

Brisbane Sporting Car Club

» MAGAZINE «

CAMS AFFILIATED

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OCTOBER 1978

BRISBANE SPORTING CAR CLUB

1978 OFFICE BEARERS

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MOTORKHANA & SPEED EVENTS				
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POSTAL ADDRESS

All correspondence for the club should be addressed to :-

The Hon. Secretary
 Brisbane Sporting Car Club
 P O Box 314
WEST END QLD 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 \$20.00 for ordinary members and \$6.00 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

October 1978

Editorial

First of all one must apologise for the fact that this is our annual late edition. This circumstance has come about because of a visit to the Southern Cross Rally and the fact that we've some extra material to go in because of the A.G.M.

Russell Worthington really must give up this Hollywood life he leads. Who will believe in somebody who leads the Queensland Championship in his first years rallying, then about $\frac{3}{4}$'s of the way through the season, just as every point counts, the car in front of him goes end over end and he all but gives up the event in a mercy dash to hospital. In fact I distinctly remember this film, Stirling Hayden played a baseball player and just before the quarters-finals the 'girl he left behind' gets run over by an ice cream concession truck, so he races her over to the Bronx General where 17 hours of intensive surgery is completed in 5 minutes and "She's gonna be o.k.". Dont worry Russell in a cliff hanging finish Stirling not only wins the Championship with four home runs, but also gets the Gel even if shes no prize in crutches and bandages.

At this point I'm supposed to say "but seriously", however I sha'nt. but I shall acknowledge that Barry Mann had to have 38 stitches in his head and thats not a cut but an amputation. Better luck next time Russell and Bruce, and lets hope the BSOC members all wear crash-hats because they're jolly handy when you crash.

Forthcoming Events

Club Motorkhann - October 22nd

I really cannot see me getting the magazine out in time for this notice to have been of any use. However the event you've missed was Co-Promoted with the M.G Car Club and was held at the Rocjlea grounds behind the Southern Cross place, the event should have started at 10am.

Ball - Friday October 20th

Joyce Lawson (Mrs President) has tickets for the Miss Queensland Motor Sport Ball which will be held, as last year, at Murray St. For the Smiths, Henrys, Whalleys and plenty of others this was the best outing of 1977 - and the food, music and ambience were all A1.

Social Night - Saturday 4th November

A glittering Social Night will be held at the clubrooms on November 4th. The Social Sub-Committee has arranged several surprises to make this an evening to remember, so join the throng at 8pm

Rally School - 2nd week in January

Australias most experienced rally ace will be putting us through our paces at a venue VERY close to Brisbane, Dennis Brown is now collecting names for the lucky 22 people who will be on the course, first come first served, phone Dennis on 208 3831 (home) or 208 4587 (Work).

This Months Cover

I've always wanted something banned on the front of the rag.

Renault Car Club of Queensland

Round 5 Queensland Motorkhana Championship

Sunday 17th September

Held under typical, bright Queensland skys this event was ably organised by the second best Motorkhana team from Brisbane. One hitch that delayed affairs was the confiscation by CAMS of some of the competing cars owing to some anomalies in the acceptance of entries. After a delay of well over an hour this was cleared up to the satisfaction of the gestapo and the event continued.

Despite the enormous distance between England and Australia its surprising just how many attitudes carry over. For instance, in the UK its almost impossible to go to a dealers and find quick, polite service. Well if you want to waste half an hour at any time go along to Bennett Honda and try to buy something simple like a Civic, not only are they as slow as death but the cost of parts is ridiculous because everything is a "sealed unit", anyway another carry over is the wholesale contempt felt by the average competitor for the sports controlling body, and on this level I'm with Mr. Moffat.

Times of interest to BS&C members (Driver, class, time, Pos O/A, Class Pos)

<u>Test 1</u>					<u>Test 2</u>				
A Mayne	A	23.4	1	1	K McCloy	F	25.8	1	1
G Carpenter	F	23.8	3		L Sutherland	F	28.3	7	7
L Sutherland	F	24.2	5	4	A McConnell	F	28.5	8	8
I Fink	B	25.0	12		G Carpenter	F	28.5	8	8
L Drummond	C	25.2	16		L Drummond	C	29.0	10	1
G Sutherland	L	26.3	21		I Fink	B	30.0	13	1
J Payne	B	27.1	26		G Sutherland	L	32.5	21	1
D Payne	C	30.0	28		D Payne	C	32.8	22	2
A McConnell	F	30.2	29	11	J Payne	B	33.9	24	4
<u>Test 3</u>					<u>Test 4</u>				
G Wolski	F	34.2	1	1	G Wolski	F	26.2	1	1
G Carpenter	F	36.0	3	3	L Sutherland	F	28.7	6	6
A McConnell	F	37.6	8	7	G Carpenter	F	28.7	6	6
L Sutherland	F	38.1	11	9	A McConnell	F	29.0	9	8
L Drummond	C	38.9	13	1	L Drummond	C	29.9	13	1
G Sutherland	L	39.3	18	1	G Sutherland	L	30.5	15	1
I Fink	B	39.4	19	3	I Fink	B	30.6	16	3
D Payne	C	43.2	24	2	D Payne	C	33.2	25	2
J Payne	B	47.6	30	6	J Payne	B	35.0	30	6
<u>Halfway Positions</u>					<u>Test 5</u>				
F McCloy	F	113.7	1	1	B Dunn	F	34.2	1	1
G Carpenter	F	117.0	4	4	L Sutherland	F	35.3	3	3
L Sutherland	F	119.3	8	7	G Carpenter	F	36.4	4	4
A McConnell	F	122.3	10	9	L Drummond	C	41.6	8	1
L Drummond	C	123.0	11	1	I Fink	B	42.4	14	4
I Fink	B	125.0	14	1	G Sutherland	L	42.5	16	1
G Sutherland	L	128.6	18	1	J Payne	B	47.2	22	6
D Payne	C	139.2	25	2	A McConnell	F	50.0	28	12
J Payne	B	143.6	30	6	D Payne	C	52.2	30	2
<u>Test 6</u>									
G Wolski	F	30.9	1	1	G Sutherland	L	36.6	21	2
G Carpenter	F	32.3	3	3	J Payne	B	38.0	25	6
L Sutherland	F	33.6	7	7	A McConnell	F	42.5	27	11
L Drummond	C	34.0	9	1	D Payne	C	44.9	31	2
I Fink	B	34.4	12	2					

Test 7

B Dunn	F	23.5	1	1
L Sutherland	F	24.2 = 2	2	
G Carpenter	F	27.0 = 8	5	
I Fink	B	27.0 = 8	2	
L Drummond	C	28.1	15	1
A McConnell	F	29.3	16	9
G Sutherland	E	34.4	27	4
J Payne	B	36.8	30	6
D Payne	C	40.2	31	2

Test 8

G Carpenter	F	35.7	1	1
D Payne	C	36.9 = 3	1	
L Sutherland	F	38.0	6	4
A McConnell	F	38.5	8	5
G Sutherland	L	41.2	17	2
I Fink	B	41.7	18	4
L Drummond	C	44.6	25	2
J Payne	B	55.5	30	6

Results

P McCloy	F	244.8	1	1	G Sutherland	L	283.3	20	1
G Carpenter	F	248.4	3	3	A McConnell	F	285.6	21	38
L Sutherland	F	250.4	4	4	D Payne	C	313.4	27	2
I Fink	B	270.5	10	1	J Payne	B	321.1	30	6
L Drummond	C	271.5	11	1					

Wed 20th September - Off Road Night

How I blushed as the words "Three cheers for Big Ed for producing Queensland's best Motor Club magazine" rang out, but nobody heard me except the Marshalls, Halls and Milners and they exchanged looks of veiled contempt.

Another lively night with masses of people, snax's, home movies and some dreadful soapy beer. New members stood around the walls terrified in case Kneel Howard tried to sell them some dirty pictures, and that well known clubmember Miss Tootsie Wootsie of Hampton Park ran her long white fingers through her mane of golden hair and passionately said nothing.

Top Wednesday night of the month.

Wed 27th September - Expert Night Run

This was a splendid event run by Barley Chake and Bony Test. Naturally with the 1977 NIGHT RUN CHAMPION on the organising team the event was won of which to be proud.

New Members - a night run starts from the clubrooms at 8pm and covers a short route in the Brisbane area (about 2 hours worth), all you need to enter are a car, navigator (and theres always spare navigators lying around the clubrooms), pencil, torch and the small entrance fee. See the back of this edition for forthcoming Night Runs.

For Sale

Daryll (would you buy a house from this man?) Kelly offers his friends and associates the following bijou properties :

House for Sale, Corinda, 3 Bedrooms, Seperate lounge and dining room. Enclosed front verandah, large patio, handy shop, school and transport. Concrete stumps, hi-set, ideal for working on rally cars under, only \$29,000

House for Sale, Tarrwood, 3 bedrooms, sperate lounge and dining room. Enclosed front verandah, handy shops and transport. Needs re-stumping, only \$28,000

Ring Daryll on 379 7926, he may even be able to help a club member with the deposit.

Brisbane Sporting Car Club

Yokohama Warana Rally

September 23/24th 1978

It had been some time since I'd done an event, especially a quick one (with apologies to The Incredible Mrs Smith), so in the week preceeding this event I spent a lot of time in bed pulling my Halda knob, anchanting right and left in a voice squeaky with fright.

From the home of Killem Kimeklis, my driver in his recently re-engined Torana XU-1, came a great blast of silence so I spoke to his dear mother who gave the impression that we were actually in the event.

Saturday began in a most unwise fashion. My life is normally one of repose, and the most energetic thing i'm liable to do is to lift a copy of "Poor fellow my country" onto the H portion of the hardbacked novels. Well following a big purchase of books from Ipswich I was up at 6 am and spent an energatic five hours humping cartons of books about, and driving Charlie Henry Timbers Ute to and fro. This was a most tiring way to start a day demanding stamina, and a certain amount of rugged good looks.

To the spacious and well ordered start at just on 1pm to find the briefing already in progress. You can imagine the shame as I realised that Fred T and Chris G had broken the BSCC's tradition to be an hour late in starting. A short queue was soon cleared and I obtained the roadbook, a bulky volume which encompassed the whole event. By the time this was written up it was time for the event to start.

The event was started by the runner-up to the Miss All Nations contest. A comely looking lass, but where, I ask, was the winner? Presumably kissing babies or knocking back the old Moet et Chandon with the Premier what! (I must stop reading jeeves). I had a demon plan to obtain an embrace from the lovely starter. I was going to tell her I was the navigator from car number 1, and by tradition the crew of the first car always gets a kiss, only she might be a bit busy later so could I have my kiss now. However, in the tone of Winston Churchill, this admirable, mmm, scheme, did not, hummph, bear fruit, mmm.

The event started with a Motorkhana crowd pleaser. The crowd were all rather close to the proceedings, so it was a relief that nearly everybody drove at a tyre conserving rate. The exceptions were the Stones Corner Motors teams of Hank Kabel and Russell Worthington who both put up very accomplished rubber smoking performances. Roger trotted round without getting lost or stuffing it up then Bloonbottle sent us off to the first stage.

This was a short burst for the spectators at Kallangur, not the same layout we used on the Redcliffe but another short stretch in the same forest cum swamp. After the inevitable delays attendant upon the sport, during which time we heard frightful tales of boggy patches and whole cars disappearing into the slime, it was our turn for a run. The notes for the short stage were quite considerable, and denoted a large measure of intercourse between Roger and myself. Well I was totally out of touch and kept a consistent 200 metres behind our real position. In the end I gave up reading the instructions and just called up the arrows and ogled the birds. At the swamp a young lady indicated we should keep left, so I kept Roger well over to the right and we waddled through by gently dabbing the throttle. Not a good stage for either of us

actually, Roger went so far off the road at one chicane I thought we'd have to camp out.

A long transport section then led us to the Beerburrum forest and the meat of the event.

Since it was painted red and had its racing engine fitted the XU-1 has just about doubled its speed over the ground. This caught us both out in the forest, as despite my chanting out the distances down to "And fifty", junctions were still arriving with the car going at a fair rate. One big improvement that one notes however is Rogers reactions and attitudes to spectators, gone (I hope) are the days when a couple of T-shirts at a junction, would send the Torana spearing off into the bush with an excess of speed over skill. With one exception this event saw a total transmogrification, an understeering flick into the corner and then big oversteer as the power went on, if we didn't supply the spectators with what they'd come to see then they were impossible to please. Personally I was very pleased indeed especially bearing in mind RK's dingy past. The one exception was a fast right at crossroads which was somewhat rougher than anticipated, this bounced the back way out and the resulting sudden application of plenty of opposite lock had us overcorrecting into the bank on the inside of the corner. No time was lost really, although we did keep our senses tuned for the sound or smell of a tyre rubbing the bodywork.

As the evening wore on we came across the launching ramp of Barry Manns dreadful accident (which is covered in the Editorial) with Russells triangle at the start of the corner. This is just the same situation as that which had Roger and I teetering on the brink on the Redcliffe rally, a straight followed by a long and ever tightening left-hander, very nasty but an essential ingredient to rallying, so lets not have any whining about safety barriers or such nonsense.

It wasnt too far into the night before the engine began to miss at high revs. The revs at which this malady began gradually crept down despite all that our expert mechanics could do. Not only that but the gearbox stuck solidly in second gear and we completed one 46km stage in second gear with an engine that wouldnt rev - Mr Faldt came screaming past in his twink.

(Colour me smug for the next paragraph) Naturally an old hand like myself knew it was a petrol problem, but no the 'experts' insisted it was electrical, till at about 9pm we found that all the plastic petrol pipe had gone floppy because of the liquid dynamite that the car runs on, this meant that every time the engine began sucking petrol heartily the pipe squashed flat and the engine choked to death. 60 feet of petrol pipe wasnt immediately available so our event ended just outside Imbil.

Yokohama Tales

The Marshalls were 'controlling' at an isolated spot with a charming chap who was a fund of witty stories and commonsense.

I asked around for comments on the event and the universal opinion was that it had been a fine event, possibly the only detractors from this opinion would be Messrs Worthington/Fullerton, and in the following pages we present a results summary and a letter from the noble rescuers.

Times of interest to BSCC members :-

Division 1 Section 2

= 1	Reddix/Lowe	Citroen	1
	Brown/Moir	Datsun	
	Kabel/Reinhardt	Mazda	
	Jewels/Kortlang	Subaru	
	Perrett/Weir	Datsun	
	Neumann/Best	Datsun	
	Singleton/Howlett	Fiat	
	Worthington/Fulle	Mazda	
	Faldt/Dean	Escort	
	Cadell/Blake	Datsun	
	Law/Smith	Corona	
	Barr/Byrne	Datsun	
	Peel/Blake	Datsun	
	Thomson/McNeil	Torana	
	Rollinson/Ovens	Datsun	
	Kimeklis/Big Ed	Torana	
	Walker/Perry	Triumph	
	Goopy/Harbeck	Cortina	
=37	Tindal/Marsh	Datsun	4
	Gardner/Bentley	Mazda	

Division 1 Section 6

= 1	Reddix/Lowe	Citroen	-
	Brown/Moir	Datsun	
	Neumann/Best	Datsun	
	Singleton/Howlett	Fiat	
	Barr/Byrne	Datsun	
= 9	Kabel/Reinhardt	Mazda	1
	Perrett/Weir	Datsun	
	Worthington/Fulle	Mazda	
	Cadell/Blake	Datsun	
	Peel/Blake	Datsun	
	Walker/Perry	Triumph	
=23	Thomson/McNeil	Torana	2
	Rollinson/Ovens	Datsun	
	Kimeklis/Big Ed	Torana	
=36	Tindal/Marsh	Datsun	4
	Law/Smith	Corona	
41	Faldt/Dean	Escort	7
42	Goopy/Harbeck	Cortina	10

Division 1 Section 10

2	Reddix/Lowe	Citroen	5
= 3	Brown/Moir	Datsun	6
	Singleton/Howlett	Fiat	
= 5	Kabel/Reinhardt	Mazda	7
	Perrett/Weir	Datsun	
	Neumann/Best	Datsun	
= 9	Cadell/Blake	Datsun	8
	Peel/Blake	Datsun	
=16	Thomson/McNeil	Torana	10
=18	Kimeklis/Big Ed	Torana	11
=24	Law/Smith	Corona	13
	Rollinson/Ovens	Datsun	
28	Tindal/Marsh	Datsun	14
=29	Goopy/Harbeck	Cortina	15
31	Worthington/Fulle	Mazda	16
32	Faldt/Dean	Escort	18
34	Barr/Byrne	Datsun	25

Division 1 Section 4

= 1	Reddix/Lowe	Citroen	1
	Brown/Moir	Datsun	
	Neumann/Best	Datsun	
	Barr/Byrne	Datsun	
=10	Kabel/Reinhardt	Mazda	2
	Jewels/Kortlang	Subaru	
	Perrett/Weir	Datsun	
	Singleton/Howlett	Fiat	
	Kimeklis/Big Ed	Torana	
	Walker/Perry	Triumph	
=22	Faldt/Dean	Escort	3
	Cadell/Blake	Datsun	
	Tindal/Marsh	Datsun	
	Peel/Blake	Datsun	
	Rollinson/Ovens	Datsun	
=33	Worthington/Fulle	Mazda	4
37	Thomson/McNeil	Torana	5
38	Goopy/Harbeck	Cortina	6
42	Law/Smith	Corona	18

Division 1 Section 8

= 3	Reddix/Lowe	Citroen	1
	Brown/Moir	Datsun	
	Kabel/Reinhardt	Mazda	
	Neumann/Best	Datsun	
	Singleton/Howlett	Fiat	
	Barr/Byrne	Datsun	
	Peel/Blake	Datsun	
=15	Cadell/Blake	Datsun	2
	Thomson/McNeil	Torana	
	Rollinson/Ovens	Datsun	
	Kimeklis/Big Ed	Torana	
	Walker/Perry	Triumph	
=31	Worthington/Fulle	Mazda	3
	Faldt/Dean	Escort	
	Tindal/Marsh	Datsun	
	Law/Smith	Escort	
	Goopy/Harbeck	Cortina	

Positions halfway through Division 1

2	Reddix/Lowe	Citroen	8
3	Brown/Moir	Datsun	9
= 4	Neumann/Best	Datsun	10
	Singleton/Howlett	Fiat	
7	Kabel/Reinhardt	Mazda	12
= 9	Peel/Blake	Datsun	14
11	Cadell/Blake	Datsun	15
12	Perrett/Weir	Datsun	16
=13	Kimeklis/Big Ed	Torana	18
=15	Rollinson/Ovens	Datsun	21
=23	Worthington/Fulle	Mazda	25
27	Barr/Byrne	Datsun	28
29	Tindal/Marsh	Datsun	30
32	Goopy/Harbeck	Cortina	38
32	Law/Smith	Corona	39
33	Thomson/McNeil	Torana	43
35	Faldt/Dean	Escort	46

Division 1 Section 12

= 3	Singleton/Howlett	Fiat	8
= 5	Reddix/Lowe	Citroen	9
	Kabel/Reinhardt	Mazda	
	Perrett/Weir	Datsun	
= 9	Neumann/Best	Datsun	10
	Cadell/Blake	Datsun	
=11	Brown/Moir	Datsun	11
	Rollinson/Ovens	Datsun	
=15	Falldt/Dean	Escort	12
=21	Thomson/McNeil	Torana	14
=23	Law/Smith	Corona	15
=26	Peel/Blake	Datsun	16
=28	Kimeklis/Big Ed	Torana	17
30	Tindal/Marsh	Datsun	29
31	Barr/Byrne	Datsun	34

Division 1 Section 16

2	Brown/Moir	Datsun	7
= 3	Neumann/Best	Datsun	9
	Singleton/Howlett	Fiat	
8	Rollinson/Ovens	Datsun	11
= 9	Kabel/Reinhardt	Mazda	12
	Falldt/Dean	Escort	
	Thomson/McNeil	Torana	
=15	Perrett/Weir	Datsun	13
=20	Reddix/Lowe	Citroen	14
23	Barr/Byrne	Datsun	16
25	Peel/Blake	Datsun	21
=26	Cadell/Blake	Datsun	23
29	Tindal/Marsh	Datsun	35
30	Law/Smith	Corona	38

Division 1 Section 20

1	Reddix/Lowe	Citroen	2
= 2	Brown/Moir	Datsun	3
	Neumann/Best	Datsun	
= 7	Falldt/Dean	Escort	4
	Rollinson/Ovens	Datsun	
=13	Kabel/Reinhardt	Mazda	5
	Cadell/Blake	Datsun	
	Peel/Blake	Datsun	
	Thomson/McNeil	Torana	
=22	Perrett/Weir	Datsun	6
	Singleton/Howlett	Fiat	
	Tindal/Marsh	Datsun	
	Law/Smith	Corona	

Division 2 Section 2

2	Reddix/Lowe	Citroen	1
3	Singleton/Howlett	Fiat	4
= 4	Worthington/Fuller	Mazda	5
= 7	Kabel/Reinhardt	Mazda	6
	Neumann/Best	Datsun	
	Thomson/McNeil	Torana	
12	Perrett/Weir	Datsun	11
14	Brown/Moir	Datsun	13
16	Law/Smith	Corona	14
=19	Peel/Blake	Datsun	17
=24	Cadell/Blake	Datsun	25
	Rollinson/Ovens	Datsun	
27	Tindal/Marsh	Datsun	31
29	Falldt/Dean	Escort	82

Division 1 Section 14

= 1	Reddix/Lowe	Citroen	1
	Brown/Moir	Datsun	
= 4	Kabel/Reinhardt	Mazda	2
	Perrett/Weir	Datsun	
	Neumann/Best	Datsun	
	Singleton/Howlett	Fiat	
	Falldt/Dean	Escort	
	Barr/Byrne	Datsun	
	Peel/Blake	Datsun	
	Thomson/McNeil	Torana	
	Rollinson/Ovens	Datsun	
=20	Cadell/Blake	Datsun	3
	Law/Smith	Corona	
30	Tindal/Marsh	Datsun	4

Division 1 Section 18

= 2	Brown/Moir	Datsun	5
	Neumann/Best	Datsun	
	Singleton/Howlett	Fiat	
= 7	Perrett/Weir	Datsun	6
	Falldt/Dean	Escort	
	Thomson/McNeil	Torana	
	Rollinson/Ovens	Datsun	
=16	Kabel/Reinhardt	Mazda	7
	Peel/Blake	Datsun	
=20	Reddix/Lowe	Citroen	8
=23	Tindal/Marsh	Datsun	9
	Law/Smith	Corona	
=26	Cadell/Blake	Datsun	13

Division 1 Section

2	Brown/Moir	Datsun	36
= 3	Neumann/Best	Datsun	40
	Singleton/Howlett	Fiat	
5	Reddix/Lowe	Citroen	42
6	Kabel/Reinhardt	Mazda	47
7	Perrett/Weir	Datsun	52
10	Rollinson/Ovens	Datsun	56
15	Cadell/Blake	Datsun	71
20	Thomson/McNeil	Torana	82
24	Falldt/Dean	Escort	96
25	Peel/Blake	Datsun	103
26	Law/Smith	Corona	110
27	Tindal/Marsh	Datsun	117
28	Barr/Byrne	Datsun	200
31	Worthington/Fuller	Mazda	625

Division 2 Section 4

2	Singleton/Howlett	Fiat	1
3	Reddix/Lowe	Citroen	4
= 4	Perrett/Weir	Datsun	6
	Worthington/Fuller	Mazda	
6	Cadell/Blake	Datsun	7
14	Neumann/Best	Datsun	10
18	Rollinson/Ovens	Datsun	15
=22	Tindal/Marsh	Datsun	23
	Peel/Blake	Datsun	
24	Law/Smith	Corona	24
25	Kabel/Reinhardt	Mazda	25

Division 2 Section 7

= 1	Reddiex/Lowe	Citreon	0
	Worthington/Ful	Mazda	
= 4	Brown/Moir	Datsun	1
	Perrett/Weir	Datsun	
	Neumann/Best	Datsun	
	Peel/Blake	Datsun	
=11	Kabel/Reinhardt	Mazda	2
	Falldt/Dean	Escort	
	Cadell/Blake	Datsun	
	Law/Smith	Corona	
25	Rollinson/Ovens	Datsun	11

Division 2

1	Reddiex/Lowe	Citreon	9
4	Neumann/Best	Datsun	17
5	Perrett/Weir	Datsun	18
13	Kabel/Reinhardt	Mazda	34
15	Peel/Blake	Datsun	41
16	Worthington/Ful	Mazda	42
17	Cadell/Blake	Datsun	43
18	Brown/Moir	Datsun	44
20	Rollinson/Ovens	Datsun	53
=24	Tindal/Marsh	Datsun	120
	Law/Smith	Corona	
26	Falldt/Dean	Escort	247

Division 2 Section 9

= 1	Reddiex/Lowe	Citreon	0
	Brown/Moir	Datsun	
	Ferrett/Weir	Datsun	
	Neumann/Best	Datsun	
	Peel/Blake	Datsun	
= 8	Kabel/Reinhardt	Mazda	1
	Cadell/Blake	Datsun	
=15	Worthington/Fulle	Mazda	2
	Falldt/Dean	Escort	
	Rollinson/Ovens	Datsun	
=24	Tindal/Marsh	Datsun	5

Results

1	Batts/Smith	Torana	35
2	Reddiex/Lowe	Citroen	47
3	Neumann/Best	Datsun	57
= 5	Perrett/Weir	Datsun	70
8	Brown/Moir	Datsun	80
9	Kabel/Reinhardt	Mazda	81
=15	Rollinson/Ovens	Datsun	109
17	Cadell/Blake	Datsun	114
20	Peel/Blake	Datsun	144
22	Tindal/Marsh	Datsun	230
23	Law/Smith	Corona	237
24	Falldt/Dean	Escort	343
26	Worthington/Fulle	Mazda	787

I've saved the best till last. The following communication was received from Messrs Worthington and Fullerton and makes several worthwhile points.

The Yokohama Tyres Warana Festival Rally is now fading into history, however there are some comments Russell and I believe need to be made. These comments in the main arise from the Barry Mann/Paul Henningson accident. Rallying is a dangerous sport, with but a fine line, or a split second, separating being competitive with being "off the road". Accidents such as hitting trees and banks are common, with accidents involving rollovers and fires, fortunately being less frequent. However, it has become apparent that existing regulations and practices require some consideration.

The Mann/Henningson crash clearly showed that:

1. There is a need for regulations requiring the wearing of crash helmets in Q.R.C. rounds. The roads used range from very fast to very tight, often (as in the Mann/Henningson accident) with steep dropoffs, and nearly always tree lined.
2. The fitting of all rally cars with some form of roll cage is essential. Mann and Henningson were undoubtedly saved from more serious injuries by theirs.
3. Section and route controls should have a minimum staff of two with access to a vehicle to avoid the necessity of competing crews conveying injured people to often remote medical centres.
4. Requirements for fire extinguishing equipment should be improved and standardised, as the possibility of petrol tanks splitting as a result of an accident has been shown to be a real one. Standardisation of capacity, operation, type, and above all location of fire extinguishing equipment is essential. In most accident situations the following crew is first on the scene, and being able to immediately locate and operate extinguishers in unfamiliar cars might prove to be a life saving safety factor.

Russell and I would like to make it absolutely clear that under any circumstances we would render whatever assistance possible to injured crews. This is not an article written out of our disappointment of the loss of possible championship points, it is a genuine attempt to improve the safety of the sport.

We appreciate that the suggestions above do involve increased cost to crews, but as we subscribe to a basic level of safety approach, we believe the benefits outweigh the costs.

Wishing you all the best in motor sport

Russell Worthington/Bruce Fullerton

The current positions for the Queensland Rally Championship are as follows (These are provisional placings)

Russell Worthington	19
Garry Batts	18
Jim Reddiex	18
Dennis Brown	15

October 4th - Bowls Night

Owing to the current Castlemaine Brewerys strike the club members are currently consuming some ghastly soapy muck from across the border, so being but a moderate consumer of the amber fluid, and having ample stocks in the fridge I took one of the sacred yellow cans along for a 'stir'. And a very successful ploy it was too, "Wheredgyergetthat" was the usual comment, and it came from Boyd Owens, Neil Howard, Dennis Brown, Dave Morris and several others.

TIMS was quite looking forward to an evening with something organise but owing to the trouble with the electronic scoreboard and the shortage of felt slippers to hire out, we never actually began pitching the balls at the skittles - still it was an interesting evening and one was delighted to welcome a couple of young ladies who have joined the club (The names have been withheld to protect the innocent (?)).

October 1st - Hardie Ferodo 1000 Clubmeeting

Thanks to VISIONHIRE the club enjoyed a splendid get together to watch the Hardie Ferodo in comfort. After watching the start at home we drove down at 11am to find a lively scene in progress. Clustered around in big, good natured crowds, the members present sat before the two colour sets we had to use. A lively day with followers of Holden and Ford very vocal in their support, and soon after 1pm the smell of TIMS cooking lunch on the barbecue, a very pleasant day indeed - our thanks to Allan Lawson for doing all the arranging and our especial thanks to Visionhire for their generosity.

Wanted

Frustrated with the efforts of his drivers "My mother can drive faster than that" Laurie Garth is determined to set the forests alingt next year with his Mazda 1300. He wants all the rally equipment for the car including 7" driving lights, a roll cage, sump guard, bucket for champagne bottles, and anything else you can think of that might be beneficial. Contact Laurie on 349 8053

BP Off Road 400 - Goondiwindi

Last year of course ^{it} TIMS and I left home both sure that the other one knew which way to get to Goondiwindi, this supposition led us on a journey via Tenterfield. Well this year we were far better organised. After we'd left home Tricia tells me we're travelling a new way via Toowoomba and that we've got no maps. This certainly made a chap chuckle to himself, and it turned to positive laughter as we destroyed the Civic hunting around the dirt roads in search of Kinden. A great card my wife, you know the woman, the one with the broken nose and the gaps in her teeth.

Bubbling over with good humour as I was I really couldn't hide a grin as we payed \$4 to get into the ground, so we could spend a sleepless 24 hours getting covered in dust.

After a quick sneer at the Somervilles who were roughing it by sitting down to meat and eight veggies in a palatial tent, we had our dinner.

Harry the dog was loose at this time, and with his frightful record of lifting his leg on the most inappropriate things (like girls sitting on the beach) we kept a very close eye on him. Within seconds his feet were full of burrs and the first of many rummages around his pads was undertaken.

Every year we take plenty of food on the trip from Brisbane to Goondiwindi and back again. So with plenty of choices of what to eat I had a steak sandwich while I made up my mind. The most noticeable thing this year was the lack of pre-event panic, indeed by the time we'd eaten, and laughed at Dave Ambrose's head, we could catch forty winks with a clear conscience. But first of all I was bidden to go round diminishing the size of some of the fires in the competitors car park. So I adopted my Michael Caine voice and went around doing my "This your fire John?" bit with appropriate shoulder movements.

Last year on the sun baked plain where the finish tent is situated, I had an old tarp thrown over an edifice, but in anno domini 1978 things have progressed till I had a large tent (courtesy of G Schmied) pegged down to resist the strongest of winds, and with its own electric light - such wealth folks. Anyway we (I) had two hours sleep, interrupted occasionally by TIMS and Harry having a chat. Then it was back to the HQ for the pre-event panic.

Once again I was disappointed. Jeff Tremain and Chris Goodreid sat around discussing Sailing Boats of the World (a guide to classics) while Garry (The Boss) Connolly did his briefing under the arc lamps of the large crowd of media people on hand.

The 1am start quickly came round, then we had the start (faultless) and the affair of the firework. A large pyrotechnic missile had been obtained, and this was timed to explode as the first car started. However the fuse, when lit, burned merrily for a while then sat spluttering dismally to itself, Chris Goodreid looked distantly at it then about 10 seconds later it suddenly burst skywards with a whoosh. Heard in the crowd "They should have set it off when the first car left" - we tried, we tried.

After seeing the first dozen go off I went down to the finish tent. Just after starting up the generator I saw a car pouring along the track back to the start, and then another and another after that. While I puzzled over this new type of competition, four cars passed me on the return road behind a LWD control car. By now it'd even penetrated my dim brain that something had GONE WRONG.

Then a runner from HQ ran through the murk and said that some markers had been disturbed, panic had ensued, and a restart would result. So just as I was settling down another message told me that a car was 'on the way'. I started the generator and car number 2 came in, the only car to complete the first run of Lap 1. The driver said "Make love to me, what a course".

The re-run began at 2.45am, four helpers from Darling Downs SCC came to help me and it became very cold. I was under a variety of wrappings and not too cold, but the DDSOC people, not all of whom were overencumbered with clothing, shook violently as their bodies generated a bit of heat.

The first car arrived just on dawn, and a little point that was going to keep us wide awake quickly became apparent. Last year the finish was not too far from the corner, but this year it was set considerably nearer the HQ, with the result that the competitors were arriving at a considerable rate of knots. How many times during the 12 hours that competitors were arriving, the words "Run away" rang out it was impossible to count, but everybody doing the timing were very much on their toes and ready to rip into the bushes on the slightest pretext. Hardest off in this respect was poor old Harry who was tied to the tents centre pole, and who had the vision of us all disappearing into the bush seconds before he was covered in dust - again. Apart from the big buggies notable scarers were Cedric Loy, Paul (Whinger) Zacka, the three V8 engined Jeeps were about as good at braking as I am at singing, Eric Donds little Buggy was ferociously fast through the trap and had us scattering like sheep on every lap. The best was saved till last however, and No32 (the winner) did a most perilous crash stop at the end of the event while under the television cameras. He came in with the car swinging off to the right under full left lock, I felt sure that the tyres would grip in the deeply churned dust opposite the tent, and it would either turn over or swing into the tent and wake Harry up (the humans were well out of the way). However this didnt happen but it was too close to be funny.

Best bit of poetic justice during the day, happened to the Buggy who set off from the finish at full chat and broke his axle in a drainage ditch.

The most surprising performance of the day came from the Range Rover with Tony Best in the hotseat. Tony had more electronic gear on than a F11 pilot, but it was all used to good effect as the car was really covering the ground well, doubtless encouraged by the air conditioning and good British design.

Doing the timing was a bit like flying an aeroplane, 100 hours of boredom followed by a moment of stark terror. At the end of lap 3 we had the first four cars come in very close together. One of the Goondiwindi locals had become my boon companion, a union cemented in beer, but as the first car came in, the card in his clock tore in half, so the resulting panic as the three cars arrived on one clock was well worth watching. Very much the same thing happened halfway through lap 4, only this time Colin Powell managed to 'snap' a clock without supporting it, so that both the clock and Colin bit the dust.

The event wound up about 3pm and our last customer was an old EH who'd missed a lap out somewhere. We began taking the tent down then G. Schmied arrived to show us how it should be done. The lovely Mrs Schmied trotted around in barefeet getting a comprehensive collection of burrs in her feet as a result, even Harry looked impressed.

We drove back to HQ where the willing horses were packing the gear into Cedrics Multidrive van. We set off to collect the stakes in the competitors car park. Whilst I was wrapping up some bunting, Tricia and Harry were about 100 metres away and Harry got into a most ferocious struggle with a Doberman. Tricia leapt about hurling stones as a demented monkey hurls dung, meanwhile the struggle continued with the dogs knocking the odd drunk head over arse, wonderful it was. Just as I moved off to separate them it petered out - Harry later received a punch up the bracket he wo'nt forget in a long time for not vomiting when called.

The annual mad dash to Goondiwindi was next on the agenda. The dangers inherent were proved when a truck stopped suddenly ahead of Messrs Tegg/McMahon and the white Escort slammed into it. No injuries thank god, but that duo must have the best collection of damaged white vehicles in Brisbane.

The prizegiving and 'dinner' was held in the Goondiwindi Golf Club. This was barely big enough for everybody present, and speaking personally my dinner, charity or no charity, was a petty load of rubbish, and not worth 20 cents let alone the \$2 paid. We didn't stay too long as Tricia looked ghastly and I felt both tired and hungry. However the Marshalls reported that such was the generosity of the people of Goondiwindi in providing prizes that the presentations went on for ages.

A very smooth event the BP Off Road 400, and the restart was handled in very polished fashion with no panic or mistakes. Long may it prosper, and by that we mean long may Garry Connolly run it.

Garry has sent all the competitors a note detailing why lap 1 was'nt a success, and the methods being undertaken to ensure that it doesn't happen again.

Perhaps the most telling point comes from paragraph four, I quote "It is only on reflection that we can now trace the problem back to the use of a vehicle which gives the crew an elevated position, and also to another cause - that of the confusion which arises when one crew sees another crew is lost /" Which sums up the matter exactly, all navigators on road events know that moment when your telling your driver to turn right, and the car ahead goes straight ahead

Next Month ... we shall have a full results summary and hopefully some competitors reported....

For Sale

Datsun 1600 Rally Car - complete, ready to rally

\$1600 ono

for further information contact :- Rod Cross 52 4716 (Work)
341 3508 (Home)

Major Forthcoming Event

Stones Corner Motors Rally

Final QRC round for 1978

December 2nd - 3rd 1978

Regulations are now available for this the years final thrash. The usual racy format has been accomodated in a very small area indeed, a clever route for what looks to be an A1 event. Control Officials wanted, join Big Ed in phoning Peter Marshall 202 6932

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club will be held in the BSCC clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 29th November 1978 at 8.00 pm. On this night the future of the club will be decided for the next twelve months, so don't miss the opportunity to come along and express your ideas.

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

- (1) The consideration and adoption of the Annual Report;
- (2) The discussion and adoption of the Accounts of the Club for the past year;
- (3) Election of Office Bearers, other members of the Committee, Auditor or Auditors and Life Members;
- (4) Consideration of motions of which notice has been given;
- (5) Any other general business

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

Each candidate for Office Bearers and Committee must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. by Wednesday 15th November at the latest).

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the club.

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

NEW MEMBERS

A warm welcome is extended to the following people who joined the Club during the last month:

Steven Abrahamson	Redland Bay
Graeme Adair	Kingston
Jeff Beeston	Paddington
Brian Day	Boondall
Lesley Hall	Kallangur (Associate)
Mike Hall	Kallangur
Neville Taylor	Lawnton

FOR SALE

Brand new HONDA ODYSSEY Off Roader. Won in latest Marlboro contest by a little oldish lady, \$1000
Ring Jeff Tremain

Holden Torana Car Club

Our club extends an invitation to your members to join us at 7.30 p.m. on Friday, 3rd November at Eagers Recreation Hall, Evelyn St., Newstead.

The occasion is a special club night when we shall have Peter Brock and John Harvey, the winners of Bathurst, along as guests.

(What a champion catch by the HTCC, TIMS and I will certainly be there).

Special Scrutineers Lecture

On Monday 6th November a scrutineers lecture is being convened commencing at 7.30pm. Mr Harry Firth will be the guest speaker. All persons interested in scrutineering are welcome to attend.

Venue - BSOC Clubrooms.

Please attend - We need more scrutineers

Sun 19 Nov - Closed Off Road event

Details are scarce for this event, but it will be held at a local Off Road venue for the usual Buggy and 4WD classes. Obtain more details by phoning the head of the Off Road Sub-Committee,

Forthcoming Events

Wed 25 Oct - Expert Night Run

Two of the clubs most experienced organisers have put together this little brain teaser which will provide a fine evenings entertainment. The event starts from 8pm and entries can be made from any reasonable time after that.

Sat 28 Oct - Ipswich West Moreton, Currie Motors 1000 Rally

With the Queensland Rally Championship the closest it's been in years this will be a great event to go and watch. Not having any Regs with me as I type this I cannot give details of the Start location, but you could learn anything you wanted to know at the 25th October club meeting or phone the Rally Sub-Committee secretary.

Wed 1st Nov - Bingo Night at the Clubrooms

I presume that Neil (Legs Elewon) Howard will be conducting another Bingo night at the Club. Great winners of the past include, Charlie Blake, almost all the Kables, Peter McMahon and all the Ootms. Perhaps we can add your name to the golden list.

Thursday 2nd November - Motorkhana under lights

Every year the Surfers Paradise Automobile Racing Club have a motorkhana under lights on the tracks main straight - this is one of the opening events of the Speedweek. In the past we have supplied several entries to this well publicised event - further details from our trusty Secretary Jeff Tremain

According to reports SPARC motorkhanas are models of efficiency, tales of 8 tests being run, and the trophies presented (already engraved) in 7 minutes are rife.

Wed 8th November - Novice Night Run

Any new members keen to take up motoring events could do no better than to start off with a Night Run organised by Tony Kabel with father keeping an eye on the proceedings.

Usual 8pm start from the Clubrooms.

Sun 12th Nov - Closed Motorkhana

These little events of ours have all the ingredients to get the adrenalin flowing and to give the car a good strap without damaging it. I havent been advised of the exact venue but it will be either in, or very near, Brisbane and start at about 10am. More details from the Motorkhana Sub-Committee Chairman

Sun 26th Nov - DDSOC QMC Motorkhana

Regulations will be available soon for this event which is the 6th round of the Queensland Motorkhana Championship. Darling Downs SCC usually hold the event close to Toowoomba, more details from our Secretary Jeff Tremain

Next Months Magazine

Will feature on the cover a picture of the Editor at work, inside there will be a full analysis of Goondiwindi, a spectators eye-view of the Southern Cross Rally, report on the Currie Motors Rally and also a description by Noelle Heales of the first rally to be run up in Darwin. Plus of course all the usual interesting pages like The Officials, and Big Eds Column.

The Curse of the Lils

According to James Bond, once is happenstance, twice is coincidence and three times is enemy action. That being so I must tell the world of a vile plot TIMS and I have uncovered to take over the world.

The usual picture of an attack from outer space involves fleets of space ships hovering around lasering everything that moves, or H. G. Wells's three legged martian war machines stalking around the Surrey countryside - a picture from my impressionable youth that is so vivid as to be real. But surely those powers without would realise that the hammer only breaks things up, what is needed is an infiltration, a gradual taking over till we wake up and find something green with three heads in charge, but, we think, that it doesnt really matter because they're so agreeable.

Well we can now reveal that this process is underway at this moment, and the means involved is the placing of bad tempered Maiden Aunt Lils into the family circle. My Aunt Lil is a positive tarter, bad tempered, loud voiced and a terror to be near. TIMS'S Aunt Lil was all the above, and now a bloke she works with reveals that his family has an Aunt Lil who fits the mold exactly. You may find this funny (peculiar, not Ha! Ha!) but remember that Once is happenstance, twice is coincidence and three times is enemy action.

The method the aliens are using is to introduce an ancient 'Aunt Lil' into the family, and once in the family circle they cause dissent by such ploys as cutting their lips on the saucer while drinking tea, threatening to come and stay (thereby ensuring that a large proportion of the population is in a constant state of moving from one house to another), saying "If I left the house to you, would you take care of it?" to all 42 of her immediate relations, and the retelling (loudly) of "Plain tales from the Bingo Halls".

Obviously the creatures we are dealing with have either/or a long life span and great patience. The current crop of Aunt Lils are all in the 60-80 age group, so either the invasion began at the turn of the century, or the Aunt Lils have been planted comparatively recently and our childhood memories of them have been implanted.

To test your Aunt Lil for extra-terrestrial leanings isnt easy. The first thing to do is to see if she reflects in a mirror, then surprise her by suddenly shouting in her ear "Engage hyper drive", and finally when shes beating you with her ear-trumpet, tell her your a 'sleeper' from Gamma IV with a change of plans. Should she at any time begin waving a tentacle in greeting, and offering a cup of Borinx juice to refresh you - leave hurriedly. When making a rapid exit remember there is some good news and some bad news, the good news is that the aliens never zap anybody in the back, the bad news is that they dont know which is our back.

Naturally the aliens are aware of the changing popularity of names, and the first signs are that for the next generation the name to fear will be Aunt Vera, then in twenty years time Aunt Wendy and twenty years after that Aunt Debbie. Naturally only maiden Aunts count, a bit of a naughty on even the most fleeting basis appears to break the aliens hold.

So what can we do to protect this brown and pleasant land? Well the first choice is to introduce her to a randy 70 year old man (I've got one to hire out if your interested), or else force her to watch Cop Shop/The Truckies/The Inventors till the aliens understand that this is a planet not worth occupying.

COMING EVENTS

Wed	25	Oct	Expert night run by Wayne Bentley and Roger Gardner
Sat	28	Oct	IWMAC Currie Motors 1000 Rally (QRC 5)
Wed	1	Nov	Bingo night at the clubrooms
Thu	2	Nov	SPARC speed week motorkhana under lights, BSCC invited. Further details elsewhere in the magazine.
Fri	3	Nov	HTCC special club night with Peter Brock and John Harvey. Further details elsewhere in the magazine.
Sat	4	Nov	TSCC Goldfields Rally (Closed) BSCC Social Night
Sun	5	Nov	Surfers Paradise races
Mon	6	Nov	Scrutineers lecture at the clubrooms by Harry Firth - Further details elsewhere in the magazine
Tue	7	Nov	Committee meeting, 7.30 pm
Wed	8	Nov	Novice night run by Tony Kabel and Hank Kabel
Sat	11	Nov	GCTMC Koala Gardens 2MW closed rally; BSCC invited
Sun	12	Nov	Closed motorkhana MGCC historic race meeting at Lakeside
Tue	14	Nov	Off Road Sub-Committee meeting
Wed	15	Nov	Off Road night at the clubrooms
Sun	19	Nov	Closed off-road event further details elsewhere in the magazine
Mon	20	Nov	Social Sub-Committee meeting
Tue	21	Nov	Rally Sub-Committee meeting
Wed	22	Nov	Expert night run by Peter McMahon and Warren Tegg
Sun	26	Nov	DDSCC Queensland Motorkhana Championship Round 6

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BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position
I accept nomination (Signature)
Nominated by (Signature)
Seconded by (Signature)

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position
I accept nomination (Signature)
Nominated by (Signature)
Seconded by (Signature)

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position
I accept nomination (Signature)
Nominated by (Signature)
Seconded by (Signature)

BRISBANE SPORTING CAR CLUB PROXY FORM

I, of
being a member of the Brisbane Sporting Car Club and entitled to
vote, hereby appoint of
. as my proxy to vote for me on
my behalf at the General Meeting of the Club to be held on the
29th day of November 1978 or any adjournment thereof.
Signed
In the presence of (Witness)