
7.	Brown/Meadows	Datsun	19.09	18.	Cumpston/Bates Galant 20.25
8.	Gynther/Nelson	Fiat	19.10	19.	Reid/Halsdon Datsun 20.27
9.	Reddiex/Lowe	Citreo	19.13	20.	Mitchell/Hutchi Mazda 20.42
10.	Singleton/Howlett	Fiat	19.22	21.	Falldt/Dean Escort 26.00
11.	McLean/Clydesdale	Lancia	19.24		

Results

1.	A Taylor / G Weale	Civic	41.26	
2.	A Hall/	Mazda	49.08	
3.	A Saxby/ P Dwine	Gemini	49.14	1st Nov/Clu
4.	R Worthington / B Fullerto	Corolla	49.47	2nd Nov/Clu
=5.	D Brown / C Meadows	Datsun	50.36	
=5.	N Singleton / A Howlett	Fiat	50.36	
7.	T Gynther / J Nelson	Fiat	50.38	
8.	J Reddix / A Lowe	Citreon	52.22	
9.	T Jewels/ D Kortlang	Subaru	53.16	
10.	R Hanford / S Weir	Torana	53.51	3rd Nov/Clu
11.	A Perrett/	Datsun	58.20	
12.	H Krble / S Krble	Mazda	58.34	
13.	T Cumpston / M Bates	Galant	59.53	4th Nov/Clu
14.	L Low / P Maroney	Torana	60.05	
15.	J McLean / P Clydesdale	Lancia	64.53	
16.	T Ruddick / M Kelly	Citreon	65.02	
17.	P Egglesfield/ S O'Connor	Escort	65.35	5th Nov/Clu
18.	R Reid / I Halsdon	Datsun	68.20	
19.	G Mitchell / Hutchinson	Mazda	70.25	6th Nov/Clu
20.	R Faldt / B Dean	Escort	75.54	7th Nov/Clu
21.	R Vandersee / I Young	Torana	633.14	

A good event well organised - and purely on a personal note what a bind typing all this has been, thank heavens we dont have epoch making events every month.

Pool Players Pooped as Kerry Saves Bacon

Our inaugural Pool match against the Brisbane Speedway Club on Feb 17th saw a narrow win for us, but only while all the male BSCC players were lying around sozzled. Our team was as follows: Lee Drummond, Ivan Holmes, Wayne Black, Dale Payne, John Payne, Noelle Heales and Kerry Payne. The BSC really turned on the hospitality and we had plenty of time to enjoy it as our complete team, except Kerry, were knocked out in the first round. Mind you the Speedway team all arrived with their own two piece cues and baby bum powder for the hands - the final game to decide the championship saw our team lying under the table, with only Ivan aware that the dramatic match in progress was IT. With the scores even Kerry played the black ball and failed to pot it, then the Speedway player potted the black ... and the cue ball, we won, drinks all round, load male players into back of Ute, drive home. The first thing Kerry did next day was to write to Uncle Eddie (Charlton) and thank him for his tuition.

The annual CAMS Dinner was held at Perry Park on 25th February. Participation from the B.S.C.C. wasnt overwhelming - although I phoned four times to try and get some tickets but I never actually spoke to anybody - Mr and Mrs Lawson and Mr and Mrs Kabel were in attendance to see Hank receive the CAMS ORDER OF MERIT, a rare distinction and one that the whole club can be proud of.

House for rent...\$60 p.w...from Mid April. 3 bedroom furnished at Sunnybank. Beautiful setting close to all amenities. Clubmember preferred. Phone Brian Marsden 345 5552 for inspection

Heres an interesting article by a lady who should certainly know...

A view on Rally drivers by a wife of one

Contrary to the popular belief that the life of a Rallydrivers wife is dull and boring, I'm here to tell you it is not true. Some 20 years ago, fresh from another country and just married, we set out to make a life in Australia, well it was not difficult, but to make friends you have to go out yourself and that is what Hank did. Some smart person advised him to join the B.S.C.C. and again that is what he did. Little did I know that the B.S.C.C. was the club where they had rallies and the like.

I can remember the day Hank went in his first rally. White V.W. beetle, no Halda, no spotlights or such things. Boy, was I scared, all these "fast" cars racing against each other, cars like: V.W., Austins, Morris and Holden Utes. It was so exciting to see all the "stars" in their rally gear, like shorts, singlet and thongs.

Every now and then our lives would be enlightened by another big rally. All the rallies were run in daylight, and after we were blessed with three sons, I really got involved, I used to pack some food, drinks, nappies and matchbox cars and cricketbat and drive somewhere in the bush to do a control, a real family outing.

Well I believe in Sons following in their fathers footsteps, but this was ridiculous. First son no.1 started driving and soon drove in his first rally with some help from dad, he then changed to navigating for dad (I think it was cheaper that way). Son no.2 was soon to be 17, so how about going Service Car for Dad ? a few rallies for him too and soon we had three men in the B.S.C.C., a few months more and son no.3 will be getting his licence and I suppose he will start driving or navigating. Just last week he became a member of the B.S.C.C.. Mum is not too involved now, because I don't like sitting on my own somewhere in the bush at night doing a control. However I'm kept busy whenever there is a rally on, with packing gear, food and drinks for driver and navigator and another lot for the service crew. And with the occasional startcontrol and appearances at C.A.M.S. hearings it is not too dull after all.

If there are ladies with a rallying family, let me give this advice. If you have good neighbours make sure you make a lot of noise when the rally and service car leave your street, you will be sure to get an invitation for dinner that night from one of them, because they feel so sorry for you sitting at home all by yourself, it works for me. I was caught the other week when the Redcliffe was postponed. I was really enjoying myself just finishing dinner with coffee and liquer when Hank walked in. So that put an end to my complaining of being lonely.

I was talking to a girlfriend (wife of another rally fanatic) and we were looking at this years calendar. So far we have scrapped the months of March, April and May of off this years calendar.

So girls, just join a tenpin bowling club or something like that, and you will find it quite interesting to have a family of rally fanatics.

Remember "the family that rallies together, stays together" except for Saturday, Sunday, Wednesday, January, February, March, April, May, June -----

Cathy Kabel

February 26th - Off Road Rally at Oxenford

I'd received word through the grapevine (actually it was from Ian Bond but the confusion is understandable) that a Mr Beard was looking for a navigator for this event. So I quickly phoned him thirty or forty times till I tracked him down on a Sunday evening (The only time he keeps still ?) and we fixed up the details for my long awaited inaugural ride.

The next Wednesday night so many Off-Roaders asked my wife if my insurance was paid up (No thank you J), and if I had a good medical cover that I began to anticipate a good hairy ride. Bobs old navigator (Ken Hunt) was in attendance so I had a good look at him, he seemed to have a full set of limbs and bits and pieces, which cheered me up enormously.

The Oxenford forest was yet another ideal venue arranged for us by Allan Lawson. Its within 6 kms of the Hope Island turnoff from the Pacific Highway, and it lies in the foothills of the high ground that stretches away to the West along the border, so its certainly not flat (in either sense).

Bobs car is a 2.2 litre Manx Tow'd with double Bilsteins at the back and big singles at the front. The fibreglass tub sits within a massive frame which certainly looked impressive (and we were to test the strength of this feature later !). My part in the whole performance was to watch the dials, call up the route marking arrows when they came into sight and keep out of the drivers way. The latter task was aided by a chassis member to which I could hang onto for dear life.

We lined up for the start a little after 10 am, the weather was fair and cloudy and it looked like being a hot, dusty run. The two cars that started ahead of us set off into the forest, their big flat four engines beating a discordant note as they disappeared down the track into the trees. All the 'roads' in the Oxenford forest are in fact firebreaks, and they were designed as such. We came upto the line, a long thirty seconds, then our big rears dug in and we were off, experiencing the sort of acceleration you can only get from an ultra-light car fitted with a big donk. I'd done up my seatbelts tight, but just before the start Ken Hunt came along and lent his considerable strength to my straps so that I felt like a quart in a pint pot. However we werent more than $\frac{1}{2}$ mile into the forest before I discovered that his attentions were not sadistic but necessary. The track was downhill, and believe me, rough. Sitting on a thin piece of rubber as I was, each jarring crash as we scrambled at high speed over rocky outcrops and gullies, went right through me. Before long my borrowed goggles were trying to eat my nose and the axiom "Do up everything till it hurts" was obviously true.

The route in the forest, as chosen by Allan L was first rate - the forest has 65 km of track in it but the 22 km of a lap is the most that can be utilised without recourse to silly bits. It is rough, but that I would have thought is half the fun. In the morning we had 4 laps to do, and in the afternoon 3 laps - making a grand total of 154 kms or almost 100 miles. The route, going through every variation of topography, has everything in it, from swampy bottoms to dusty mountain tracks and as we swooped along in the Tow'd we received the full benefit of both.

The Tow'd understeers like crazy going downhill, a situation where breaking the back away under power can do more harm than good, and on a number of occasions we explored the undergrowth, luckily never finding a stump therein. Twice we came across downhill stretches that had to be seen to be believed, a fly on the wall wasn't in it, and then I hadn't seen what I saw later - the tiny jewel like drum brakes on the front, next time I'll ask for a hole in the floor so I could put my leg out to slow us down. The water splashes were something else again as well, the first one was the worst, about 100 metres long and deep, all three of us came out spluttering, Bob, me and the Tow'd - but the engine caught again and we continued, looking far less immaculate than before. I made one of my two mistakes soon after, when I was cleaning my goggles and missed an arrow. Then followed my other error and at 15 seconds each it gave Tom Poots and Al Guidotti all they needed to scabble past us. At 30 seconds a car, no errors can be afforded. So we had to wait till we could see through Toms dust before we could continue, and it was while in pursuit of him that our demise came about.

(We were flying along the tracks longest straight, the 'road' was broad and of good texture, so we were really blatting along in top, trying to bring the plume of dust ahead of us closer. The road branched right up a narrow track lying at a good (that is, fast) angle. We stormed up to it with me shouting "Fast right" when all at once, we saw a danger sign - Ian Baker and Lee Drummond - the throttle jammed open for a moment - and that the track to the right was surrounded by 5 ft deep gully's. With our speed almost unabated and by now in a very perilous position, we hurled the right hand gully and the last I saw, was as we plummeted into a rocky, uneven gully about three feet across and three feet deep that ran parallel to the sidetrack.

The resulting coming together of projectile and unresisting mother earth couldn't have lasted for more than 3 seconds, but with the grim reaper tapping on my helmet with his scythe it seemed far longer. We came to rest with the nose in the ditch and the rear wheels on the track. I jumped out and Ian Baker quickly pulled us out with the Landcruiser before the next car could arrive. The first thing I saw was Lee charging up the road with the two 'caution' boards, 50 metres on this occasion being pretty useless. Bobs Buggy had almost ripped off the left front wheel, so we undid the wheel nuts and put the wheel in my seat, and I balanced the contraption by standing on the rear engine support bar, thereby raising the injured limb clear of the ground. By this means we returned to the pits.

So that ended my first event and I only hope I'm invited back again. My only strong observation about the running of the event is that not only must Passage Controls have bigger control boards before them, but that the boards must be sited with a view to what the competitors actually doing, and not just 50 metres beforehand come what may. Otherwise 2 blokes doing 80 mph with muddy goggles will injure somebody soon.

Our thanks go to Ian Baker who did all the actual organizing and worrying on the day and especially to Brian Orr the Oxenford forest manager.

Snippets

Ian Bond, heavily in pursuit of Eric Bond neatly T boned his uncle at a right turn, Eric hung to the left for a sweep into the corner, and Ian, who'd had the junction arrow obscured for him, thought that Eric had moved over to let him pass - the resulting coming together

was from that moment inevitable. Both cars survived intact but Ian dropped out shortly after with other troubles.

Tom Poots, who was leading at the lunch break, had his steering box break up in the afternoon - now a buggy can get along without 2 cylinders, brakes, shockies and heaven help us without one front wheel, but he does need his steering box.

Peter Cohen and Ken Hunt's car was a very late arrival after an all night session - the car did one trial^{lap} to see if it worked and was then packed away again.

Nev Wilton's Class 2 buggy provided the competition debut of young (but very keen) Grant Fahey.

The prizegiving was held in the local 'Pub'. A common word for a glorious venue - TIMS said "Very nice, not a bit of chrome or vinyl in sight". I was still as mucky as a miner so after a shower I dipped into the pub's swimming pool along with the other kids. After drying off and admiring the lovely blond barlady with the plaited hair, we had Alan doing the prizegiving ceremony. Mr Orr gave us a witty and welcome address, wherein we were invited back at any time to run an event in his forest - cheers rang the rafters. Alan caused several heart attacks, when he announced that as so many people hadn't read the small print on their entry forms, the winner was me ! A joke which I may add, went over like a lead balloon.

And now some news from the front....

Again - giddy fellow non-meeting goers. One of these days I will get to a meeting. Never mind, I am there in spirit.

However, the last Off-Road Event was great. From what I saw there was quite a good crowd ready to see all us mad people flying round in the mud and the dust, however the only people I had time to really notice were those valiant people who manned the controls. I love them.

The course was very rough - Cedric says something like Hattah, for those that are going at Easter - you should have done a few laps for practice.

I didn't misbehave - with the exception of falling under the rear of the Diahatsu when trying to get the jack up - most delightful - Dear Cedric just wasn't too impressed at the time. I am considered quite capable when changing the wheel on my car, but an impact wrench certainly slows a girl down. When finally all was back in one piece, somebody was heard to say, when asked where he wanted the flat tyre, "Chuck it in the b-----y scrub" and other choice samples.

Never mind we still managed to make the course without running out of time.

Had a ball at the Coomera Pub afterwards - must do it again (please) The kids had a swim and stayed out of our hair (I was too sore to complete in that event), leaving us to get down to the serious business of post mortems and the occasional sherbet.

Many thanks again to the organisers, for recognising the 'talents?' of us poor unfortunate navigators - much appreciated.

All I can say in closing is - when is next time, and hope we see more club members along.

Pat McCreery

P.S. Did you hear what they did to us at Hattah - they cancelled the Four-Wheel Drive Section - very rude - puts us in the same class as those 'buggy things' (Sorry Marianne).

Not only but also a word from the winner and his Komrade....

6,5,4,3,2,1. GO: Dust flew. Can't see a bloody thing, round the first corner and out of sight of the spectators, winding up in 3rd slot. Hard Left !! My navigator yells through the intercom and nearly blows my ear out.

Before my eyes, mud, heaps of it. 1st cog flat strap we made it up the bank and away. Danger zone, careful, we're into the Pine forest now.

Its now a case of 'Follow the arrow'. Probably about 8 kms out now, we've caught another buggy, hit the air horns I yelled. They're jammed on, I can't switch them off. The buggy moved over in a hell of a hurry (Thank you).

Hard left at the arrow, NO! NO! go back, next left. A tricky bit put in by the course markers.

Rocks, Washouts, Mud, Dust a couple of good long straights. Check point 4 and the end of lap 1.

We're off again, another 3 laps. Lunchtime, wash our mouths out, some repairs by the Pit Crew, thanks fellows. We're off again. That 30 minute lunch-break went in a hell of a hurry. 3 laps later, we've done it 1st home, its a good feeling.

Back to the hotel, a swim, a beer or two and the presentation and then homeward bound.

A good day, a good track and good organization, thanks to the B.S.C.C.

George Croucher

The day :

The morning was fine and warm as the competitors rolled up at the starting area. As the spectators and pit crew sorted themselves out the final briefing was held, the prelude to a very exciting and interesting days racing.

The Race:

The vehicles were started off at 30 second intervals which gave the dust enough time to clear. The first loop around was the most interesting. An unfamiliar course, which in the first few kilometres gave you an idea of what was ahead. From dust to mud, winding stretches through scrub, long straights and over rocks and boulders. If you survived the first 22 k's your chances of doing the rest had risen considerably. After 44 k's you had a fair idea which way the track went and where the tricky places were, like the mud hole just before the right hand reverse camber up hill turn. Caught a few that one. The right turn after the long downhill straight, through a danger area

took its toll, plus others, too numerous to mention. After 4 loops you had $\frac{1}{2}$ hour for lunch and those repairs that you had time to fix. During lunch you could see what sort of toll the track took on the unwary and unlucky. The majority were back on trailers or waiting to be towed back to the start - finish area. The last 3 loops saw the survivors battle it out for the major and minor placings.

All in all it was a real good Off Road Racing Course. It had it all.

Conclusion

The day was well organized with a few things that could have been handled better.

The pits area was a shambles. Could have been the lack of room, or the lack of consideration between competitors. Get your car and trailer into a vacant spot and someone parks behind you so that you can't unload.

After the fourth loop, no information was handed out to the navigator that he had completed the 4th loop, as was stated in the final briefing. With only having $\frac{1}{2}$ hour for lunch, those wasted minutes having to find out any information really cut your lunch short.

Other than that it was a great day. My thanks go to the Manager of the Oxenford Forest area Mr Orr, the organizers of the race Messrs Baker, Drummond, Hazeldine, Lawsons and that odd woman in the scoring tent with the funny hat.

Thank You - J J Schmeid

Times of interest:

Lap 1

1. S Blackburn/T Van Doore(1)	26.42	8. N Wilton/G Fahey (2)	31.00
2. T Poots/A Guidotti(1)	26.45	9. D Chadwick/D Chadwick(2)	32.12
3. G Wolfe/E Hopkins(1)	27.00	10. B Taylor/N Hamlyn(1)	35.15
4. G Croucher/G Schmeid(2)	28.28	11. W Tegg/P McMahon(4)	36.29
5. P Watkinson/W Coogan(2)	28.30	12. B MacNicol/B Beech(4)	38.20
6. E Bond/S Bond(2)	29.52	13. N Roser/A Roser(2)	63.41
7. C Loy/P McCreery(4)	30.15		

Lap 2

1. G Croucher/G Schmeid(2)	26.49	8. D Chadwick/D Chadwick(2)	32.23
2. S Blackburn/T Van Doore(1)	26.56	9. B Taylor/N Hamlyn(2)	32.33
3. T Poots/A Guidotti(1)	27.09	10. E Bond/S Bond(2)	35.18
4. C Loy/P McCreery(4)	30.15	11. G Wolfe/E Hopkins(1)	43.28
5. P Crompton/K Moran(1)	30.33	12. B MacNicol/B Beech(4)	44.55
6. N Wilton/G Fahey(2)	30.40	13. W Tegg/P McMahon(4)	53.34
7. N Roser/A Roser(2)	31.05		

Lap 3

1. G Wolfe/E Hopkins(1)	25.36	6. B Taylor/N Hamlyn(1)	30.43
2. T Poots/A Guidotti(1)	27.24	7. D Chadwick/D Chadwick(2)	31.03
3. G Croucher/G Schmeid(2)	27.43	8. N Roser/A Roser(2)	31.48
4. C Loy/P McCreery(4)	30.18	9. W Tegg/P McMahon(4)	37.18
5. P Crompton/K Moran(1)	30.21	10. E Bond/S Bond(2)	66.17

Lap 4

1. G Wolfe/E Hopkins(1)	26.17	6. G Croucher/G Schmeid(2)	34.06
2. P Crompton/K Moran(1)	29.01	7. E Bond/S Bond(2)	41.48
3. B Taylor/N Hamlyn(1)	30.14	8. N Roser/A Roser(2)	43.23
4. C Loy/P McCreery(4)	30.57	9. W Tegg/P McMahon	66.09
5. D Chadwick/D Chadwick(2)	31.58		

Lunchtime positions were as follows:

1. G Croucher/G Schmeid(2)	117.06	5. B Taylor/N Hamlyn(1)	128.45
2. C Loy/P McCreery(4)	121.05	6. N Roser/A Roser(2)	169.57
3. G Wolfe/E Hopkins(1)	122.21	7. E Bond/S Bond(2)	173.15
4. D Chadwick/D Chadwick(2)	127.36	8. W Tegg/P McMahon(4)	193.30

Lap 5

1. E Bond/S Bond(2)	27.00	4. D Chadwick/D Chadwick(2)	32.00
2. G Croucher/G Schmeid(2)	30.00	6. G Wolfe/E Hopkins(1)	33.00
3. C Loy/P McCreery(4)	31.00	7. W Tegg/P McMahon(4)	38.40
4. B Taylor/N Hamlyn(1)	32.00	8. N Roser/A Roser(2)	40.45

Lap 6

1. G Wolfe/E Hopkins(1)	26.00	4. E Bond/S Bond (2)	29.23
2. G Croucher/G Schmeid(2)	28.00	5. C Loy/P McCreery(4)	31.00
3. B Taylor/N Hamlyn(1)	29.00	6. D Chadwick/D Chadwick(2)	32.00

Lap 7

1. G Wolfe/E Hopkins(1)	26.57	4. C Loy/P McCreery (4)	32.09
2. G Croucher/G Schmeid(2)	28.36	5. D Chadwick/D Chadwick(2)	38.54
3. B Taylor/N Hamlyn(1)	29.40		

Results

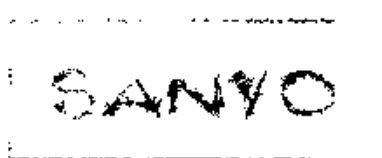
1. {1st class 2}	G Croucher/G Schmeid	203.42	28.3	mph
2. {1st class 1}	G Wolfe/E Hopkins	208.18	27.7	mph
3. {1st class 4}	C Loy/P McCreery	215.14	26.8	mph
4. {2nd class 1}	B Taylor/N Hamlyn	219.25	28.3	mph
5. {2nd class 2}	D Chadwick/D Chadwick	230.30	25.1	mph

Fastest Lap = G Wolfe/E Hopkins 25.36 32.2 mph

Other Fastest Laps =	S Blackburn/T Van Doore (1)	Lap 1	26.42	30.8	mph
	T Poots/A Guidotti (1)	Lap 1	26.45	30.8	"
	G Croucher/G Schmeid(2)	Lap 2	26.49	30.7	"
	E Bond/S Bond (2)	Lap 5	27.00	30.5	"
	P Watkinson/W Coogan(2)	Lap 1	28.30	28.9	"
	B Taylor/N Hamlyn (1)	Lap 6	29.00	28.4	"
	P Crompton/K Moran(1)	Lap 4	29.01	28.4	"
	C Loy/P McCreery(4)	Lap 2 & 1	30.15	27.2	"
	N Wilton/G Fahey (2)	Lap 2	30.40	26.9	"
	D Chadwick/D Chadwick (2)	Lap 3	31.03	26.5	"
	N Roser/A Roser (2)	Lap 2	31.05	26.5	"
	W Tegg/P McMahon (4)	Lap 1	36.29	22.6	"
	B MacNicol/B Beech (4)	Lap 1	38.20	21.5	"

Doubtless many members saw our own Laurie Garth reaping the rewards on Channel 7's "Second Chance". I think he survived for five editions of a quiz that had me stumped. During the course of the program Laurie managed to put in some good ads for the rallying fraternity, and he also carted off oodles of loot - Midge is, of course, delighted, but feels that he really could take the make up off now! - I see from the Sunday Mail television bit that the program is hosted by Early Bailey (Thats what it says for Wed. March 15th), which is a lot better than Queen Victoria can manage, every time I hear her referred to nowadays she always "The Late".

The organizers of the Oxenford "Off-Road" event would like to thank messrs SANYO for making the event the success it was.



Remember think of SANYO and you think of quality.

Another Major Forthcoming Event

Ian McCubben and the boys of the Renault Peugeot Car Club of Townsville are really pulling out all the stops for this years "Townsville Pacific Festival Rally" - let me quote you from the letter I received :

The 1978 Townsville Pacific Festival Rally is round two of the 1978 Queensland Rally Championship.

The event will be fully route-charted, of approximately 600 kms in length, starting from the main street of Townsville on Saturday afternoon, 3rd June 1978. (This venue attracted over 2000 spectators last year, forming as it does part of a Mardi Grasin the streets of Townsville).

The event will receive widespread press, television, and radio coverage prior to , during, and after the event, and a concerted effort is being made to insure this occurs to the extent planned.

Not only will this years event be a highly competitive rally but it will also be intergrated with the annual Townsville Pacific Festival, with suitable emphasis placed on the social side of rallying as well. Specifically ,

- a) On the Friday night before the rally, a 'Welcoming Bar - B - Q' will be held for all competitors, service crews, officials, friends and supporters to meet on an informal basis.
- b) On the Saturday afternoon, competitors will be required to have their cars on display at the start for members of the public to inspect and discuss rallying with the crews involved.
- c) Sunday morning will see the rally finish in Townsvilles very popular Strand with an informal breakfast.
- d) Sunday night will feature the presentation of Trophies and awards at a dinner to be held in Townsville.

Billets will be available, while local crews will ensure that visitors are most welcome and every effort made to assist visitors coming to Townsville for the first time.

The organising committee will welcome any enquires concerning the event, even at this early stage, and should be able to offer any advice necessary.

Event Director :- Ian McCubben (070) 82 0152
CO - Director :- Dave Guyatt (070) 71 2197 (B/H)
78 1925 (A/H)

Club Address :- Box 5266 M.S.O.
Townsville
Q. 4810

The Castrol International gets underway at Canberra on April 1st. Heading the entry list is Stig Blomqvist in a Saab 99 EMS followed by Greg Carr (Escort RS 1800), Bob Watson (Datsun PB 210), Colin Bond (Escort RS 1800), Ross Dunkerton (Datsun 620), Blair Robson (Escort RS 1800), Barry Ferguson (Escort RS 2000), Mitsuo Ayabe (Toyota Trueno), Wayne Bell (Gemini), Bruce Hodgson (Escort RS 1800). Only three Queensland crews are entered: No 18 - Murray Coot / Brian Marsden Datsun 120Y, No 24 - Adrian Taylor / Greg Weale Honda Civic, No 28 - Ray Vandersee / Ian Young Torana XU-1. Adrians car is the only one under 1600cc, it'll be interesting to see how it goes, doubtless Greg will give us one of his informative articles on his return....

Presidents Report

Dear Clubmembers;

'Lets go in 78' that is the slogan, and I feel that the Club has lived up to the meaning behind the slogan, however we still have a long way to GO to achieve all the aims of our Silver Anniversary year.

The sketch plans for the Clubrooms are now displayed on the notice board, and the Committee would appreciate any comments, favourable or otherwise, on same before it is implimented later this month.

Another aim of the new Committee was to attain more fellowship between clubs, to this end we have organised two "Rally Spectaculars" in which several clubs will be combining to conduct events that would not possibly happen if left to one club to organise and promote, details appear elsewhere in this first class publication, which as we all know is a credit to our Magazine Editor, whose name escapes me, however many thanks are due in that quarter of the clubs activities - whoever he is.

Following a momentous decision by the Committee at its last meeting to automatically ratify decisions of Sub-Committees, unless they effect Finance or Club policy, should give even more momentum to the enthusiasm being shown by their members.

One final word concerning our Wednesday Night Club Nights, I would like to see, and besides that it is imperitive that my words not fall on deaf ears, that we have support from club members from all spheres of our clubs activities, without pulling any punches I refer mainly to the Off Road part of our club. As we all know, members of the club who are not actively involved in Off Roading give of their time and knowledge to organise the Off Road events, so onereward to these ladies and gentlemen would be to see an even larger attendance by the Off Roaders on Wednesday evenings - remember its your club - without your co-operation we have nowhere to 'Go in 78'.

Thanking You

Allan Lawson

A FINAL REMINDER TO UNFINANCIAL MEMBERS

Although it is pleasing to see many new faces appearing on Wednesday nights and taking part in club activities, it is sad to say that many of the older faces are no longer to be seen. And at this stage it is disappointing to report that, in spite of several reminders, some members have still not taken the trouble to pay their 1978 membership subscriptions.

Members who have still not paid their membership fees are reminded that they are now long overdue. If you fall into this category, please pay your subscription to the Secretary NEXT WEDNESDAY NIGHT, or post a cheque or money order to the club NOW.

Under the rules of the club as amended at the 1976 Annual General Meeting, members who are still unfinancial on the 1st April will cease to be members of the club and would have to re-apply for membership to become eligible for the benefits the Club provides. The 1st April is not very far away, so make sure that YOU don't become an ex-member.

This is the last issue of the Magazine which unfinancial members will receive.

New Members

Welcome to the 21 people who joined the Brisbane Sporting Car Club during February;

Brett Beech	Coorparoo
Wayne Coogan	Zillmere
Paul Crompton	Strathpine
George Croucher	Arena Hills
John Daley	Mermaid Waters
David Ellenden	Srana Hills
Grant Fahey	Algester (Associate)
Albert Guidotti	Mt Gravatt
Merle Hill	Mt Samson
Kenneth Hunt	Ekibin
Lindesay Jones	Nundah
Peter Letheren	Kingston
Robert MacNicol	Kenmore
Kevin Moran	Deagon
Dale Payne	Kelvin Grove
John Payne	Kelvin Grove
Anna Roser	Hawthorne (Associate)
Neville Roser	Hawthorne
Gunter Schaid	Strathpine
Brian Stenzel	Clayfield
Neville Wilton	Waterford

More Forthcoming Events

Thursday 30th March

We want a good turnout from lots of members for our DARTS NIGHT against the BRISBANE SPEEDWAY CLUB. This function will be held at the clubrooms and will commence at 8pm. Ivan Holmes is comparing the whole thing and eagerly seeks names for the team.

Monday 3rd April

Sees the final (and most interesting) night of the Navigation School. Anybody with an interest in the nocturnal sports really cannot afford to miss out. Class begins at 8pm and costs \$2.

Wed 5th April

Annual Bingo Night at the Clubrooms. Will Charlie Blake scoop the pool again? Come along and find out, it always an amusing night out.

Ipswich West Moreton Auto Club

February 12th Motorkhana

Round 1 Queensland Championship

When The I.W.M.A.C. turn on the organisation at a motorkhana they really do a good job - my car was being scrutineered before the wheels had stopped turning - all eight tests were ready laid out in a gigantic, smooth and stone free paddock - the event started 10 MINUTES EARLY - and ran through with consummate ease all day - a ripper outing.

Being the first serious event of the season a number of curious things happened. For instance Lindsay Sutherland, Keith McConnell and various other 'old' hands went the wrong way during the ATOM test. Adrian went the wrong way on the Waltz, I drove like a demented fairy all day and rotten Lee Drummond was as tidy as ever.

The event was won by a huge margin by Brian Dunn (Not Brian Dull as the results would have us believe) in his Buggy and equally easy wins were recorded by Mr Drummond and the lovely Mrs Sutherland who swept all before her in the ladies class. Despite damaging first and reverse gears in the morning the McCormells scored 2nd and 4th in class A. Neil and Adrian Taylor were having their last run in a 3 door Civic but both suffered from the dreaded W.D.'s at one stage or the other. TIMS went the correct way all day but suffered somewhat from a lack of sheer speed - still she is improving. Ian Fink was second in class B with his potent VW and Phil Griffin retired his Moke after lunch, when he'd put up some good times in the morning.

Times of interest to B.S.C.C. members :

30 Gentlemen and 7 Lady starters split into the following classes, A = 15, B = 8, C = 4, F = 10.

Test 1 (1. = driver, 2. = Car, 3 + Pos. overall, 4 = Class Pos.)

1	2	3	4	1	2	3	4
P Griffin	Moke	1.	1.	P Griffin	Moke	1	1 35.2
L Sutherland	Sp.	2.	3.	L Sutherland	Sp	4	4 39.0
A Taylor	Civic	6.	1.	K McConnell	CoopS	8	2 40.1
L Drummond	Mazda	7	1	L Drummond	Mazda	9	1 40.5
K McConnell	CoopS	11	3	A McConnell	CoopS	11	3 41.2
(L=1) G Sutherland	Sp	17	8	N Taylor	Civic	14	6 41.8
N Taylor	Civi	21	7	Big Ed	Civic	17	7 42.6
A McConnell	Coop=24	=9	40.0	A Taylor	Civic	18	8 43.0
Big Ed	Civi=24	=9	40.0	G Sutherl(L=1)	Sp	24	9 44.2
I Fink	VW	32	5	I Fink	VW	27	5 45.8
(L=5) TIMS	Civi	34	14	TIMS (L=6)	Civic	36	14 57.5

After two tests

1. P griffin(F)	Moke	66.7	20. A McConnell Coop S	81.2
4. L Sutherland(F)	Sp.	73.8	21. G Sutherland (L=1(F))	82.2
6. L Drummond(C)	Mazda	76.4	22. Big Ed (A) Civic	82.6
7. K McConnell(A)	Coop	77.2	29. I Fink(B) VW	89.2
10. A Taylor(A)	Civic	78.5	36. TIMS (L=6(A))	103.1
17. N Taylor(A)	Civic	80.5		

henceforth (+ will denote lady and position in that august body)

Test 3				
1	2	3	4	
B Dunn	Buggy	1	1	33.0
L Sutherland	Sp	3	3	36.1
L Drummond	Mazda	5	1	38.0
N Taylor	Civic	6	1	40.0
I Fink	VW	8	1	41.1
A McConnell	Coop S	12	5	42.1
K McConnell	Coop S	12	5	42.1
Big Ed	Civic	18	9	43.5
G Sutherland (+ 1)		19	5	44.0
TIMS (+ 7)		32	13	56.5
A Taylor	Civic	35	14	61.5

Test 4				
1	2	3	4	
B Dunn	Buggy	1	1	28.8
P Griffin	MoKe	2	2	29.0
L Sutherland	Sp.	6	6	31.8
L Drummond	Mazda	8	1	32.0
K McConnell	Coop S	9	1	32.4
A Taylor	Civic	11	2	33.0
I Fink	VW	11	1	33.0
A McConnell	Coop S	17	5	33.9
Big Ed	Civic	17	5	33.9
G Sutherland (+ 3)		25	9	36.0
TIMS (+ 6)		30	10	39.8
N Taylor	Civic	33	11	44.8

So at the lunch break....

1. B Dunn	Buggy	1	1	131.9
2. L Sutherland	Sp	3	3	141.7
L Drummond	Mazda	4	1	146.4
K McConnell	Coop S	6	1	151.7
A McConnell	Coop S	10	3	157.2
Big Ed	Civic	14	4	160.0

G Sutherland	Sp (+ 1)	17	8	162.2
I Fink	VW	20	4	163.3
N Taylor	Civic	22	6	165.0
A Taylor	Civic	29	11	173.0
TIMS (+ 7)	Civic	37	15	199.4

Test 5				
1	2	3	4	
B Dunn	Buggy	1	1	26.1
L Sutherland	Sp	5	5	27.7
L Drummond	Mazda	6	1	27.8
A Taylor	Civic	9	1	29.0
N Taylor	Civic	12	4	29.5
G Sutherland (+ 1)		18	9	30.1
I Fink	VW	22	5	30.5
Big Ed	Civic	24	7	30.9
K McConnell	Coop S	29	11	31.7
A McConnell	Coop S	33	13	34.1
TIMS (+ 6)		35	15	35.0

Test 6				
1	2	3	4	
K McGloay	Sp	1	1	24.1
L Sutherland	Sp	3	3	25.1
L Drummond	Mazda	5	1	25.4
A Taylor	Civic	7	1	26.1
K McConnell	Coop S	9	3	26.9
N Taylor	Civic	9	3	26.9
G Sutherland (+ 1)		12	6	27.0
I Fink	VW	15	3	28.4
A McConnell	Coop S	22	8	29.7
TIMS (+ 4)		30	12	32.3
Big Ed	Civic	31	13	33.0

Positions after 6 rounds

B Dunn	Buggy	1	1	183.8
L Sutherland	Sp	3	3	194.5
L Drummond	Mazda	5	1	199.6
K McConnell	Coop S	6	1	210.3
G Sutherland (+ 1)		14	7	219.3
A McConnell	Coop S	16	3	221.0

N Taylor	Civic	17	4	221.7
I Fink	VW	18	4	222.0
Big Ed	Civic	20	6	223.9
A Taylor	Civic	23	8	228.1
TIMS (+ 6)		36	15	266.7

Test 7				
1	2	3	4	
A Wheeley	Sp	1	1	23.2
L Sutherland	Sp	3	3	25.1
K McConnell	Coop S	8	2	26.8
A Taylor	Civic	9	3	27.0
A McConnell	Coop S	10	4	27.1
L Drummond	Mazda	12	2	27.8
N Taylor	Civic	13	5	28.0
I Fink	VW	19	3	30.0
Big Ed	Civic	24	10	31.0
G Sutherland (+ 1)		27	8	32.1
TIMS	Civic	36	15	42.2

Test 8				
1	2	3	4	
B Dunn	Buggy	1	1	34.8
L Drummond	Mazda	2	1	37.8
I Fink	VW	7	2	39.8
Big Ed	Civic	15	7	43.0
TIMS (+ 3)		17	9	44.7
G Sutherland (+ 4)		19	5	45.0
A McConnell	Coop S	20	11	47.1
N Taylor	Civic	21	12	48.0
L Sutherland	Sp	24	6	50.1
A Taylor	Civic	28	14	50.8
K McConnell	Coop S	31	15	55.9

FINAL RESULTS

B Dunn	Buggy	1	1	243.5
L Drummond	Mazda	4	1	265.2
L Sutherland	Sp	5	4	269.7
I Fink	VW	10	2	292.0
K McConnell	Coop S	11	2	293.0
A McConnell	Coop S	13	5	295.2

G Sutherland (+ 1)		15	6	296.4
N Taylor	Civic	17	5	297.7
Big Ed	Civic	18	6	297.9
A Taylor	Civic	23	10	305.9
TIMS (+ 5)		35	15	353.6

March 3/4 - Stanthorpe Apple and Grape Rally

Glen Somerville is preparing his full personal analysis of this MGCC/ESCC Co-Promoted event. While this impressive 2 volume tome is being prepared (marketwise it falls somewhere between Gibbons "Decline and fall of the Roman Empire" and Jerzy B. Cynks "History of the Polish Air Force 1918 - 1968") I spend a few personal observations gained on my trip with Roger Kimeklis into 14th place.

The entry list contained 39 entries. Trevor Gynther, Dennis Brown, and Tony Perrett occupying the first three places. To me it seemed that the M.G.C.C. in the guise of Mrs Thompson, Ross Moir and Chris Goodreid aided by those well known M.G.C.C. members John Hall, Laurie Garth and ex-ed Boyd Ovens did the organizing, while the B.S.C.C. provided all the control officials who did the necessary in bitter cold and the odd shower - I must reiterate that that is the way I saw it (The only control official I didnt know - apart from the early evening start control in Stanthorpe - was a Polish (?) gentleman and family, doing a passage in the woods).

As events go it was VERY competitive. With Mr Kimeklis sitting next to me, going bananas as only he can, we were dropping 4 minutes on a 5 minute competitive section. The eventual victor, our own Trevor Gynther and Mr Paulsen in the Basile Motors Fiat 125, dropped a total of 81 minutes, thank heaven that the occasional shower didnt make the road slippery. Some of the transports were damn competitive too.

I've heard complaints that it was too rough, but blimey the "Granite Country" is not going to be full of feather pillows is it. If 30km of track has a bit of ghastly in the middle, then as long as its mentioned in the instructions, its fair game. As I well know its not all lead foot to be the winner, next thing you know the sports posers will be demanding Armcoc all round and a silver suited figure every 50 metres.

The route books (all three of them !) were first class. Clear, concise and accurate - a nice job.

Like Topsy the rally grewed. From 400 km in the regulations to 3 long divisions on the night. It wasnt a very good deal for the control officials (Squaddies ?) who spent a long night in the same place as we grinded virtually round the same course three times. I feel its a bit of a swizz doing the same bit three times, couldnt we have done the odd bit in the reverse direction by way of variety ?

Other notable performances were put up by Simon and Tony Kabel (1st clubmen and 5th overall), Tony Perrett and Tony Best (Obviously out for a good year in '78 - 2nd classified and 3rd overall), Roger and I were 3rd novice and messrs Faldt and Dean 4th novice.

Any event with good forests and a good roadbook must by definition be a good one, but next year lets see the winner drop about 80 minutes less time.

(Full report next month)

Big Ed

Let me quote you from the December 9th Aviation News "Aircraft accident summary" "ET-AFW DC-3 of Ethiopian Airlines collided with a donkey whilst on take-off from Arba Minch, Ehtiopia on 15 Nov. In the ensuing landing at Elborle the aircraft was written off but only minor injuries were sustaipeid by passengers and crew. The donkey was damaged beyond repair.

The last I heard there was a dispute about the championship scoring system, lets hope its been resolved before this magazine comes out. To whet ones appetite here are the results for 1977....

Rally Championship

John Hall	20
=Simon Kabel	16
=Hank Kabel	16
Trevor Gynther	14
=Lloyd Robinson	11
=Paul Trevathen	11
=Ian Reidel	10
=Ross Moir	10
=Scotty Weir	10
=Bob Handford	10

Motorkhana Championship

Lee Drummond	26
=Keith McConnell	17
=Lindsay Sutherland	17
Peter Snell	12
Larry Stinson	9
=Alan McConnell	6
=Jack Read	6
=Glen Carpenter	6
=Butch Read	6
=Phil Griffin	6

Speed Event Championship

=Ian Bond	9
=Henry Ryman	9
=John Blake	8
=Glen Carpenter	8
=Keith McConnell	6
=Adrian Taylor	6
=Jack Reid	5
=Boyd Owens	5
=Lee Drummond	5
Peter Snell	5
=Clayton Mitchell	5
=Warren Henry	5

Expert Night Run Championship

Charlie Blake	36
Peter Snell	34
Les Barron	23
=Tony Best	17
=Larry Stinson	17
=Simon Kabel	16
=Donna Francis	16
=Ruth Tindal	12
=John Blake	12
Keith McConnell	10

Ladies Championship

Ruth Tindal	19
=Betty Snell	16
=Donna Francis	16
Noelle Heales	13
Carol Howard	10

Club Championship

Peter Snell	23
Keith McConnell	19
=Lee Drummond	16
=Simon Kabel	16
=Larry Stinson	15
=Glen Carpenter	15
John Blake	13

Important Announcement

John Holdsworth Automotive Lighting Co Ltd the Sydney based importer of CIBIE has joined with G P Cars of Brisbane, a state distributor for CIBIE, in sponsoring a 1978 series for Clubman and Novice competitors. This series to be titled the "CIBIE - GP CARS RALLY SERIES" for Clubmen and Novice competitors will be conducted over three rounds from May to August. The first being organised by our own Laurie Tindall on May 27/28, Round two will be the Kriticos Motors Rally directed by Bruce Nicol for the Queensland Light Car Club on July 1/2. The final round will be included in the Clubmen - Novice section of the John Humphrey Memorial Rally, also the third round of the Q.R.C. on August 5/6. Director of this event is Ian Young of the Darling Downs Sporting Car Club.

The \$600 prizemoney allocated for the series will be paid down to fifth place and is in addition to prizemoney offered by the rally organisers. The overall winner of the series will receive cash and a trophy, total value being \$275.

.....John Holdsworth has also put up \$1000 prizemoney for the winner of the 1978 Australian Rally Championship.

Big Eds Column

As a service to my reader (and while we're on the subject TIMS never reads this, I'll buy her a champagne dinner at the SGIO from my own account if she says she's read it) I append the following observations.

Imagine your braking to a halt at a set of traffic lights, and your on the second row of the grid. The name of the game is to guess which of the cars on the front row will provide the fastest getaway. (High points indicate good getaway potential and vice versa).

Driver wearing toweling hat	-4 pts
Driver wearing toweling hat with bait stuck in it	-7 pts
Driver wearing toweling hat with wife wearing fourx hat	-9pts
White smoke from exhaust (engine just started from cold)	-5 pts
Blue exhaust smoke ('Nicely run in')	+4 pts
Black smoke and handbag dangling from choke knob - Female Driver	-10 pts
- Ditto - Male Driver (Watch this one he likes nothing better than to have someone run into his rear)	-20 pts
Super clean car	-2 pts
Positively filthy car	+4 pts
Stick on rear window demister	-4 pts
Girlfriend on drivers shoulder	-5 pts
Driver on girlfriends shoulder	-10 pts
"Speedweek" sticker	+1 pt
"See Queensland First" sticker	-2 pts
"Jesus loves you" sticker	-5 pts
Driver with nylon stocking over head	+20 pts
Any Hoon (especially with 8 inch wide bald tyres) - Dry	+8 pts
- Ditto - Wet	-10 pts
Kids in the back	-7 pts
Stuffed doggy on the rear shelf	-4 pts
Real doggy on the rear shelf (and driver with blue hair)	-8 pts
Polystrene Jubilee Queen Elizabeth 2 with "Real gemstone eyes" (Low figure denotes inability to release clutch and laugh at same time)	-20 pts
Aerial for CB Radio	+5 pts
Driver talking on CB Radio	-5 pts
Crash helmet on rear shelf (if he was that quick it would have fallen off years before)	-1 pt
Lace curtains in rear window	-6 pts
Rent-a-Car sticker in rear window	+7 pts
Whip aerial clipped to gutter	-3 pts
Whip aerial swinging free	-6 pts
Whip (a real one)	-20 pts
(you must be following a horse and cart)	
7" diameter reversing light on EH bootlid	+6 pts
- Ditto - switched on	-20 pts
(Hes engaged reverse by mistake)	
Sigm indicates that driver from any realstate ending in either/or Rise, Woods, Park, Heights, Bowrie et al.....	-5 pts
(Driver probably mentally concreting patio)	
Police Car	+5 pts
(But only upto 60.001 kmph)	
- Ditto - with light flashing and siren howling	+20 pts
Rod Hannifey at work	-10 pts
Rod Hannifey not at work	+10 pts

Please Note : I have been appointed local "Big Chief I-Spy" so contact me for "Wompum" when you have all the numbers - I also stock "Joan the Wads"

COMING EVENTS:

- Wed 22 Mar Expert Night run by Dave Morris
- Sat 25 Mar WACC Rally of the West (ARC 1)
- Sun 26 Mar LCCA BP Desert Rally
- Wed 29 Mar General Meeting at the Clubrooms starting at 8 pm
- Thu 30 Mar Darts competition at the clubrooms against the Brisbane Speedway Club - more details from Ivan Holmes
- Sun 2 Apr Lakeside Races
- Mon 3 Apr Navigation Scholl at the Clubrooms starting at 8 pm
- Tue 4 Apr Committee meeting, 7 pm
- Wed 5 Apr Bingo night at the clubrooms, 8 pm
- Sat 8 Apr RCCQ rally (Open restricted)
- Tue 11 Apr Off-Road sub-committee meeting
- Wed 12 Apr Novice night run by Noelle Heales
- Sun 16 Apr Closed off-road event and motorkhana at Oxenford
- Wed 19 Apr Open night at the clubrooms
- Wed 26 Apr Expert night run by John Blake and Wayne Bentley
- Sat 29 Apr BSCC Lutwyche Shopping Village Rally (ARC 2)
- Tue 2 May Committee meeting, 8pm
- Wed 3 May Motor sport movies at the clubrooms
- Sun 7 May HTCC Queensland Motorkhana Championship Round 2
- Tue 9 May Off-Road sub-committee meeting
- Wed 10 May Novice Night Run by Simon Kabel
- Sat 13 May BSCS Donlee 500 Rally (ARC 3)
- Sun 14 May Closed Autocross - more details from Lee Drummond
- Wed 17 May Open night at the clubrooms
- Sun 21 May Tara Rally Spectacular - more details next month
- Wed 24 May Expert night run by Laurie Tindal