

The Brisbane Sporting Car Club

MAGAZINE

CAMS AFFILIATED

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BRISBANE SPORTING CAR CLUB

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Postal Address

All correspondence for the club should be addressed to -

The Hon. Secretary
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WEST END Brisbane 4101

CLUBROOMS

BSCC clubrooms are located on the corner of Reid and Hawthorne Streets at 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 - June 1978

Editorial

As is commonly known there is in existence a "Trades Description Act", this ensures that (for instance) a bottle of coloured water cannot be advertised as a "Concoction of rare herbs giving increased virility through the eighties and nineties" and also saves usom from people like Mr McConnell advertising his car as "Never raced or rallied" (!)

Well one of the worse pieces of mis-representation I've seen in ages is the Ipswich map in the 1 to 250000 series, courtesy of the Mapping and Survey Dept which our taxes pay for. Any resemblance between the map and actual roads is purely coincidental. The last time it was updated was, I believe, in the fifties and an awful lot of road construction and destruction has taken place since then. The map itself seems to have been taken from aerial surveys, a most unwise practice because from the air what looks like a dirt road, frequently turns out to be disused by the odd milenium or two.

So please rally organisers lets drop this pretence that the Ipswich map is any good, (The mere fact that it is still printed is disgraceful) and concentrate on the 100000 to 1 maps we all use anyway.

Big Ed

MEAL OR FORTHCOMING EVENT

What were you doing 25 years ago ? I was well on my way to becoming a World Champion nose picker at Coram Fields Primary School in North London, little did I know that in far off Horse and Trailer (as we jocularly refered to Australia when we were'nt selling the school fixtures and fittings down Petticoat Lane market) a new Motor Club was blossoming that would one day dominate my spare (?) time. Well to celebrate this quarter century of arguing about wheelbase lengths at Motorkhanas FRIDAY 30th JUNE see's a gala Anniversary dinner at the Coronation Hotel/Motel, Coronation Drive at 8 p.m. Both current and old members are welcome, but fear not, it will not be a night damned by long speeches because I'm told that the talking limit is 5 minutes.

TOP MEAL TOP ENTERTAINMENT TOP VALUE TOP VENUE

Naturally all this class isnt cheap, but a fairly ordinary night out costs \$15 each so a double ticket at \$38 and singles for \$20 is good value.

Contact Alan Lawson or any committee member for details and/or booking.

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This months cover

For all those people who look at the cover every month and say "Whats this damn nonsense", heres a picture of TIMS looking at her feet whilst winning the ladies class at the recent Autocross. (full report inside).....Photo by ALAN McCONNELL

The Lutwyche Shopping Village Rally

Queensland Round of the Australian Rally Championship

Initially I'd been down to do this event with killeen Kimeklis but a solicitous enquiry from Tony Best saw him braving his all instead. I therefore went into the bush with The Incredible Mrs Smith and did two controls.

Our first mistake was taking Harry the idiot dog, an animal who, faced with the chance to make an ass of himself, will seize the occasion with both paws. Our second mistake was to take a large canvas sheet and several poles for the supporting thereof, when we know (or knew) nothing about camping.

TIMS drove us safely to Imbil while I tried to read Flight magazine as Harry's fetid breath odour made the pages crinkle up. At least he's stopped putting his head on the headrest and chundering down your back - for which release many thanks.

Imbil has been afflicted by an overwhelming blast of pop music from the local amusement (?) centre. Why must young people afflict Neil Diamond and similar drivel on people like me who detest it. If I started belting out Vivaldi at full blast they'd be the first to complain. Anyway Harry invited the towns old dog over to meet us, he was a 50 year Boxer with great slobbery chops. After being covered with spittle from this wealth of affection, Harry decides to see him off and began a game of 'catch' with my legs as home. So I tied he and TIMS up, and thereby found a bit of peace in which to read the paper.

Promptly at 2.30pm Lee Drummond arrives and takes us to the spot in the woods where we would be sending competitors off on competitive section 8.

We parked the Civic to block one arm of a Y junction and set up camp with the canvas stretched across so we could officiate under cover. How simple that sounds in print, but O what trouble in life. 3 times we had the canvas fall on us, then just as we settled Harry starts chasing off the big brown dogs with the horns. Knowing he'd get an ear full of buckshot if he carried on like that, we rounded him up with the aid of a bone and chained him to a convenient stump.

Feeling quite exhausted I grasped my tea in the left hand, my cake in the right, and just as I was about to intermingle the two in my mouth, Greg Carr burbles up in the RS1800.

Pretty soon we were surrounded by Australia's top rally talent. I found the new timing sheets with their built in running order numbers a trifle complicated, but my only difficulties were experienced when two cars wanted to change running order, it was at this moment as I dithered that by some sleight of paw Harry escaped, he ran around greeting people affably but it was just the sort of amateur shambles I dislike. In the attendant excitement TIMS, who was the despatcher, just got the Stratos to the line at +5 seconds, a close run thing.

Up until the Stratos the dust seemed to settle between each car, but the big tyred Italian device bombed Harry and I with stones and from then on the fine dust just hung in the air.

Roger and Tony came through in the very smart repainted XU-1. They'd got stuck in the Beerburrum forest, and needed a lot of assistance to clear the way. Now they were faced with a dusty run and a long dusty night - however on the second division the pulley came off the crankshaft and put them out.

We were duly swept by Ian Baker and Warren McKewen who told us in passing that the road in which the Civic was parked, with a tent draped over it, would within the hour have competitors screaming down it. So in case they were early we quickly packed everything up and blocked the other road. We left Harry in the car and took our collapsible aluminium chairs down the track to a spot where we could sit on a bank and watch in safety. From the early competitors point of view we must have made a strange sight. For half an hour they'd been travelling at high speed through the forests, then suddenly they round a bend and theres a middle aged couple sitting in their shoddy modern chairs, blinking owlshly in the headlights. In consequence more than one car slowed momentarily on seeing us.

After tiring of this, we waited for a gap in the traffic and drove, with some difficulty of location, to our next spot at Burumbum Dam. This control was within metres of peacefully sleeping campers, who'd presumably come away for the weekend to escape from the noise of the city. I bet they had some funny dreams.

At this control it was the same story with added cold. To prevent Harry falling in the lake we tied him to a front wheel, where he curled up on a piece of newspaper and slept blissfully through a couple of thousand horsepower blasting up the hill.

Naturally we had a lot less custom at this control, and this included the sweeper who couldnt find us. I estimated when the last car was OTL and we left 5 minutes after. Sleep overtook me on the highway and forced a 20 minute break then we deposited our clocks and sheets at the Nambour nerve centre before going home.

Homeward bound and conscious of an impending afternoon visit to the airport and then work, I rather let caution go to the winds and for the first time ever I was done for speeding. \$30 and 4 of 9 precious points lost. The car was a grey/blue GTS Monaro and the locale was the Northern Expressway at 8am so be warned.

Times for Competitive Sections

Div 1 Sec 2

1 Carr/Gocentas	0.22	25 Saxby/Dwine	1.22
2 Dunkerton/Beaumont	0.24	26 Batts/Smith	1.24
3 Bond/Dawson Damer	0.29	Kabel/Kabel	1.24
4 Fury/Suffern	0.33	28 Swaysland/Hall	1.28
5 Bell/Shepherd	0.41	29 Jewels/Kortlang	1.31
6 Taylor/Weale	0.47	30 Gynther/Paulsen	1.33
Mulligan/Moule	0.47	Mecak/Brown	1.33
8 Rainsford/Browne	0.53	32 Brown/Moir	1.34
9 Vandersee/Young	0.54	33 Portman/Runnalls	1.36
Mann/Henningsen	0.54	Whiteside/Mitchell	1.36
11 Eggesfield/O'Connor	0.56	35 McLean/Clydesdale	1.37
12 Slater/Halloran	0.58	Wilson/Wilson	1.37
13 Neale/Dodd	1.00	37 Barry/Malcolm	1.38
McGilm/Burgin	1.00	38 Ruddick/Ambrose	1.44
15 Riley/Hope	1.01	39 Lloyd/Dick	1.46
Browning/Meller	1.01	40 Peel/Dwyer	1.49
17 Worthington/Fullerton	1.03	41 Bignall/Var Der Straaten	1.53
18 Marks/Wilson	1.04	42 Faldt/Dean	1.56
Reddiex/Lowe	1.04	Walker/Perry	1.56
20 Kelly/Law	1.05	44 Stylianou/Cockburn	2.02
21 Jones/Pearson	1.06	45 Nixon-Smith/Ward	2.05
22 McLoughlin/Clark	1.08	46 McKinley/Ovens	2.06
Barr/Byrne	1.08	47 Morrison/Vivian	2.12
24 Cutts/Ryan	1.10	48 Harvey/George	2.20

Continued next page

49 Cross/Jory	2.30	55 Power/Neilsen	8.00
50 Coker/Nutter	3.01	56 Jones/Gibson	9.36
51 Tindall/Tindall	3.53	57 White/Dougan	12.21
52 O'Shanesy/Garbutt	4.12	58 House/Hanlon	13.23
53 Lockhardt/Dunstan	4.15	59 Mitchell/Hutchinson	14.46
54 Downing/Sams	6.45	60 Kimeklis/Best	15.09

The 8 cars behind Roger Kimeklis all put up horrifying times because they were lifting the XU-1 out of the way - I'd love to have been a fly on a tree at that particular moment.

Div 1 Sec 4

1 Bond/Dawson Damer	0.41	30 Mann/Henningsen	1.21
2 Fury/Suffern	0.43	32 Kimeklis/Best	1.22
3 Dunkerton/Beaumont	0.47	33 Downing/Sams	1.24
4 Portman/Runnalls	0.48	34 Kabel/Kabel	1.25
5 Bell/Shepherd	0.52	Kelly/Law	1.25
6 Carr/Gocentas	0.53	36 Gynther/Paulsen	1.27
Taylor/Weale	0.53	37 McLoughlin/Clark	1.34
8 Bignall/Van der Straaten	0.57	Lockhardt/Dunstan	1.34
9 Barr/Byrne	0.58	39 Whiteside/Mitchell	1.40
10 Worthington/Fullerton	1.00	40 Barry/Malcolm	1.42
11 Vandersee/Young	1.03	41 Ruddick/Ambrose	1.44
12 Mulligan/Moule	1.06	42 Rainsford/Browne	1.45
13 Browning/Meller	1.07	43 House/Hanlon	1.52
14 Cutts/Ryan	1.10	44 White/Dougan	1.56
15 Reddix/Lowe	1.11	45 Swaysland/Hall	1.57
Eggesfield/O'Connor	1.11	46 Jewels/Kortlang	2.02
17 Riley/Hope	1.12	Nixon-Smith/Ward	2.02
18 Jones/Pearson	1.13	48 Stylianou/Cockburn	2.06
19 Brown/Moir	1.14	49 Wilson/Wilson	2.09
Mecak/Brown	1.14	50 Harvey/George	2.10
Batts/Smith	1.14	51 Morrison/Vivian	2.15
22 Marks/Wilson	1.15	52 Peel/Dwyer	2.16
23 McLean/Clydesdale	1.16	53 Cross/Jory	2.19
Lloyd/Dick	1.16	54 Walker/Perry	2.34
25 Saxby/Dwine	1.18	55 Faldt/Dean	2.35
Power/Neilsen	1.18	56 McKinley/Ovens	2.38
27 Slater/Halloran	1.20	57 Coker/Nutter	2.45
Jones/Gibson	1.20	58 O'Shanesy/Garbutt	2.50
McColm/Burgin	1.20	59 Tindall/Tindall	3.27
30 Neale/Dodd	1.21	60 Mitchell/Hutchinson	4.06

Div 1 Sec 6

1 Bond/Dawson Damer	0.08	19 Eggesfield/O'Connor	1.47
2 Carr/Gocentas	0.11	20 Saxby/Dwine	1.49
Dunkerton/Beaumont	0.11	Worthington/Fullerton	1.49
4 Taylor/Weale	0.36	22 Batts/Smith	1.53
5 Fury/Suffern	0.43	23 Neale/Dodd	2.05
6 Bell/Shepherd	0.45	24 Mann/Henningsen	2.18
7 Bignall/Van Der Straaten	0.55	25 McLoughlin/Clark	2.19
8 Riley/Hope	1.09	26 Jewels/Kortlang	2.26
9 Reddix/Lowe	1.10	Cutts/Ryan	2.26
10 Browning/Meller	1.11	28 Lloyd/Dick	2.33
11 Jones/Pearson	1.13	29 McLean/Clydesdale	2.44
12 Rainsford/Browne	1.22	30 Kimeklis/Best	2.56
13 Mulligan/Moule	1.25	31 Ruddick/Ambrose	2.58
14 Slater/Halloran	1.27	Jones/Gibson	2.58
Brown/Moir	1.27	33 Swaysland/Hall	2.59
16 Mecak/Brown	1.29	34 Kabel/Kabel	3.22
17 Marks/Wilson	1.44	35 Lockhardt/Dunstan	3.24
18 Gynther/Paulsen	1.46	36 Whiteside/Mitchell	3.38

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Div 1 Sec 6 continued

37 Barry/Malcolm	3.41	48 Morrison/Vivian	6.04
38 Power/Neilsen	3.43	49 Faldt/Dean	6.32
39 House/Hanlon	3.59	50 O'Shanesy/Garbutt	6.45
40 White/Dougan	4.13	51 Tindall/Tindall	7.24
41 Downing/Sams	4.18	52 Coker/Nutter	7.27
42 Jelly/Law	4.28	53 Nixon-Smith/Ward	7.29
43 Wilson/Wilson	5.03	54 Walker/Perry	9.16
44 Mitchell/Hutchinson	5.27	55 Peel/Dwyer	12.30
45 Cross/Jory	5.29	56 Harvey/George	15.39
46 McKinlay/Ovens	5.32	57 McColm/Burgin	20.57
47 Stylianou/Cockburn	6.02	58 Barr/Byrne	

Div 1 Sec 8

1 Carr/Gocentas	1.25	30 Cutts/Ryan	5.56
2 Dunkerton/Beaumont	1.35	31 McLean/Clydesdale	6.08
3 Fury/Suffern	1.48	32 Downing/Sams	6.14
4 Bond/Dawson Damer	1.56	33 Lockhardt/Dunstan	6.28
5 Bell/Shepherd	2.16	34 White/Dougan	6.34
6 Riley/Hope	2.42	35 Power/Neilsen	6.36
7 Bignall/Van Der Straaten	2.44	36 Jones/Gihson	6.57
8 Browning/Meller	3.08	37 Barr/Byrne	7.31
Slater/Halloran	3.08	38 Stylianou/Cockburn	7.34
10 Jones/Pearson	3.20	39 Kimeklis/Best	7.36
Brown/Muir	3.20	40 Walker/Perry	7.37
12 Mulligan/Moule	3.22	41 Whiteside/Mitchell	7.38
13 Rainsford/Browne	3.32	42 House/Hanlon	7.47
14 Gynther/Paulsen	3.39	43 Cross/Jory	8.09
15 Neale/Dodd	3.44	Wilson/Wilson	8.09
16 Reddiex/Lowe	3.46	45 Peel/Dwyer	8.17
17 Saxby/Dwine	4.04	46 McColm/Burgin	8.23
18 Batts/Smith	4.06	47 Nixon-Smith/Ward	8.24
19 Marks/Wilson	4.07	48 McKinlay/Ovens	8.33
20 Mann/Henningsen	4.28	49 Harvey/George	8.46
21 Jewels/Kortlang	4.41	50 Tindall/Tindall	8.48
22 Swaysland/Hall	5.03	51 O'Shanesy/Garbutt	8.52
23 Ruddick/Ambrose	5.08	52 Barry/Malcolm	9.20
24 McLoughlin/Clark	5.18	53 Coker/Nutter	10.25
Kelly/Law	5.18	54 Morrison/Vivian	11.29
26 Eggesfield/O'Connor	5.20	55 Mitchell/Hutchinson	14.13
27 Lloyd/Dick	5.37	56 Kabel/Kabel	22.23
28 Taylor/Weale	5.45	57 Mecak/Brown	26.50
29 Worthington/Fullerton	5.50	58 Faldt/Dean	27.12

Positions at end of Division 1

1 Carr/Gocentas	2.51	19 Saxby/Dwine	8.34
2 Dunkerton/Beaumont	2.57	20 Batts/Smith	8.37
3 Bond/Dawson Damer	3.14	21 Mann/Henningsen	9.01
4 Fury/Suffern	3.47	22 Eggesfield/O'Connor	9.14
5 Bell/Shepherd	4.34	23 Worthington/Fullerton	9.42
6 Riley/Hope	6.04	24 McLoughlin/Clark	10.19
7 Browning/Meller	6.27	25 Jewels/Kortlang	10.40
8 Bignell/Van der Straaten	6.29	26 Cutts/Ryan	10.42
9 Mulligan/Moule	6.40	27 Lloyd/Dick	11.12
10 Jones/Pearson	6.52	28 Swaysland/Hall	11.27
11 Slater/Halloran	6.53	29 Ruddick/Ambrose	11.34
12 Rainsford/Browne	7.02	30 McLean/Clydesdale	11.45
13 Reddiex/Lowe	7.11	31 Kelly/Law	12.16
14 Brown/Moir	7.35	32 Whiteside/Mitchell	14.32
15 Taylor/Weale	8.01	33 Lockhardt/Dunstan	15.41
16 Marks/Wilson	8.10	34 Barry/Malcolm	16.21
Neale/Dodd	8.10	35 Wilson/Wilson	16.58
18 Gynther/Paulsen	8.25	36 Stylianou/Cockburn	17.44

Continued on next page

37 Cross/Jory	18.27	48 Peel/Dwyer	24.52
38 Downing/Sams	18.41	49 White/Dougan	25.04
39 McKinlay/Ovens	18.49	50 House/Hanlon	27.01
40 Power/Neilsen	19.37	51 Kimeklis/Best	27.03
41 Nixon-Smith/Ward	20.00	52 Kabel/Kabel	28.34
42 Jones/Gibson	20.51	53 Harvey/George	28.55
43 Walker/Perry	21.23	54 Mecak/Brown	31.06
44 Morrison/Vivian	22.00	55 McColm/Burgin	31.40
45 O'Shanesy/Garbutt	22.39	56 Faldt/Dean	38.15
46 Tindall/Tindall	23.32	57 Mitchell/Hutchinson	38.32
47 Coker/Nutter	23.38	58 Barr/Byrne	55.14

Div 2 Sec 2

1 Carr/Gocentas	0.22	21 Whiteside/Mitchell	28.48
2 Dunkerton/Beaumont	2.59	22 Ruddick/Ambrose	29.31
3 Bond/Dawson Damer	5.58	23 Worthington/Fullerton	30.40
4 Fury/Suffern	6.30	24 Jewels/Kortlang	31.31
5 Jones/Pearson	9.33	25 House/Hanlon	32.37
6 Slater/Halloran	10.38	26 Nixon-Smith/Ward	32.57
7 Bell/Shepherd	10.40	27 White/Dougan	33.46
8 Browning/Meller	11.17	28 Wilson/Wilson	38.05
9 Taylor/Weale	12.55	29 Peel/Dwyer	41.50
10 Mulligan/Moule	13.45	30 Walker/Perry	42.33
11 Brown/Moir	15.25	31 McKinlay/Ovens	43.38
12 Neale/Dodd	19.16	32 Harvey/George	44.01
13 McLoughlin/Clark	23.29	33 Downing/Sams	46.41
14 Lloyd/Dick	24.07	34 Kabel/Kabel	48.01
15 Egglefield/O'Connor	24.50	35 Coker/Nutter	49.16
16 Cutts/Ryan	25.31	36 Morrison/Vivian	51.40
17 McLean/Clydesdale	25.58	37 O'Shanesy/Garbutt	61.21
18 Barry/Malcolm	27.19	38 Tindall/Tindall	61.31
19 Swaysland/Hall	27.37	39 Stylianou/Cockburn	62.18
20 Gynther/Paulsen	28.46	40 Faldt/Dean	90.00

Div 2 Sec 4

1 Carr/Gocentas	0.18	20 Ruddick/Ambrose	3.51
2 Dunkerton/Beaumont	1.00	22 McLoughlin/Clark	3.58
3 Bell/Shepherd	1.17	23 White/Dougan	4.05
4 Fury/Suffern	1.22	24 Faldt/Dean	4.09
5 Slater/Halloran	1.44	25 Downing/Sams	4.21
6 Bond/Dawson Damer	1.49	26 Wilson/Wilson	4.25
7 Browning/Meller	2.11	27 House/Hanlon	4.26
8 Taylor/Weale	2.25	28 Whiteside/Mitchell	4.39
9 Jones/Pearson	2.37	29 Nixon-Smith/Ward	4.40
10 Egglefield/O'Connor	2.43	30 Peel/Dwyer	4.53
11 Mulligan/Moule	2.51	31 Barry/Malcolm	4.55
12 Brown/Moir	3.00	32 Kabel/Kabel	5.03
13 Gynther/Paulsen	3.18	33 O'Shanesy/Garbutt	5.05
14 Neale/Dodd	3.25	34 Stylianou/Cockburn	5.15
15 Lloyd/Dick	3.27	35 Coker/Nutter	5.47
16 Worthington/Fullerton	3.30	36 Walker/Perry	6.05
17 Swaysland/Hall	3.45	37 Harvey/George	6.43
18 McLean/Clydesdale	3.47	38 McKinlay/Ovens	6.47
19 Cutts/Ryan	3.49	39 Morrison/Vivian	7.22
20 Jewels/Kortlang	3.51		

Div 2 Sec 6

1 Bell/Shepherd	1.18	8 Jones/Pearson	1.48
2 Carr/Gocentas	1.21	Slater/Halloran	1.48
Bond/Dawson Damer	1.21	10 Neale/Dodd	2.11
4 Dunkerton/Beaumont	1.22	11 Gynther/Paulsen	2.13
Fury/Suffern	1.22	12 Brown/Moir	2.14
6 Taylor/Weale	1.40	13 Mulligan/Moule	2.18
7 Browning/Meller	1.46	14 Swaysland/Hall	2.21

Div 2 Sec 6 continued

15 Lloyd/Dick	2.23	27 White/Dougan	3.16
16 Worthington/Fullerton	2.25	28 Stylianou/Cockburn	3.23
17 Ruddick/Ambrose	2.52	29 Wilson/Wilson	3.27
Downing/Sams	2.52	Peel/Dwyer	3.27
19 Jewels/Kortlang	3.00	31 House/Hanlon	3.28
20 McLoughlin/Clark	3.02	32 Nixon-Smith/Ward	3.35
Whiteside/Mitchell	3.02	33 Morrison/Vivian	3.42
22 Barry/Malcolm	3.05	34 Eglesfield/O'Connor	3.44
23 Cutts/Ryan	3.07	35 Harvey/George	4.15
24 Faldt/Dean	3.09	36 McKinlay/Ovens	4.19
25 Kabel/Kabel	3.10	37 Walker/Perry	4.21
26 McLean/Clydesdale	3.12	Coker/Nutter	4.21

Div 2 Sec 8

1 Carr/Gocentas	0.00	19 Barry/Malcolm	5.15
Dunkerton/Beaumont	0.00	20 Worthington/Fullerton	5.35
Bell/Shepherd	0.00	21 Eglesfield/O'Connor	5.36
Bond/Dawson Damer	0.00	22 White/Dougan	6.24
5 Fury/Suffern	0.22	23 Ruddick/Ambrose	6.37
6 Slater/Halloran	1.32	24 Whiteside/Mitchell	7.07
7 Taylor/Weale	1.36	25 Stylianou/Cockburn	7.12
8 Browning/Meller	1.53	26 Downing/Sams	7.35
9 Mulligan/Moule	2.25	Faldt/Dean	7.35
10 Neale/Dodd	2.45	28 Morrison/Vivian	7.49
11 Jones/Pearson	2.46	29 Wilson/Wilson	7.52
12 Brown/Moir	3.02	30 House/Hanlon	8.28
13 Gynther/Paulsen	3.06	31 Nixon-Smith/Ward	8.54
14 McLoughlin/Clark	4.12	32 McKinlay/Ovens	9.00
15 Swaysland/Hall	4.30	33 Peel/Dwyer	9.46
16 Cutts/Ryan	4.40	34 Kabel/Kabel	11.28
17 Jewels/Kortlang	4.59	35 Coker/Nutter	11.40
18 Lloyd/Dick	5.04	36 Harvey/George	18.58

Division 2 times

1 Carr/Gocentas	2.01	21 Ruddick/Ambrose	42.51
2 Dunkerton/Beaumont	5.21	22 Whiteside/Mitchell	43.36
3 Bond/Dawson Damer	9.08	23 Jewels/Kortlang	45.51
4 Fury/Suffern	9.36	24 White/Dougan	47.31
5 Bell/Shepherd	13.15	25 House/Hanlon	49.01
6 Slater/Halloran	15.42	26 Nixon-Smith/Ward	50.06
7 Jones/Pearson	16.44	27 Wilson/Wilson	53.49
8 Browning/Meller	17.07	28 Peel/Dwyer	59.56
9 Mulligan/Moule	21.19	29 McKinlay/Ovens	66.44
10 Brown/Moir	23.41	30 Kabel/Kabel	68.42
11 Neale/Dodd	27.37	31 Morrison/Vivian	70.33
12 Taylor/Weale	33.36	32 Coker/Nutter	71.04
13 McLoughlin/Clark	34.41	33 Harvey/George	73.57
14 Lloyd/Dick	35.01	34 Stylianou/Cockburn	78.08
15 Eglesfield/O'Connor	36.53	35 Downing/Sams	117.29
16 Cutts/Ryan	37.07	36 Faldt/Dean	128.53
17 Gynther/Paulsen	37.23	37 McLean/Clydesdale	152.57
18 Swaysland/Hall	38.13	38 Walker/Perry	291.09
19 Barry/Malcolm	40.34	39 O'Shanesy/Garbutt	339.26
20 Worthington/Fullerton	42.10	40 Tindall/Tindall	415.31

Positions after 2 Divisions

1 Carr/Gocentas	4.52	7 Browning/Meller	23.34
2 Dunkerton/Beaumont	8.18	8 Jones/Pearson	23.36
3 Bond/Dawson Damer	9.08	9 Mulligan/Moule	27.59
4 Fury/Suffern	9.36	10 Brown/Moir	31.16
5 Bell/Shepherd	17.49	11 Neale/Dodd	35.47
6 Slater/Halloran	22.35	12 Taylor/Weale	41.37

Continued next page

Positions after 2 Divisions continued

13 McLoughlin/Clark	45.00	27 House/Hanlon	76.02
14 Gynther/Paulsen	45.48	28 Peel/Dwyer	84.48
15 Eggesfield/O'Connor	46.07	29 McKinlay/Ovens	85.33
16 Lloyd/Dick	46.13	30 Morrison/Vivian	92.33
17 Cutts/Ryan	47.49	31 Coker/Nutter	94.42
18 Swaysland/Hall	49.40	32 Stylianou/Cockburn	95.52
19 Worthington/Fullerton	51.52	33 Kabel/Kabel	97.16
20 Ruddick/Ambrose	54.25	34 Harvey/George	102.52
21 Jewels/Kortlang	56.31	35 Downing/Sams	136.10
22 Barry/Malcolm	56.55	36 McLean/Clydesdale	164.42
23 Whiteside/Mitchell	58.08	37 Faldt/Dean	167.08
24 Nixon-Smith/Ward	70.06	38 Walker/Perry	314.32
25 Wilson/Wilson	70.47	39 O'Shanesy/Garbutt	362.05
26 White/Dougan	72.35	40 Tindall/Tindall	415.31

Div 3 Sec 2

1 Carr/Gocentas	1.56	17 Jewels/Kortlang	4.37
2 Bond/Dawson Damer	2.02	18 Ruddick/Ambrose	4.38
3 Dunkerton/Beaumont	2.14	19 Eggesfield/O'Connor	5.02
4 Bell/Shepherd	2.16	20 Whiteside/Mitchell	5.34
5 Fury/Suffern	2.18	21 Stylianou/Cockburn	5.41
6 Slater/Halloran	2.50	22 Worthington/Fullerton	5.58
7 Jones/Pearson	2.56	23 House/Hanlon	6.08
Browning/Meller	2.56	24 Wilson/Wilson	6.12
9 Mulligan/Moule	3.29	25 Barry/Malcolm	6.16
10 Neale/Dodd	3.35	26 McKinlay/Ovens	6.25
11 Brown/Moir	3.48	27 Nixon-Smith/Ward	6.44
Gynther/Paulsen	3.48	28 Peel/Dwyer	6.55
13 Lloyd/Dick	4.11	29 O'Shanesy/Garbutt	6.57
14 Cutts/Ryan	4.16	30 Coker/Nutter	7.26
15 Downing/Sims	4.34	31 Faldt/Dean	7.35
16 Swaysland/Hall	4.36		

Div 3 Sec 4

1 Carr/Gocentas	0.28	17 Worthington/Fullerton	3.07
2 Dunkerton/Beaumont	0.45	18 Ruddick/Ambrose	3.08
3 Bond/Dawson Damer	1.02	19 Wilson/Wilson	3.13
4 Bell/Shepherd	1.12	20 Downing/Sims	3.14
5 Fury/Suffern	1.18	21 Peel/Dwyer	3.25
6 Browning/Meller	1.24	22 Nixon-Smith/Ward	3.34
7 Slater/Halloran	1.32	23 House/Hanlon	3.36
8 Jones/Pearson	1.38	24 Stylianou/Cockburn	3.40
9 Brown/Moir	2.18	25 Faldt/Dean	3.46
10 Jewels/Kortlang	2.19	26 Lloyd/Dick	3.49
11 Neale/Dodd	2.23	27 Coker/Nutter	3.52
12 Mulligan/Moule	2.24	28 McKinlay/Ovens	4.00
13 Cutts/Ryan	2.31	29 O'Shanesy/Garbutt	4.19
14 Eggesfield/O'Connor	2.39	30 Gynther/Paulsen	7.03
15 Swaysland/Hall	2.50	31 Barry/Malcolm	7.14
16 Whiteside/Mitchell	3.03		

Div 3 Sec 6

1 Carr/Gocentas	0.39	15 Jewels/Kortlang	8.44
2 Dunkerton/Beaumont	0.41	16 House/Hanlon	9.17
3 Bond/Dawson Damer	1.05	17 Barry/Malcolm	10.02
4 Fury/Suffern	1.44	18 Eggesfield/O'Connor	10.35
5 Bell/Shepherd	1.45	19 Wilson/Wilson	10.38
6 Slater/Halloran	2.59	20 Nixon-Smith/Ward	10.45
7 Browning/Meller	4.00	21 McKinlay/Ovens	11.00
8 Brown/Moir	4.36	22 Cutts/Ryan	11.50
9 Mulligan/Moule	5.00	23 Ruddick/Ambrose	12.04
10 Worthington/Fullerton	5.11	24 Peel/Dwyer	12.09
11 Jones/Pearson	5.17	25 Coker/Nutter	12.40
12 Neale/Dodd	5.26	26 Downing/Sams	14.53
13 Gynther/Paulsen	6.23	27 Faldt/Dean	15.05
14 Lloyd/Dick	6.47	Stylianou/Cockburn	15.05

Division 3 Section 6 continued

29 Swaysland/Hall 15.24
30 Whiteside/Mitchell 15.42

31 O'Shanesy/Garbutt 23.30

Div 3 Sec 8

1 Carr/Gocentas 0.00
Dunkerton/Beaumont 0.00
Bell/Shepherd 0.00
Fury/Suffern 0.00
Jones/Pearson 0.00
Bond/Dawson Damer 0.00
Browning/Meller 0.00
Slater/Halloran 0.00
9 Gynther/Paulsen 2.09
10 Neale/Dodd 2.24
11 Lloyd/Dick 5.21
12 Mulligan/Moule 6.13
13 Whiteside/Mitchell 6.28
14 Jewels/Kortlang 6.30

15 Egglefield/O'Connor 8.21
16 Cutts/Ryan 8.46
17 Worthington/Fullerton 9.30
18 House/Hanlon 11.51
19 Faldt/Dean 11.54
20 Nixon-Smith/Ward 12.36
21 Stylianou/Cockburn 14.11
22 Barry/Malcolm 14.37
23 Wilson/Wilson 16.08
24 McKinlay/Ovens 16.27
25 O'Shanesy/Garbutt 18.52
26 Coker/Nutter 33.05
27 Ruddick/Ambrose 46.11
28 Bowning/Sams 56.55

Div 3 Sec 10

1 Bond/Dawson Damer 3.21
2 Dunkerton/Beaumont 4.11
3 Carr/Gocentas 4.15
4 Jones/Pearson 4.43
5 Slater/Halloran 5.12
6 Browning/Meller 5.30
7 Fury/Suffern 5.48
8 Mulligan/Moule 6.23
9 Neale/Dodd 6.48
10 Worthington/Fullerton 7.02
11 Whiteside/Mitchell 7.46
12 Gynther/Paulsen 8.03

13 Cutts/Ryan 8.27
14 Lloyd/Dick 8.46
15 Jewels/Kortlang 9.45
16 Stylianou/Cockburn 10.09
17 Faldt/Dean 10.37
18 Coker/Nutter 10.42
19 Nixon-Smith/Ward 12.01
20 O'Shanesy/Garbutt 12.44
21 McKinlay/Ovens 13.17
22 Barry/Malcolm 15.38
23 Egglefield/O'Connor 17.58
24 House/Hanlon 22.23

Div 3 Sec 12

1 Bond/Dawson Damer .40
2 Browning/Meller .51
3 Dunkerton/Beaumont .55
4 Slater/Halloran .57
5 Fury/Suffern .58
6 Mulligan/Moule .59
7 Jones/Pearson 1.01
8 Neale/Dodd 1.06
9 Carr/Gocentas 1.15
10 Egglefield/O'Connor 1.20
11 Jewels/Kortlang 1.23
12 Worthington/Fullerton 1.30

13 Cutts/Ryan 1.31
14 Stylianou/Cockburn 1.33
15 Whiteside/Mitchell 1.34
16 Lloyd/Dick 1.36
17 O'Shanesy/Garbutt 1.51
18 House/Hanlon 1.59
19 Faldt/Dean 2.02
20 Nixon-Smith/Ward 2.12
21 McKinlay/Ovens 2.16
22 Coker/Nutter 2.17
23 Barry/Malcolm 3.17
24 Gynther/Paulsen 4.19

Div 3 Sec 14

1 Bond/Dawson Damer .59
2 Dunkerton/Beaumont 1.07
3 Carr/Gocentas 1.10
Slater/Halloran 1.10
5 Fury/Suffern 1.11
Browning/Meller 1.11
7 Jones/Pearson 1.13
8 Neale/Dodd 1.17
9 Mulligan/Moule 1.21
10 Cutts/Ryan 1.25
11 Worthington/Fullerton 1.26
12 Egglefield/O'Connor 1.28

13 Faldt/Dean 1.32
14 Nixon-Smith/Ward 1.34
15 Whiteside/Mitchell 1.35
16 Jewels/Kortlang 1.38
17 Coker/Nutter 1.46
18 McKinlay/Ovens 1.47
19 House/Hanlon 1.49
Stylianou/Cockburn 1.49
21 Barry/Malcolm 2.12
22 Lloyd/Dick 2.29
23 Gynther/Paulsen 3.17
24 O'Shanesy/Garbutt 9.37

Div 3 Sec 17

1 Dunkerton/Beaumont	29	14 Lloyd/Dick	1.59
2 Fury/Suffern	34	15 Peel/Dwyer	2.15
3 Bond/Dawson Damer	40	16 Nixon-Smith/Ward	2.22
4 Carr/Gocentas	45	17 Stylianou/Cockburn	2.28
5 Browning/Meller	55	18 Whiteside/Mitchell	2.31
6 Mulligan/Moule	1.03	19 McKinlay/Ovens	2.34
7 Neale/Dodd	1.06	20 Faldt/Dean	2.39
8 Slater/Halloran	1.09	21 House/Hanlon	2.48
9 Jones/Pearson	1.13	22 Coker/Nutter	2.52
10 Eggesfield/O'Connor	1.16	23 O'Shanesy/Garbutt	3.07
11 Cutts/Ryan	1.26	24 Barry/Malcolm	3.14
12 Worthington/Fullerton	1.30	25 Gynther/Paulsen	4.17
13 Jewels/Kortlang	1.46		

Times for Division 3

1 Bond/Dawson Damer	9.49	14 Whiteside/Mitchell	44.13
2 Dunkerton/Beaumont	10.22	15 Eggesfield/O'Connor	48.39
3 Carr/Gocentas	10.28	16 Nixon-Smith/Ward	51.48
4 Fury/Suffern	13.51	17 Mulligan/Moule	54.52
5 Slater/Halloran	15.49	18 Faldt/Dean	55.10
6 Browning/Meller	16.47	19 McKinlay/Ovens	57.54
7 Jones/Pearson	18.01	20 Stylianou/Cockburn	58.36
8 Neale/Dodd	24.05	21 House/Hanlon	66.51
9 Lloyd/Dick	34.58	22 Coker/Nutter	76.42
10 Worthington/Fullerton	35.09	23 O'Shanesy/Garbutt	90.57
11 Jewels/Kortlang	36.42	24 Barry/Malcolm	97.30
12 Gynther/Palsen	39.19	25 Peel/Dwyer	483.44
13 Cutts/Ryan	40.12	26 Wilson/Wilson	571.11

FINAL RESULTS

1 Carr/Gocentas	15.20	14 Jewels/Kortlang	93.13
2 Dunkerton/Beaumont	18.40	15 Eggesfield/O'Connor	94.46
3 Bond/Dawson Damer	22.11	16 Whiteside/Mitchell	102.21
4 Fury/Suffern	27.14	17 Nixon-Smith/Ward	121.54
5 Slater/Halloran	38.24	18 House/Hanlon	142.53
6 Browning/Meller	40.21	19 McKinlay/Ovens	143.27
7 Jones/Pearson	41.37	20 Barry/Malcolm	154.25
8 Neale/Dodd	59.52	21 Stylianou/Cockburn	154.28
9 Lloyd/Dick	81.11	22 Coker/Nutter	171.24
10 Mulligan/Moule	82.51	23 Faldt/Dean	222.18
11 Gynther/Paulsen	85.07	24 O'Shanesy/Garbutt	453.02
12 Worthington/Fullerton	87.01	25 Peel/Dwyer	568.32
13 Cutts/Ryan	88.01	26 Wilson/Wilson	641.58

Lutwiche Learnings

Great praise was accorded to the Plessey VHF units used for communications during the event - courtesy of Queensland Communications

Our much under-publicised and under-rated Dennis Brown put up some very good times with Ross Moir in the Datsun then had a bit of a shunt in the early hours of the morn.

At our first control cheeky Jim Reddiex said something rude about TIMS but for the life of me I cant remember what it was. I wish I could since she won the ladies class in the Autocross shes been insufferable.

Dave Ambrose looked very sleepy at our second control. When I tried to get his time card he said "I think I'll have a few more minutes mummy" and gave me a kiss. Nice one Dave.

Boyd Ovens was his calm cool self - only demanding in the loudest possible tones that I get his time right.

Tara Lions Weekend

Tara Lions Off Road Rally 20th & 21st May 1978

Saturday afternoon saw the running of the first prologue to determine start positions in a long course off road event. The system was favourably accepted by competitors and gave everyone an idea of what they would face on the Sunday. Unfortunately the Cheetah of Roy Jarvis and Phil Delaney threw a flywheel and was unable to start on Sunday. They did however end up having a good day on one of the controls. Thanks fellas.

Sundays proceedings involved two 72 km sections, each section consisting of 4 X 18km loops run over a common course. 13 competitors started section 1.

Section 1

Loop 1 :- Brian Mannion and Dave Farley were the first of many to eventually get bogged in the first creek crossing. They were extracted (after a minor delay) by the tow vehicles provided and the rest of the field poured through. The sand and water combination proved too much for Dave and Debbie Chadwicks Condor Buggys clutch and they retired at this point.

Loop 2 :- With the field circulating at a consistent pace, Brian Mannion and Dave Farleys Baja hit a stump, wrecking front and back ends. Exit Brian.

Loop 3 :- The big sandy creek crossing claimed its first victim when Eric and Selena Bonds Baja broke its back end in one of the numerous holes. Exit the Baja class. Nev Roser and Shelley Brennan in a Marx Tow'd retired after their motor began making some rather disturbing noises. At this stage the rally was still wide open with nothing between the top five competitors.

Loop 4 :- After running with the best of them all morning, Gary Wolfe and Ian Bakers Cheetah finally decided it could do without second gear, Gary thought otherwise and retired. Col Leavey and Dave Ellendon, who had been having electrical problems with the Tow'd for most of the morning, also retired on this loop.

Section 1 Results

Poots/Bloem	8	points
Blackburn/Van Doore	10	"
Loy/McCreery	12	"
Baird/Cohen	16	"
Croucher/Schmeid	20	"
Watkinson/Coogen	30	"
Hunt/Davis	56	"

Section 2

Loop 1 :- After the lunch break the seven remaining vehicles headed out again, but only six returned. Ken Hunt and Kike Davis had run out of brakes in the buggy and retired.

Loop 2 :- No retirements, fancy that !

Loop 3 :- Still no retirements ! !

Loop 4 :- This loop saw the retirement of 3 buggies which were very unlucky not to finish and run a place. Steve Blackburn and Theo Van Dore's Kelpie Buggy finally retired after suffering front end damage in a towing accident at the water crossing. Bob Baird and Peter Cohens Marx Tow'd suffered a differential failure at the big sandy creek crossing. Paul Watkinson and Wayne Coogan in the Cheetah ran out of fuel after losing a fuel line. They got back under their own power, after getting fuel from a sweep vehicle.

The Finish

Three vehicles finished :-

Tom Poots/Bill Bloem	Southern Cross Buggy	1st Outright 1st Class 1
Cedric Loy/Pat McCreery	LWD Daihatsu	2nd Outright 1st Class 5
George Croucher/Gunter Schmeid	Cheetah Buggy	3rd Outright 1st Class 2

Tom Poots had his first taste of victory in this event. He drove a very good, consistent rally, ably navigated by Bill Bloem, a member of the Buggy Assoc of Victoria and a regular competitor in Southern events. Congratulations Tom, not before time.

Not wishing to take anything away from Tom and Bills excellent win, I feel that Cedric Loy and Pat McCreerys efforts must rank as the best of the day. For a 1600 cc Daihatsu to end up only 5 minutes behind possibly the fastest off road buggy in a straight line in Australia must prove something, I'm not quite sure what, but in any case, in my book, it was the best performance of the day.

George Croucher and Gunter Schmeid circulated the course in the consistent manner which has proved so successful in the past. Not quite quick enough this time, but an excellent result just the same.

Special thanks must go to the following people for their invaluable assistance on the day.

The Tara Lions Club

Whose members set up the course and manned several trouble spots during the day. Roy, Wayne, Don and the others - thanks fellas.

The Assistant Directors

Bruce Taylor who manned the start/finish control and did the timing. Nev Wilton and his able assistants Penny Baker, Ian Wolfe and Grant Fahey who manned the main trouble spot, the wet creek crossing.

The Control Officials

Roy Jervis and Phil Delaney who were unable to run because of mechanical failure gave up their days spectating to help out. Col Wilton and Aaron Fahey whose CB Radio proved its worth in following the progress or otherwise of the competitors.

The Event Secretary

Marianne Fahey for the moral support before, during and after the event, quite apart from her duties as Secretary.

There were of course amny others, so to everybody concerned - thanks people ! the event could not have been the success it was without your support.

Next year we'll have no water and more distance. (Bigger and Better)

Ian Bond

(Tara '78 continues overleaf with Pat McCreerys fascinating report, plus the results summary, Big Ed's eyeview and the Day Run and Notorkhana reports)

Tara Lions Off Road Spectacular (Or Brass Monkey Special
- So the boys said)

A great pity the weather was bad - I don't think the temperature got above minus 10 degrees all day, and someone who seemed to be in the know said he was sure they were snow clouds on top, (The well travelled TIMS also said that - B.E.) but it was too cold for the little snowflakes to visit us.

On with the rally - a very good track - I loved the creek crossings what a pity they filled the first one in - we wouldn't have had any competition at all then - only kidding - we need stacks more competitors preferably in four-wheel-drives.

Saturday's prologue was a great warmer-upper. Just a nice length with the little curly bits in the middle. I am afraid that we just about doubled the clearance in those little winding tracks - it looked like a fence of newly cut branches had been laid out all along the way. We will be able to start four abreast next time if we use the same track.

After the prologue, we proceeded to Tara and booked in to the Motel and went to the Lions Fete for steak hamburgers etc. Back to the Motel to clean up for the social at the golf club. \$1.00 at the door was a bit of a shock, but small towns seem to charge for everything, maybe that's why they're small towns. (All in the name of charity - B.E.) Everybody turned up for the drivers briefing, a few ales or whatever, and a bit of dancing. We called it a night at about 10.30 although I believe a hardy few?? remained until the small hours of the morning.

Back to the Motel again for a spider hunt. Cedric's daughter Helen, my daughters Susan and Katrina were sharing one room, and they found a large hairy spider (no they don't drink) on the bedroom wall. Amidst many screams etc. Mother came to the rescue - both fathers decided discretion was the better part of valour and left it to me. Whilst I can take Cedric's driving without a murmur (or not very many anyway) I have a 'thing' about large hairy spiders.

As the start had been put back to 8.30 am we all decided to have breakfast at the Motel. Bad idea - I don't know whether they didn't like us, but after a long wait most of the group went up to the dining room, where they got some of their 6.45 breakfast at 7.30, others went out to the track and ate out there.

We started in third position, and did the first four laps in reasonable times, without too much drama on our part, however I believe Mr Poots' navigator nearly had a heart attack when we appeared on his tail at the first creek crossing. Made you put your foot down didn't we Tom. Had a bit of fun getting through the sand crossing - missed it twice, the third lap poor old Eric Bond had problems half way up, so we went straight up the bank. Didn't save us much, because we had to back and fill to get back on the track.

After another of the crossings there was a stump that must have been the luckiest thing of the day - I don't know how the buggies handled it, but we gave it a few frights. The long straights were welcome after all the weaving in and out of the trees, and I believe the water jump towards the end of the lap provided a few laughs for the spectators, and the fir tree at the next bend was rather well pruned.

It was a very good course, suited to most vehicles. Not really rough, although it chopped up a bit towards the end, and best of all, I think, was a test of driver skill as well as engineering quality. The track was well marked, and it was very hard to take the wrong track. The 'Danger' signs were in all the right places at the right time.

All in all, I think the Off-Road section was very well handled - many thanks Ian and Marianne, and of course all their minions, I hope to be able to attend other events in the same area, although I would prefer the temperature to be above zero if possible. My overalls just don't permit the wearing of too much underneath.

The events going on in the next field looked most entertaining - although one of the spectators who came up from Brisbane was a bit put off with the \$5.00 entry fee. I didn't see much of it, but I believe one of our members was quite successful. No doubt he will tell you all about that section himself..

The awards were given out around the bar (It was so much warmer there you wouldn't believe it) all those hardy people standing around with yellow cans in their hands. I clutched a paper cup myself, scotch is so much more warming.

Only complaint about the day - lack of publicity - I know we have some problems about insurance, but maybe the Lions could have advertised it in their newsletters in Brisbane and the surrounding areas, as there were quite a number of followers of the sport who didn't know it was on until too late to make arrangements. And we do have quite a few enthusiastic followers who are not members of the B.S.C.C. for our newsletters.

Next year we must work on it..

P.S. I think our Daihatsu made some of the local Suzuki boys think.

Pat McCreery

Tara Lions Off Road Rally - Results Summary

Prologue Times

Gary Wolfe/Ian Baker	4 03.0	Class 1
Roy Jarvis/Phil Delaney	4 09.5	" 1
Eric Bond/Selena Bond	4 27.0	" 4
Cedric Loy/Pat McCreery	4 27.2	" 5
Tom Poots/Bill Bloem	4 31.0	" 1
Ken Hunt/Mike Davis	4 34.1	" 1
Steve Blackburn/Theo Van Dore	4 35.1	" 2
Brian Mannion/Dave Farley	4 40.0	" 4
Bob Baird/Peter Cohen	4 43.1	" 1
George Croucher/Gunter Schmied	4 46.0	" 2
Col Leavey/Dave Ellendon	4 51.1	" 2
Nev Roser/Shelley Brennan	DNS	" 1
Paul Watkinson/Wayne Coogan	DNS	" 2
Dave Chadwick/Debbie Chadwick	DNS	" 3

The following times are all whole minutes

Loop 1

1 K Hunt/M Davis	20
C Leavey/D Ellenden	20
3 G Wolfe/I Baker	21
E Bond/S Bond	21
C Loy/P Mc Creery	21
T Poots/B Bloem	21
S Blackburn/T Van Dore	21
8 B Baird/P Cohen	22
9 G Croucher/G Schmied	24
P Watkinson/W Coogan	24
11 N Roser/S Brennan	27
12 B Mannion/D Farley	28

Loop 2

1 G Wolfe/I Baker	20
C Loy/P McCreery	20
T Poots/B Bloem	20
B Baird/P Cohen	20
5 E Bond/S Bond	21
S Blackburn/T Van Dore	21
G Croucher/G Schmied	21
8 P Watkinson/W Coogan	23
9 C Leavey/D Ellenden	27
10 K Hunt/M Davis	33
11 N Roser/S Brennan	46

Positions halfway through the first section

1 G Wolfe/I Baker	41	Class 1
C Loy/P McCreery	41	Class 5
T Poots/B Bloem	41	Class 1
4 B Baird/P Cohen	42	Class 1
E Bond/S Bond	42	Class 4
S Blackburn/T Van Dore	42	Class 2
7 G Croucher/G Schmied	45	Class 2
8 P Watkinson/W Coogan	47	Class 2
C Leavey/D Ellenden	47	Class 1
10 K Hunt/M Davis	53	Class 1
11 N Roser/S Brennan	73	Class 1

Loop 3

1 S Blackburn/T Van Dore	19
2 G Wolfe/I Baker	20
T Poots/B Bloem	20
4 C Loy/P McCreery	21
B Baird/P Cohen	21
G Croucher/S Schmied	21
8 P Watkinson/W Coogan	22
9 K Hunt/M Davis	26
10 C Leavey/D Ellenden	68

Loop 4

1 T Poots/B Bloem	19
2 C Loy/P McCreery	20
S Blackburn/T Van Dore	20
G Croucher/G Schmied	20
5 B Baird/P Cohen	21
6 P Watkinson/W Coogan	22
7 K Hunt/M Davis	25

+++ Halfway Results : See Report +++

Loop 5

1 T Poots/B Bloem	19	3 G Croucher/G Schmied	20
S Blackburn/T Van Dore	19	5 P Watkinson/W Coogan	22
3 C Loy/P McCreery	20	6 B Baird/P Cohen	26

Loop 6

1 T Poots/B Bloem	19	3 B Baird/P Cohen	21
2 G Croucher/G Schmied	20	5 P Watkinson/W Coogan	22
3 C Loy/P McCreery	21	6 S Blackburn/T Van Dore	30

Loop 7

1 T Poots/B Bloem	19	4 G Croucher/G Schmied	22
2 G Loy/P McCreery	20	P Watkinson/W Coogan	22
3 B Baird/P Cohen	21	6 S Blackburn/T Van Dore	28

Loop 8

1 C Loy/P McCreery	20	3 T Poots/B Bloem	21
G Croucher/G Schmied	20	4 P Watkinson/W Coogan	22

Big Ed's Eye View

TIMS and I travelled up early on Saturday morning with Harry the Hairy Hidiot, our boon travelling and sleeping companion in attendance.

Our arrival was not greeted with semi-clad maidens strewing rose petals before us, in fact enquiries as to the venue for race, only brought a slow puzzled grin to the smock clad yokel dishing out the petrol. I enlisted the aid of a youth to help me put the knobblies onto the front of the Civic, he jacked up the car, and let it down. Jacked up the car, and let it down. Jacked up the car, and before he could manipulate the jack handle to drop the Civic to earth again I manouevred him out of the way. TIMS got him in a vice like grip and I quickly changed the wheels round. Last we saw of him he was trying to put a quart of oil into an old Holden through the dipstick hole. Theres nothing like a weekend in the country.

Off to the property where we joined a small select group in tented compound. Putting up the (borrowed) tent proved troublesome till we found the dog wrestling a puppy on it. A well placed boot solved that problem and he proceeded on his daily 200 metre dash. He passed Marianne about every five seconds till he did a handbrake turn and earned himself a WD. Going off in a huff he found something disgusting to roll on and we returned to town for the day run.

Normally we dont do day runs, but we entered as an act of courtesy. This run was somewhat different than normal. Of course it was a short untimed event, but instead of going three times round the town it departed to the bush. All the locals knew exactly where it was going, and they all rushed off leaving us and Noel Lawson/Greg Hodder wondering what the instructions meant. When we finally got going we found the roads (?) rough and very boggy. But it was a splendid way of spending Saturday afternoon, and some of the little tracks were great pieces of property, especially the back road into ^{the} Off Road event property. Some of the instructions were a trifle odd, "Follow the route" was exactly what we had in mind if only we knew which way to go. Anyway back to the finish where we borrowed a hose from a resident (and if Australian COUNTRY people arnt the salt of the earth then I dont know who is) to clean the windows and lights. Noel left his car in the shell shocked state in which it returned, the next day he was asked if he was a "Professional Rally Driver", well like the girl in the song "He didnt say yes, and he didnt say no", just leaving the impression that the Holden Dealer team were flashing cables around the country, looking for him at that precise moment.

Back to the Church fete for steak sandwiches (Well hammered meat I'm delighted to say) and a drop of the amber fluid. Then the Off Road boys arrived with their vehicles on trailers. As a

public relations exercise this was a great success - especially with the kids. When I saw Ken Hunt being charged by about a thousand tots I thought they'd mistaken him for The Fonz. Tom Poots, his long golden hair flowing from under his Seventh Cavalry hat, was last seen firing his Colt revolver into a screaming pack of red skinned savages (This will teach the kids to stand too close to the electric can opener when they're opening the beetroot).

Then it was off to the Golf Club for 'Briefing'. What a convivial evening this was, nothing like a few beers with a bunch of your mates. The room was dense and so were the crowd.

Then it was time for us to ignore the fleshpots of the Big City and retire to the tent. O what a night. Just TIMS the dog and me, and one of us was having wind, no names no pack-drill but I did see the dog with his paws over his nose and I haven't had a baked bean for weeks.

7am, the dawning of The Big Day. Up to chase the dog away from the Geese and for a delicious breakfast.

The Off Road event started a 9a.m. For once a start later than advertised was a good thing, although the day never achieved any great warmth 9 o'clock was twice as warm as 7.30 and those creek crossings were very deep. All the competitors I saw during the day looked frozen, Debbie Chadwick, being rather more willowy than the average, was a positive blurr.

Darling Downs Sporting Car Club - Motorkhana

Within metres of our tent and feet of the Off Road Event, the DDSCC had laid out four tests on the smoothest paddock I've been in since our event last year at Toombul Shopping Centre. Thirteen entries were received including a couple of 4 WD's who were honour bound to keep in 2 WD. The event started rather late but with the general excitement this was understandable.

When I started the event I anticipated lots of movement from the rear of the car as the tyres were full of mud, however so was the handbrake so I had to discover left foot braking to kill the demon understeer. The event was won by Queensland champion Greg Wolski - a great crowd favourite with his special. Entries from our club (and near relatives) were Noel Lawson and Greg Hodder in Noels Corolla, Allan Hunt in his Yak seat covered Datsun and Tims and myself.

Times of interest to BSCC members (Driver, car, class, time, class pos, O/A pos)

<u>Test 1</u>						<u>Test 2</u>					
1	Greg Wolski	Spl F	31.7	1	1	1	Greg Wolski	Spl F	55.5	1	1
2	Big Ed	Civ A	33.5	2	1	3	Big Ed	Civ A	59.0	3	1
4	Greg Hodder	Cor B	36.7	4	1	4	Greg Hodder	Cor B	63.0	4	1
5	TIMS	Civ A	36.8	5	2	5	TIMS	Civ A	63.5	5	2
7	Noel Lawson	Cor B	38.5	7	3	7	Alan Hunt	Dat C	70.0	7	1
11	Alan Hunt	Dat C	47.0	11	=1	13	Noel Lawson	Cor B	83.9	13	4

Positions after two rounds

1	Greg Wolski	Spl F	87.2	1	1	5	TIMS	Civ A	100.3	5	2
3	Big Ed	Civ A	92.5	2	1	8	Allan Hunt	Dat C	117.0	8	1
4	Greg Hodder	Cor B	99.7	4	1	11	Noel Lawson	Cor B	122.4	11	3

Test 3

1	Greg Wolski	Spl F	31.5	1	1
4	Allan Hunt	Dat C	43.3	4	1
5	Big Ed	Civ A	44.0	5	1
6	Greg Hodder	Cor B	46.0	6	2
11	TIMS	Civ A	51.4	11	2
13	Noel Lawson	Cor B	63.2	13	4

Test 4

1	N McIntosh	Spl F	30.0	1	1
2	Allan Hunt	Dat C	30.2	=2	=1
6	Noel Lawson	Cor B	30.8	6	1
7	Big Ed	Civ A	31.5	7	1
8	Greg Hodder	Cor B	32.8	8	2
10	TIMS	Civ A	33.8	10	2

Lunchtime Positions were as follows

1	Greg Wolski	Spl F	149.9	1	1	6	TIMS	Civ A	185.5	6	2
3	Big Ed	Civ A	167.5	3	1	7	Allan Hunt	Dat C	190.5	7	1
5	Greg Hodder	Cor B	178.5	4	2	13	Noel Lawson	Cor B	216.4	13	4

Test 4

1	N McIntosh	Spl F	31.0	1
3	Big Ed	Civ A	32.7	3
4	Greg Hodder	Cor B	34.4	4
5	Noel Lawson	Cor B	35.2	5
7	Allan Hunt	Dat C	36.5	7
8	TIMS	Civ A	38.3	8

Test 5

1	Greg Wolski	Spl F	30.0	1	1
3	Big Ed	Civ A	35.0	3	1
5	Greg Hodder	Cor B	36.5	5	2
6	Allan Hunt	Dat C	40.4	6	1
9	TIMS	Civ A	50.5	9	2
10	Noel Lawson	Cor B	51.6	10	4

Test 7

1	N McIntosh	Spl F	29.3	1
2	Big Ed	Civ A	30.4	2
3	Noel Lawson	Cor B	30.6	3
5	Greg Hodder	Cor B	32.1	5
7	TIMS	Civ A	33.4	7
13	Allan Hunt	Dat C	41.1	13

Results

1	Greg Wolski	Spl F	242.9	1	1
3	Big Ed	Civ A	266.1	3	1
5	Greg Hodder	Cor B	281.5	5	2
6	TIMS	Civ A	307.7	6	2
7	Allan Hunt	Dat C	308.5	7	1
13	Noel Lawson	Cor B	353.8	13	4

The prizegiving for the weekends events was held in the catering area by the beer tent. This was a really good idea since it saved our mob an extra hours travelling too and from Tara. The presentation was under the auspices of the Tara Lions President and our own 'El Presidente' Alan Lawson. The (on the whole) bashful prize winners took their winnings and had a few words and the wittest speech was from me (I won a super crystal decanter set).

Homeward bound we came across what seemed like most of the Off Roaders stopped by the side of the road inspecting their vehicles security - perhaps they felt there was too much jiggling in the rigging.

Lovely weekend thank one and all, especially TARA LIONS and the Lawsons, Lawsons rellies and the DDSCC.

A belated report from Oxenford (subtitled "How the mighty have fallen" or a Daihatsu on 4 wheels is worth 2 on their side)

The photographers at Oxenford had a field day, with all the vehicles doing their thing, throwing up dirt along the main roads, rocks, sand and branches along the unmade bits, together with the odd bit of mud thrown in.

The second lap saw the beginning of our comedy of errors, the radiator overflow bottle leaked onto the main fuse, which blew; about 30 yards further on Cedric decided to catch up some time and took a corner just a little short. After extricating ourselves from the harness we had to get the little beast back on it wheels again. Hank Kable and his partner in a Suzuki pulled up and helped us to our feet. He is a real gentleman of the sport (its a pity he drives such a funny little truck). After all that, taking off in great clouds of dust, we knocked down a sign board - back up at a million miles an hour and put it up again - big brother is always on the lookout for such misdemeanours. After that we continued on our merry way. Unfortunately a short distance further on we came upon a buggy with an injured navigator - its amazing - they never manage to bend a driver, it is always one of us. I believe Mr Kable came to the rescue again with his triangles - he really should be driving a Daihatsu.

I think we can all thank the organisers for an excellent day and trust they can be persuaded to do it again soon.

Pat McCreery

E.S.C.C. Autocross 14-May-78

No less than 36 people turned up at Rocklea on the day and entered for Lee (Knees) Drummonds autocross. A strong Off Road contingent came along to give their noisy beasts a blast in the confined spaces of the paddock next to the sewage farm. After a highly successful dinner the previous night I was feeling like death and O the noise, the bright colours, the agony.

Practice times were as follows: (O/A Pos, driver, class, time, class pos)

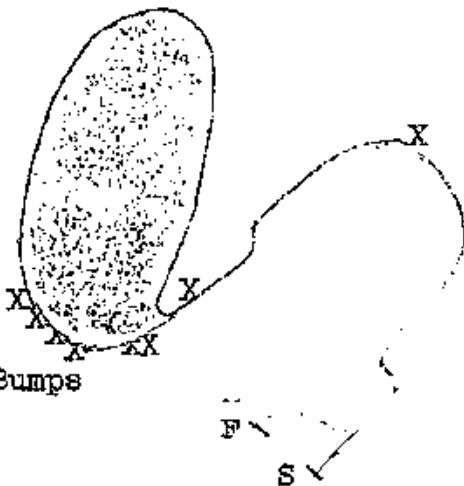
1	A McConnell	E	53.71	1	22	Ootm Payne	C	59.78	1
2	B Baird	E	53.94	2	23	N Lawson	C	59.92	2
4	I Fink	B	55.46	4	24	I Baker	E	60.13	10
7	G Carpenter	E	56.14	5	26	K Hunt	E	61.69	11
11	Big Ed	A	57.09	2	27	G Hodder	C	61.75	3
15	N Roser	E	58.18	7	28	TIMS	A	62.01	6
16	T Kabel	A	58.56	5	31	T Poots	E	63.60	12
18	C Leavey	E	59.21	8	32	L Sutherland	E	66.17	13
20	D Milner	B	59.32	5	36	K McConnell	E	91.58	15
21	D Wheelley	E	59.42	9					

The McConnells were driving Glen Carpenters "MG" special, Keith had trouble with a rear shocky and the car was quickly returned home and patched up - with Alan on pole they were by no means despondent. Noel Lawson and Greg Hodder were running by courtesy of Lee Drummond in Lee's Mazda, after the scrutineers had discovered that Noels Corolla lacked the prop shaft strap. Most of the Off Road boys were finding the course a little tight, Tom Poots and Ian Baker finding that the latest technological Manx buggy would easily do a wheel stand under power, leading to an enormous amount of understeer. Ian Fink was getting NO wheelspin off of the line in his potent VW, and the car handles very well too.

The organisation throughout the day was very slick indeed and the competition proper started at 12.15 after a very short lunch break. The times for laps 1 and 2 were as follows:

Lap 1				Lap 2					
1	B Baird	E	53.68	1	1	G Carpenter	E	50.30	1
2	N Roser	E	53.78	2	3	A McConnell	E	52.08	3
3	I Fink	B	53.92	4	4	K McConnell	E	53.25	4
5	D Milner	B	56.60	3	5	T Poots	E	53.48	5
6	K Hunt	E	56.76	3	6	N Roser	E	53.65	6
10	Ootm Payne	C	58.51	1	10	I Baker	E	55.36	8
12	Noel Lawson	C	59.43	2	11	K Hunt	E	55.48	9
13	G Hodder	C	59.57	3	14	D Milner	B	56.71	3
17	D Wheelley	E	60.15	5	15	C Leavey	E	56.93	11
20	TIMS	A	60.93	2	18	B Baird	E	57.84	12
23	Big Ed	A	61.89	4	23	N Lawson	C	58.98	1
24	C Leavey	E	62.54	8	24	Ootm Payne	C	59.12	2
25	T Poots	E	62.91	9	25	TIMS	A	59.17	4
28	I Baker	E	69.05	10	26	Big Ed	A	59.18	5
29	T Kabel	A	69.14	7	28	T Kabel	A	60.19	6
30	L Sutherland	E	70.24	11	29	I Fink	B	60.24	6
					30	L Sutherland	E	62.75	14
					31	D Wheelley	E	62.77	15
					33	G Hodder	C	64.22	3

Once the "MG" special arrived how it dominated things, although the occupants looked very naked in the device. Class C was being hotly contested by Ootm Payne and Noel Lawson. My early morning euphoria was wearing off and I was finding the bumps on the course agony, for those people not there, on the next page I'll do a diagram and description of the course....



X = Main Bumps

Although I tried different techniques during the day my fastest time was set by changing into second at the first opportunity and sweeping round the first long left hander tickling the back round with the left foot on the brake. The bump just before the hairpin right caused a lot of bother, coming as it did whilst the car was trying to brake and change

gear. The tight left at the top of the picture saw the only accident during the day, it was the only part of the course to cut up, the furrows by the end of the day being quite deep. The bumps on the turn into the homeward stretch were sheer agony, and the Civics engine died a death when it was in mid air, presumably the petrol was being washed away from the pickup. The wiggle woggle leading into the final long righthander was taken at high speed, Ian Both in the Renault looking very sideways there on occasion. Taking the long corner Harry Flatters using the left foot again ensured that ones progress through the final wiggle was distinctly hairy, with luck enough speed could be scrubbed off to ensure a twitch to the right into the finish, and not into the timing tent. The hairpin right was very tight for the bigger cars, and on Ian Bakers first timed lap in Toms Buggy brought great consternation when he collected 20 metres of bunting and it wrapped itself round the drive shaft assembly.

Lap 3

1	T Poots	E	50.12	1	16	N Roser	E	56.29	12
3	L Sutherland	E	51.17	3	20	Ootm Payne	C	57.42	1
4	K McConnell	E	51.42	4		Big Ed	A	57.42	3
5	I Baker	E	51.45	5	24	T Kabel	A	58.08	5
7	B Baird	E	52.64	7	25	N Lawson	G	58.66	2
8	I Fink	B	53.18	1	27	A McConnell	E	59.64	13
11	K Hunt	E	54.32	8	28	G Hodder	C	59.69	3
13	D Wheeley	E	55.49	10	30	TIMS	A	60.27	7
14	D Milner	B	55.85	4	36	C Leavey	E	75.50	15
15	G Carpenter	E	55.95	11					

Positions after 3 laps

1	B Dunn	E	159.79	1	16	N Lawson	C	177.07	2
2	N Roser	E	163.72	2	17	D Wheeley	E	178.41	8
3	B Baird	E	164.16	3	18	Big Ed	A	178.49	2
5	T Poots	E	166.51	4	20	TIMS	A	180.37	3
6	K Hunt	E	167.05	5	23	G Hodder	C	183.48	3
7	I Fink	B	167.34	2	24	L Sutherland	E	184.16	10
9	D Milner	B	169.16	4	27	T Kabel	A	187.41	6
13	Ootm Payne	C	175.05	1	32	C Leavey	E	194.97	11
14	I Baker	E	175.86	7					

On the third lap Lindsay Sutherlands Special actually ran well for a whole lap and he came in second overall. Don Milners old Cortina Mk1 was pitting up some fine times and this (let us admit) unlikely car was lying 9th overall. Nev Roser had Bob Baird and Tom breathing down his neck but Brian Dunn looked unreachable. In class G Ootm Payne was a scant 2.02 seconds ahead of Noel Lawson and in a poorly supported Class A I was trailing Mr Gramenz by 4.41 seconds (Curse that flag I hit on my first run).

Lap 4

1 B Dunn	E	51.02	1
2 K McConnell	E	51.41	2
4 B Baird	E	52.13	4
5 K Hunt	E	53.27	5
6 I Fink	B	53.43	1
7 I Baker	E	53.55	6
9 N Roser	E	54.51	8
13 Big Ed	A	56.30	2
15 T Kabel	A	57.39	4
16 A McConnell	E	57.58	9
17 D Wheeley	E	57.61	10
19 L Sutherland	E	57.75	12
20 D Milner	B	58.13	3
21 N Lawson	C	58.39	1
23 Ootm Payne	C	58.85	2
24 G Hodder	C	59.76	3
27 TIMS	A	60.57	7
33 G Leavey	E	67.38	14

Lap 5

1 I Baker	E	52.17	1
2 B Baird	E	52.87	2
3 I Fink	B	53.64	1
5 K Hunt	E	53.74	3
7 N Roser	E	53.92	4
8 T Poots	E	54.30	5
10 C Leavey	E	56.46	6
13 D Milner	B	57.40	4
15 Ootm Payne	C	57.92	1
16 N Lawson	C	58.06	2
19 Big Ed	A	58.69	5
22 G Hodder	C	59.89	3
23 T Kabel	A	59.97	6
26 D Wheeley	E	61.36	8
27 TIMS	A	61.72	7
28 L Sutherland	E	66.30	9

It was on the last lap that we had the days only accident, when the special of Mr Evans fell over at the rutted top corner, the car was quickly righted and damage was very slight indeed.

Results

1 B Dunn	E	268.20	1
2 B Baird	E	269.16	2
3 N Roser	E	272.15	3
4 T Poots	E	272.45	4
5 K Hunt	E	274.07	5
6 I Fink	B	274.41	1
9 I Baker	E	281.58	6
10 D Milner	B	284.69	4
12 Ootm Payne	C	291.82	1
13 Big Ed	A	293.48	2
14 N Lawson	C	293.52	2
17 D Wheeley	E	297.38	7
18 TIMS	A	302.66	4
21 G Hodder	C	303.13	3
22 T Kabel	A	304.77	6
27 L Sutherland	E	308.21	8
29 C Leavey	E	318.81	10

Fastest Laps

1 T Poots	E	50.12	1
2 G Carpenter	E	50.30	2
4 L Sutherland	E	51.17	4
5 K McConnell	E	51.41	5
6 I Baker	E	51.45	6
7 A McConnell	E	52.08	7
8 B Baird	E	52.13	8
10 I Fink	B	53.18	1
11 K Hunt	E	53.27	10
12 N Roser	E	53.65	11
18 D Wheeley	E	55.49	13
20 D Milner	B	55.85	4
21 Big Ed	A	56.30	2
23 C Leavey	E	56.46	15
27 T Kabel	A	57.39	5
28 Ootm Payne	C	57.42	1
30 N Lawson	C	58.06	2
32 TIMS	A	59.17	7
33 G Hodder	C	59.57	3

The prize given at the organisers discretion to the most improved driver deservedly went to Noel Lawson, who was faster on each lap he did (59.43, 58.98, 58.66, 58.39, 58.06). Ootm Payne just beat him to a Class C win. Ian Fink won class B by 1.11 seconds after hitting one flag and putting up some very quick times. TIMS was the fastest of three ladies entered, treating the whole thing as a Sunday drive and even using second gear at the hairpin. Bob Baird closed considerably on Brian Dunn by the finish, only .96 separating them, I expect Bob wouldnt have minded another lap. Tom Poots set the fastest time of day, the low frontal area and very powerful Buggy taking a lot of taming in the small arena. If only the motor-khana specials had been more reliable during the day then the lead could have been a real contest, with Glen, the McConells and Lindsay joining the rush for the front. I felt like death and almost passed out on the bumps, The Incredible Mrs Smith being a tower of strength and flinging all the gear back into the car so we could go home for me to die in familiar surroundings.

A lovely event, before the next one I'll go into training then we'll see how we go

Brisbane Sporting Car Club

Wynnum and District Rally - May 27th 1978

What a nice change a navigational event is, gone are the droning repetitions from the left hand seat, the drivers attention meanwhile being on the speed mad groupies at the finish. Instead a scholarly atmosphere prevails, the faint chink of crystal as the sherry is handed round, the book lined walls, the camel asleep on the mock tiger skin, the driver saying "WAKE UP ! where the !!!! do we go now ?"

On the Tuesday prior to the event The Incredible Mrs Smith took the Civic down for scrutineering while I worked. That evening, in amongst the usual teeth marks, I noticed several pinch marks on her bottom, this just goes to show the depths to which Bruce Fullerton (We name the guilty man) will go.

As Laurie Tindal the Director lives in Wynnum, he'd obtained bountiful prizes from the Wynnum area and the event was called The Wynnum and District Rally it started in Wynnum. The usual organised chaos prevailed at the start, Laurie was fullsome in his praise of the assistance, from all levels of the membership, he'd recieved in running the event (!). After Greg Weale, navigating for the lovely L Mansfield in his Civic, had asked several fatous questions at the briefing the event was allowed to continue.

The first car started at 3pm under the eagle eye of the law, and being No.48 (half of No.96) we had a dreary wait before we could set off. As we did leave TIMS said "Tonight I'M going to beat the law" (Glen Law was No.47 you see) - a prophecy that half came true.

We had a sedate drive upto Gatton, where we were asked not to arrive too early as they didnt want more than 5 cars waiting in the control. Well when we arrived we found ourselves to be the 48th waiter. Torrential-rain had turned part of the route into a seething quagmire of glutinous mud. While we waited we amused ourselves as we could, Warren McKewen went off to find a sheep (he likes to have someone of his own interlectule level to talk too), Boyd Evens played the spoons and Control Official Gary Blower threw sods at competitor who kept coming up asking the same question (the answer was 44-36-40).

At 7.30pm the message came through to turn us loose, so once again TIMS and I had a 96 minute wait. After exhausting the possibilites of playing "I Spy" in the dark (Dark, dirt, dung, dashboard, delicious - ah sorry that was Sandra Milner) TIMS fell asleep and I went through her handbag. A bit of excitement ! Enter messrs Hetherington/Fullerton with mud up the side and on the roof, a not on map T junction and two spectator cars had seen them put their Mazda on its side. TIMS rushed from the car and threw her arms round him, sobbing, crying "Why, why must you risk your life like this ?" while I waited by the Civic politely enquiring "Would you like a cup of tea Deirdre ?".

Then at bloody last we were off. One good thing was that this event gave NO CHANCE for us to feel tired. Last year on the Route Charted Kriticos TIMS was asleep by 1am, but despite not getting on a competitive until 9pm the pressure and excitement, on both of us, was such that she didnt nod off till we finished at 6am.

We'll have to draw a discreet vail over most of the event. Scenario wise for most pf the event, I was in a non-compatable state of orientation (he was lost Brian). Section 1 we easily cleaned (it was a Transport). On section 2 we took a wrong turn on the left

after passing the infamous T junction which had two crews shovelling like mad in it. We ended up in a farm yard which had plenty of turning round wheel marks, and dropped 7 mins.

Section 3 was a transport through Grantham and for the life of us we couldn't get it right. Four times we returned to TR AT XR OFF HIGHWAY before sorting it out.

Section 4 caused a lot of bother. Cars everywhere, we finally stumbled onto Fred Thompson's passage control and from then on the section was plain sailing (from then on it was route charted). Some of the roads we discovered whilst staggering around the bush were very good, as indeed were the roads we were supposed to be on.

A long re-route Transport ed us via Helidon and Murphys Creek to the next control just west of Hampton (Did you call into Hampton Park to see that well known club member Miss Tootsie Wootsie). This control was manned by some kind souls from the Ipswich and West Moreton Car Club. They'd freely given of their time so they could stand in the bush and be rude to Big Ed.

The next competitive was straightforward although some fancied crews lost enough time to have had a close encounter of the third kind (!) Would you believe Smallman/Garth lost 43, Kelly/Parnell 16, Faldt/Dear 79, Trost/Weir 42, Cadell/Hazeldine 30, Cumpston/Bates 14, Kelly/Fisher 58 etc. At the end of this section was a very agitated Ivan Holmes. He shoved a ~~drawing~~ in through the window, and I instantly understood his agitation, art wise the drawing was a disaster. Speaking through a hole in his chest, Ivan explained that an irate farmer (He must have been this Man on the Land they talk about on the Country Hour) had been down with his shotgun threatening mayhem on anybody else who came to his farmhouse (Selection Shack ?) by mistake.

So on the next competitive we trod very carefully. I sat in the Civics rear turret swinging the four Brownings from side to side, waiting for the enemy to come blazing at us. It quite reminded me of when I was employed in Belfast as rear gunner on a milk truck. This section really was tricky for everybody except Ovens/McKewen and the other aces. We finally arrived at the Marshals control, they were sleeping it off in the car while the dog did the necessary timing. When it was time to go he bit my hand, so instead of "GO" we had "AARRGHHH".

After the next transport we had a long tulip cum route chart section. We found this one also rather easy but Sampson/Menzies, on their first rally, had a bit of bother with every junction. They'd overtake us, wait, overtake us, dither, overtake us - TMS was getting a bit fed up with this. Just before a left at T was a yump followed by a hollow, the Civic landed on Bob Triggers excellent sumpguard and this prevented the struts coming up through the wings, but not so lucky were Anson/Helsdon in the rally's biggest car, a Monaco, they were parked by the junction for the night.

Off to a short break in Oakey. Another good idea, half an hour is sufficient for a break, anymore and the dread fattyglue begins to creep up.

Halfway positions of interest are on the next page.....

1.	A Thomson/N McNeil	Torana	22	
2.	B Nixon-Smith/T Best	Torana	32	
4.	R Cross/D Ambrose	Datsun	50	
6.	G Smallman/L Garth	Escort	53	
7.	B Ovens/W McKewen	Mazda	57	1st Nov
11.	T Bailey/J Coleman	Datsun	111	2nd Nov
12.	J Baker/S Mayhew	Torana	112	
15.	N Trost/D Weir	Torana	144	
18.	TIMS/Big Ed	Civic	159	6th Nov
22.	G Law/Thingy	Corona	184	
23.	L Mansfield/G Weale	Civic	185	
24.	P Cadell/T Hazeldine	Datsun	186	
26.	T Kabel/G Kabel	Mazda	205	
29.	R McColm/P Burgin	Datsun	238	
34.	D Milner/S Milner	Cortina	291	
36.	R Kelly/G Parnell	Torana	318	
40.	R Kelly/D Fisher	Colt	442	

The second division was shorter, but for me even more trouble. It began with a mud map that bore no resemblance to any map so one had to blindly follow it, hoping you wouldn't suddenly be dropped into the mire of not knowing your whereabouts. It was a 38km section that used a long loop twice and finished near Aubigny.

We then had a 15km transport which must have had a spectator point on it as one hairpin right was covered in people (dullest viewing ever?).

The final two competitiveness should have been straightforward mapped sections, but the last one had a direction of departure that would have sent us competitively through a service point, so this section was finally scrubbed.

Off to the finish while I had a snooze, then a quick trip through the fog to Brisbane (Being colour blind does have some advantages).

Well I enjoyed it, but afterwards there were some people vowing to stick to Route Charted events in future, personally I think we should all be catered for, and have a mixture - Nice One Laurie.

I see from the results that the Shire Council have sent us a bill for cleaning up the services areas. What surprises me is Lauries surprise, Australians must be the most successful litter spreaders I've ever come across.

Results

1.	A Thomson/N McNeil	Torana	29	
2.	B Nixon-Smith/T Best	Torana	45	
3.	B Ovens/W McKewen	Mazda	143	2nd Nov
=10.	N Trost/D Weir	Torana	155	
=10.	R Cross/D Ambrose	Datsun	155	
=10.	T Bailey/J Coleman	Datsun	155	3rd Nov
14.	G Smallman/L Garth	Escort	174	
15.	J Baker/S Mayhew	Torana	183	
17.	L Mansfield/G Weale	Civic	213	
18.	P Cadell/T Hazeldine	Datsun	261	
=19.	G Law/Thingy	Corona	271	
21.	R McColm/P Burgin	Datsun	278	
26.	TIMS/Big Ed	Civic	366	
27.	R Kelly/G Parnell	Torana	377	
32.	R Kelly/D Fisher	Colt	466	
34.	D Milner/S Milner	Cortina	535	

Have you pinched it lately ?

Straight from the blood soaked scripts of "Cop Shop" comes the mystery thriller, "Who has Larrie Garths seven inch driving light ?" he lent it to somebody recently and wants it back. The lamp is a 7 inch Hella and is armed and dangerous, anybody knowing its whereabouts can report it to Inspector Garth of the Metre at 349 8053.

Stunning News

Readers will be as amazed as I was that Jeff Beattys HR Holden 3 speed gearbox is still for sale, it is a three speed distant ratio unit in gleaming muck, no home should be without one, remember the family with an HR gearbox stays together (especially if its up against the door). Only \$35 and remember a goldfish in bag for every small appliance.

Jeff Beatty 264 2076

For Sale

1973 XA Falcon 500 station wagon. 250 motor, T-Bar, Mags, some extras (I had a quick look in the car and saw, Aardvark seat covers, lockable seat belt on passenger side and for that Back to the womb feeling, furry dashboard and parcel shelf covers)

Alan Creighton 379 8168

Tremans Trauma Trip - June 14th

(The following report looks as if it was written by a Gorilla with palsey whilst rounding the Cape of Good Hope in a hurricane.)

This night run was conducted over 9 kilometres of public toads and was sponsored by Prudential Assurance Co. The night run was confined to the South Brisbane area and consisted of many dastardly instructions for the unwitting navigator, the instructions were relatively simple but to find the answers to the questions the right questions proved to be the hardest task of the run. The look of rumbas on this bun, as on all night runs, did not decrease the enjoyment of wittling our skills against the man from Prudential.

- =1. Gary Luitan/Richard Sharples 0
- Gaynor Hennessey/Paul Ellwood 0
- Paul Burgin/Steve Watt 0
- Peter McMahon/Warren Tegg 0
- =5 Steve Bynon/Alan Creighton 10
- Chris Harbeck/Paul Goopy 10
- 7 Michael Schilpzand/Dirk S 20
- 8 Tony Kabel/BRUCE FULLERTON 70
- 9 Doug Mansie/Daryll Robinson 120

Townsville Pacific Festival Rally

Our club enjoyed a great deal of success in this the second round of the Queensland Rally Championship, but nobody has written anything about it (useless bunch of cretins). Everybody I've spoken too thinks it was a fine weekend, the results team had information for crews throughout the event, and the social side was a great success too. Winner was our man for rough, tough courses Jim Reddiex in his Citroen CX2200, followed by the inimitable Dennis Brown assisted by Ross Moir and his service crew Gary Rudd and Eric Bryson, one of the latter suffered nasty burns when his watch shorted out but carried on undaunted nevertheless.

- 1st Reddiex/Lowe Citroen 5th Kabel/Reinhardt Mazda
- 2nd Brown/Moir Datsun 6th Perrett/Weir Datsun
- 3rd Worthington/Fullerton Mazda (1st in class)

NEW MEMBERS

A warm welcome is extended to the following new members who are receiving the magazine for the first time:

Bill Bloem	Dandenong Vic
Mike Davis	Kingston
David Farley	Tingalpa
Ian Goldsworthy	Belmont
Chris Harbeck	Enoggera
Brian Mannion	Woodridge
Lorelle Mansfield	Coorparoo (Associate)
Ian Nicholson	Mt Gravatt
John Roughan	Alderley

At last BSCC Small Ads hits the BIG TIME: -

FOR SALE

Rally SLR 5000 Ready to go...Roll Cage...Halda...30 gallon fuel tank...New Tyres..

Phone Lloyd Robertson 374 1283

Wanted

Limited Slip Diff for a Cortina Mk1, reasonable condition, for that well known man in a hurry ...

Don Milner

Isn't it about time the Club Committee got off their loathsome spotty behinds and furnished us with some Club Championship positions? At the last A.G.M. everybody said, What a good idea, and that's the last we've heard.

If you move like the wind you'll just have time to enter the Queensland Light Car Clubs 'Kriticos Rally' which is for Novice Clubmen. It will be held on the night of July 1st over forestry areas near Caboolture. It is the second round of the G P Cars / Cibie Rally Championship currently lead by that well known grandmother Ann Thomson. Entries close on the 22nd June so phone Russell McGuire at 378 3352 NOW.

The closed Autocross advertised to be held on July 16th has been postponed to a later date. This is owing to the pressures on the Speed Event sub-committee in recent months, really it is about time we had some new blood helping to organise events; if you could help in the running of YOUR club give the Hon Sec a ring.

Dont forget the Castrol night on June 23rd, doors open at 8 pm and it should be a really interesting outing. Remember its free and no tickets are required. Details of the venue are on the back page.

The Darling Downs "Humphrey Memorial Rally" is not only QRC 3 but also the final round of the G P Cars/Cibie Novice/Clubman series. Regulations will be available from the Secretary soon.

COMING EVENTS

Wed	21 June	Off road night at the clubrooms	
Fri	23 June	Trade night at Castrol, Theodore St, Whinstanes No charge - no tickets required	
Sun	25 June	Lakeside races	
Wed	28 June	Expert night run by Larie Tindal and Col Young	
Fri	30 June	BSCC 25th Anniversary Dinner - a few tickets still available from Allan Lawson, Garry Connelly or Jeff Tremain.	
Sat	1 Jul	QLCC Kriticos Motors Rally (Open restricted)	
Tue	4 Jul	Committee meeting 7.30 pm	
Wed	5 Jul	Family film night at the clubrooms	
Fri	7 Jul	MGCC closed touring assembly; BSCC invited	} Iron Man Weekend
Sat	8 Jul	QMSC closed motorkhana; BSCC invited QMSB closed sprint; BSCC invited	
Sun	9 Jul	MGCC closed hillclimb; BSCC invited	
Tue	11 Jul	Off Road sub-committee meeting	
Wed	12 Jul	Novice night run by Paul Cadell	
Sat	15 Jul	Mackay Car Club Super City Auto Rally (Closed BSCC invited)	
Tue	18 Jul	Rally sub-committee meeting	
Wed	19 Jul	Off Road night at the Clubrooms	
Sat	22 Jul	Progressive dinner - more details from Allan Lawson	
Sun	23 Jul	Closed Off Road event	
Wed	26 Jul	Expert night run by Simon Kabel	
Sun	30 Jul	QMROA Queensland Motorkhana Championship Round 4	
Tue	1 Aug	Committee meeting 7.30 pm	
Wed	2 Aug	Bingo night at the clubrooms	
Sat	5 Aug	DDSCC Open Rally (QRC 3 and G P Cars/Cibie Series Round 3)	
Tue	8 Aug	Off Road sub-committee meeting	
Wed	9 Aug	Novice night run by Ivan Holmes and Charlie Blake	
Sun	13 Aug	Renault Car Club Interclub Motorkhana	