

Brisbane Sporting Car Club

» MAGAZINE «

CAMS AFFILIATED

PRICE 20c



The Wonderful Ball

Registered for posting as a periodical - Category B

DECEMBER 1978

1979 OFFICE BEARERS

		Phone Number	
		Home	Work
PATRON	Minister for Defence, Hon. D.J. Killen		
VICE PRESIDENT	Garry Connolly	341 3961	221 6899
HON. SECRETARY	Allan Lawson	350 1461	52 5971
ASSISTENT SECRETARY	Jeff Tremain	38 4858	221 6899
HON. TREASURER	Warren Tegg	341 6365	397 8233
CLUB CAPTAIN	Charles Blake	38 2693	
COMMITTEE	Lee Drummond	398 7163	
	Ian Bond		
	Tony Hazeldine		
	Dennis Brown		
	Ivan Holmes		
	Paul Cadell		
	Peter Marshall		
	Chris Goodreid		
	Laurie Tindall		
	John Hall		
	Barry Torrens		
CAMS DELEGATE	Garry Connolly	341 3961	221 6899
HON. AUDITOR	Nev Johnston		
PROMOTIONS OFFICER	Paul Cadell	399 4235	
BUILDING & PROPERTY OFFICER	Tony Hazeldine	343 4144	229 5127
REGISTRAR	Charles Blake	38 2693	
FINANCE SUB-COMMITTEE CHAIRMAN	Charles Blake	38 2693	
MAGAZINE EDITOR	Peter Smith	208 1721	
MOTORHANA ANNUAL EVENT			
SUB-COMMITTEE CHAIRMAN	Ian Fink		268 4233
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	341 1139	
RALLY SUB-COMMITTEE CHAIRMAN	Chris Goodreid	355 6016	
SOCIAL SUB-COMMITTEE CHAIRMAN	Wendy Marshall	202 6932	
SPORTING SUB-COMMITTEE CHAIRMAN	Lee Drummond	398 7163	

POSTAL ADDRESS

All correspondence for the club should be addressed to:

The Hon. Secretary
 Brisbane Sporting Car Club
 P.O. Box 314
 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 8pm onwards.

MEMBERSHIP SUBSCRIPTION

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

The Brisbane Sporting Car Club

Magazine - December 1978

Editorial

A fine close to the year with splendid articles by Noelle Heales and Tony Hazeldine, lets continue 1979 as 1978 finished.

Not a bad year for the mag, with some hard hitting articles by Bruce Fullerton, Jim Reddix etc, but rather a dearth elsewhere which is why you have to read such a lot of my rubbish, however many thanks to all those people who did contribute, and remember we've never refused to print anything yet.

I'd like to thank all those people who either like or hate the magazine since anything is better than indifference, our especial thanks must go to the senior staff of the committee who find themselves being parodied, or shot at, but who have never in any way attempted to curb my meanderings. Next year it should, in theory, be even better, but no matter how much time I have to spare, publication date always seems to loom suddenly out of the darkness.

Anybody sitting around doing nowt during January can always pop over the The Booksmith, 690 Sherwood Road, Sherwood for a cup of tea.

As is traditional we'll not be having a January edition and this will leave me free to get some of those big mullet down at the fishmongers. Have a ripper Christmas, leave your blood at the red cross and not on the highway, and may your god go with you and not let you pass away till next we meet.

Seezya But - Pete Smith

Major Forthcoming Event

International Race and Rally driver Colin Bond will be conducting the Brisbane Sporting Car Clubs first rally school to be held on January 6/7th at a venue near Brisbane.

Well at least we hope he is ! This copy of the magazine was delayed so I could get Bondies final confirmation but nothing as been heard yet, I suggest that all pupils or would be pupils contact Dennis Brown on 2084587 (work).

Christmas '78

CAMS approved - 24 hours of stiff competition - no licences needed - everybody gets a prize - free entry - dinner and drinks provided

One event you cannot afford to miss

Seez you there, but!

Note : In the magazine, by a gross clerical error, we have two Presidents reports. This is not a coodaytar, but the first report was written by the Outgoing President Allan Lawson, and the other by our new, and very welcome, President Garry Connolly.

This Months Cover

A Police eye-view of the fishy going-ons at the Christmas Party.

PRESIDENTS REPORT 1978.

It is with pleasure that I make the 28th President Report on behalf of the clubs committee of 1978.

On taking the office of President at our last Annual General Meeting, I stated that with the co-operation of Club members, my aim during 1978, the Silver Anniversary Year of our Club, was to achieve two goals, one of which was to update our Club room to a standard befitting a club of our standing in the sport.

This first goal was achieved, due to outstanding contributions of a lot of Club members under the guidance of Ivan Holmes, Geoff Tremain and Charlie Blake, together with the co-ordination of fittings from Garry Connolly. It is now a fitting place to enjoy a night with fellow Club members in a relaxed Club atmosphere.

However, the job is not yet completed, and finance permitting, the job should be finalised in the coming Club year.

The second goal was to encourage more fellowship between C.A.M.S. clubs in Queensland, while this was achieved to a degree, I would say it is something the Club should continue to foster.

The Social highlight of the year was of course the Silver Anniversary Dinner, held at the Coronation Motel, with our principal guest of Honour, Past Patron and valued Club supporter - Mr Glem Jones, together with the Past and Present National C.A.M.S. Directors Mr Don Thompson and Mr John Keefe, many Past Presidents, committee and Club members were present to make the night a most memorable one for all present.

The motor sport activities of the club as listed in last months secretarys report, were highlighted by the Lutwyche Shopping Village Rally and the B.P. Off Road 400 together with the excellent programme of closed and opened events in all branches of the Club activities.

It is gratifying to see Club members continuing to excell in the various state championships, particularly in Rallies and Motorkhanas, lets hope that this continues in 1979.

In recent events it has been pleasing to see a return to the "Club" organizing our major Rallies instead of individuals, as I have felt over the past few years that much of the organizing of an event has been left to the director, instead of the Brisbane Sporting Car Club, lets keep up the good work.

In the praise department, I could not close my report before singling out a few members for the "Presidents Keeness Award for '78". Firstly, Dennis Brown for his continued upgrading of the Rally subcommittee; and our magazine editor, Peter Smith, for his continued hard work in that area. And the third award to our incoming President Garry Connolly for his excellent standard of organization on our three major events for '78, namely the Lutwyche Shopping Village Rally, the Anniversary Dinner and the B.P. Off Road 400.

However to all members and friends who have worked for the Club benefits during the past year, I would thank them for a job well done.

May I close my brief Presidents report by thanking all past and present Club members for the support they have given the Brisbane Sporting Car Club over the past twenty-five years, and we all look forward to the next quarter century.

Thanking You

V. J. Lawrence

Stones Corner Motors B.S.C.C. Silver Jubilee Rally

December 2/3rd

Final Round Q.R.C.

With major sponsorship for the 14th year once again coming from the Auto Centre Group and under the guidance of Hank Kabel (Director), Pat Hetherman and Tony Hazeldine, Peter Marshall and Cathy Kabel (organising committee), the rally was run on the 2nd and 3rd of December and was won by novice driver John Barr and Graeme Clark (navigator) in a Datsun 1600 after a very quick and consistent drive over the very tight forestry tracks around Jimna. The result is even more impressive when you consider that John had only returned a few days prior to the start after coming a creditable 26th outright on the Repco Alpine the previous weekend in Victoria.

The rally proper started with the "Mt Cabernet" competitive, a 55 km section in 42 min which featured a steep climb into the mountains, and a steep descent into the EOSC. Fastest was Coote/Marsden on 11, Browning/Dwine 12, Lowe/McQuire 14 (Alex Lowe was driving the Maxim Motors Citroen instead of navigating this time), Tapsall/Moir and Barr/Clark 15 (Keith Tapsall was driving a Toyota Celica entered by G.P. Cars - one of the sponsors of the Cibie/G.P. Cars clubman/novice series earlier this year - in its first event, the car only being finished on Friday night and managed 4th outright on 85 points lost, 6 points behind John Barr after some minor sorting out difficulties, and looks like one of the cars to watch in the Q.R.C. next year). Neumann/Best, Worthington/Fullerton and Cadell/Blake dropped 16.

After a short service the cars transported to the start of the next competitive "Ferling", 17.84 Km in 16 min. The majority of the cars lost 2 or 3 before arriving at a fancy dress control run by Ipswich West Moreton Auto Club. Along with the party lights, strangely dressed people I believe there was also a lady Santa Claus kissing the crews and wishing them Merry Christmas. They certainly added atmosphere to the event, and somehow still had the same amount of energy the following morning when the control closed.

The "Pig Pocket" competitive followed being 18km in 17 mins with Coote/Marsden losing 3, Browning/Dwine, Batts/Smith, Brown/Goodreid, Worthington/Fullerton, Berbe/Weale, Barr/Clark and D & J Currie. The crews once again being amused by I.W.M.A.C. as the EOSC "Ferling/ and SoSC and EOSC "Pig Pocket" were in the same place.

After an 800 metre transport the crews started "Winch" 21.58 Km in 20 mins with Coote/Marsden once again fastest losing 3 with the rest of the quick drivers losing 4 or 5.

The crews now had a chance to rest with a short 10 min service before "Exchange" 8.88 km in 8 mins and "Foxlowe" 5.82 km in 5 min, and then the meal break, and the end of Division 1.

Results now stood at Coote/Marsden 22, Browning/Dwine 30, Worthington/Fullerton, Lowe/McQuire, Barr/Clark 33, Tapsall/Moir 34, D & J Currie 39. Jones/Howlett were leading the clubmen down 40 and Lowe/McQuire, Barr/Clark leading the novices.

Division 2 started with the longest competitive of the rally, "Head of the River". This section featured approx 3 km of rough washed out road near the start before again resorting to the now common tight and reasonably smooth forest tracks, although with one difference, a short part of the section was overgrown with thistles which in places partially obscured grids. Coote/Marsden, Browning/Dwine both 7, Tapsall/Moir 10, Brown/Goodreid, Barr/Clark 11 and Worthington/Full 12.

After a transport, "Yabba" and "Foxlowe 2" took the cars through to the division break.

Russell Worthington/Bruce Fullerton in a Mazda Capella had their first DNF of the year when the diff blew 2 km from the EoS "Yabba" and therefore missed the chance of taking the bosses money as they were 21 mins ahead of the only other recognized crew Neumann/Best. Lyle Neumann and Tony Best obviously struck trouble in "Ferling" dropping 13 to Worthington/Fullerton 3 and this accounted for the large difference at this stage.

Cooté/Marsden were still leading, now on 37 although Browning/Dwine had caught up 4 to be down 41 as Cooté/Marsden were now having engine trouble. Tapsall/Moir followed on 50, Barr/Clark 52, Brown/Goodreid 60, Jones/Howlett 62 and the Curries on 69. Alex Lowe/R McQuire were also highly placed having approx 50 (No route card handed in).

Division 3 started with the first reasonably open run of the rally, down the Monsildale Road to bring the crews back to the SOSO "Ferling" and then "Winch", "Exchange" and "Foxlowe" previously used in Division one.

It was now the lead changed several times quickly, Cooté/Marsden when they dropped 26 in "Winch" with mechanical failure, Browning/Dwine losing 22 in "Exchange" after hitting a bank while driving with one light (the lights having failed in the previous competitive), Tapsall/Moir lost 9 on the transport servicing their car and not realising their inherited lead, although the car would not have finished unless repaired. John Barr/Graeme Clark now led as Alex Lowe/R McQuire had left the road in "Winch" and weren't recovered until late in the morning.

The Final Results were :-

1)	John Barr/Graeme Clark	Datsun 1600	79
2)	Rod Browning/Peter Dwine	Datsun 1600	80
3)	Murray Cooté/Brian Marsden	Datsun 120Y	82
4)	Keith Tapsall/Ross Moir	Toyota TA22	85
5)	Dennis Brown/Chris Goodreid	Datsun 180B	89
6)	P Jones/A Howlett	Mazda RX2	95
7)	D Currie/J Currie	Datsun 1600	99
8)	P Kelly/G Coonan	Fiat	100
9)	L Neumann/T Best	Datsun 1600	101
10)	B Hayward/C Carlsson	Mazda	107

Even though Russell Worthington and Bruce Fullerton had their first DNF of the year they are now Queensland Rally Champions and also won the Queensland Recognized series, as the other cars in contention could not finish high enough to beat them. I'm told it is the first time a Mazda has won the QRC since Hank won it in 1972. The organisers of the rally would also like to thank all the people who helped make it the success it was, and to remind competitors to support the sponsors of the event :-

Auto Centre Group (Sales and Service) Mazda,
G. P. Cars,
Maxim Motors,
Peak Performance,
Castrol.

Tony Hazeldine

Very nice Tony, award yourself the leather saxophone award for 1978, Stage Times follow

Division 1 C2

3	M Coote/B Marden	Datsun
5	A Lowe/R McQuire	Citroen
= 6	K Tapsall/R Moir	Toyota
= 8	L Neumann/T Best	Datsun
	R Worthington/B Fu	Mazda
	P Cadell/C Blake	Datsun
=11	E Peel/J Blake	Datsun
=13	P Jones/A Howlett	Mazda
	J Berne/G Weale	Escort
=17	D Brown/C Goodreid	Datsun
	G Smallman/J Hall	Escort
	R Walker/R Perry	Triumph
	R McColm/P Burgin	Datsun
=21	D & S Milner	Cortina
31	P Phillips/R Fuller	Datsun
=32	L Tindall/S Marsh	Datsun
37	A Thomson/M McNeil	Torana
39	R Gardner/A N Other	Mazda

Division 1 C5

1	M Coote/B Marsden	Datsun
= 2	D Brown/C Goodreid	Datsun
	R Worthington/B Fu	Mazda
	J Berne/G Weale	Escort
= 9	K Tapsall/R Moir	Toyota
	L Neumann/T Best	Datsun
	G Smallman/J Hall	Escort
	A Lowe/R McQuire	Citroen
	D & S Milner	Cortina
=19	P Jones/A Howlett	Mazda
	P Phillip/R Fuller	Datsun
=28	P Cadell/C Blake	Datsun
	R Walker/R Perry	Triumph
33	L Tindall/S Marsh	Datsun
34	R McColm/P Burgin	Datsun
36	E Peel/J Blake	Datsun

Division 1 C8

1	M Coote/B Marsden	Datsun
= 2	K Tapsall/R Moir	Toyota
	D Brown/C Goodreid	Datsun
	R Worthington/B Fu	Mazda
	G Smallman/J Hall	Escort
	J Berne/G Weale	Escort
	P Cadell/C Blake	Datsun
	A Lowe/R McQuire	Citroen
=15	L Neumann/T Best	Datsun
	P Jones/A Howlett	Mazda
	R Walker/R Perry	Triumph
	L Tindall/S Marsh	Datsun
	P Phillips/R Fuller	Datsun
=27	E Peel/J Blake	Datsun
	D & S Milner	Cortina

Division 1

1	M Coote/B Marsden	Datsun
= 3	A Lowe/R McQuire	Citroen
= 5	K Tapsall/R Moir	Toyota
	R Worthington/B Fu	Mazda
8	P Jones/A Howlett	Mazda
= 9	D Brown/C Goodreid	Datsun
	G Smallman/J Hall	Escort
=11	J Berne/G Weale	Escort

Division 1 C4

11	= 1	M Coote/B Marsden	Datsun	2
14		D Brown/C Goodreid	Datsun	
15	= 5	K Tapsall/R Moir	Toyota	3
16		R Worthington/B Fu	Mazda	
		J Berne/G Weale	Escort	
		E Peel/J Blake	Datsun	
17		P Cadell/C Blake	Datsun	
18		A Lowe/R McQuire	Citroen	
19	=16	G Smallman/J Hall	Escort	4
		P Jones/A Howlett	Mazda	
		R Walker/R Perry	Triumph	
	=26	R McColm/P Burgin	Datsun	5
		D & S Milner	Cortina	
20		P Phillips/R Fuller	Datsun	
25	32	L Tindall/S Marsh	Datsun	6
26	=35	L Neumann/T Best	Datsun	13

Division 1 C7

3	1	M Coote/B Marsden	Datsun	3
4	= 3	K Tapsall/R Moir	Toyota	5
		D Brown/C Goodreid	Datsun	
		R Worthington/B Fu	Mazda	
5		A Lowe/R McQuire	Citroen	
	=10	L Neumann/T Best	Datsun	6
		G Smallman/J Hall	Escort	
		P Jones/A Howlett	Mazda	
		J Berne/G Weale	Escort	
		E Peel/J Blake	Datsun	
6	=17	R Walker/R Perry	Triumph	7
8	=24	L Tindall/S Marsh	Datsun	8
		D & S Milner	Cortina	
9	=28	P Cadell/C Blake	Datsun	9
10				
13				

Division 1 C11

2	= 1	M Coote/B Marsden	Datsun	
3	= 3	K Tapsall/R Moir	Toyota	2
		D Brown/C Goodreid	Datsun	
		L Neumann/T Best	Datsun	
		R Worthington/B Fu	Mazda	
		G Smallman/J Hall	Escort	
		P Jones/A Howlett	Mazda	
		J Berne/G Weale	Escort	
		A Lowe/R McQuire	Citroen	
		R Walker/R Perry	Triumph	
	=22	E Peel/J Blake	Datsun	3
	=28	L Tindall/S Marsh	Datsun	4
		P Phillips/R Fuller	Datsun	
6	31	D & S Milner	Cortina	6
	32	P Cadell/C Blake	Datsun	7

22	=15	L Neumann/T Best	Datsun	46
32	18	E Peel/J Blake	Datsun	48
33	20	P Phillips/R Fuller	Datsun	55
	=21	R Walker/R Perry	Triumph	56
	=25	P Cadell/C Blake	Datsun	66
		L Tindall/S Marsh	Datsun	
	27	D & S Milner	Cortina	67

Division 2 G2

= 1	M Coote/B Marsden	Datsun	
3	K Tapsall/R Moir	Toyota	
= 4	D Brown/C Goodreid	Datsun	
6	R Worthington/B F	Mazda	
7	P Jones/A Howlett	Mazda	
= 8	J Berne/G Weale	Escort	
= 12	L Neumann/T Best	Datsun	
	E Peel/J Blake	Datsun	
	A Lowe/R McQuire	Citroen	
	P Phillips/R Full	Datsun	
= 20	D & S Milner	Cortina	21
27	R Walker/ R Perry	Triumph	51

Division 2 C4

= 1	M Coote/B Marsden	Datsun	
= 3	K Tapsall/R Moir	Toyota	
	D Brown/C Goodreid	Datsun	
	A Lowe/R McQuire	Citroen	
= 7	L Neumann/T Best	Datsun	
	P Jones/A Howlett	Mazda	
= 11	E Peel/J Blake	Datsun	
	P Phillips/R Full	Datsun	
= 18	J Berne/G Weale	Escort	
25	D & S Milner	Cortina	

Division 3 C7

= 1	M Coote/B Marsden	Datsun	
	D Brown/C Goodreid	Datsun	
	D & S Milner	Cortina	
= 5	K Tapsall/R Moir	Toyota	
	L Neumann/T Best	Datsun	
	P Jones/A Howlett	Mazda	
= 8	E Peel/J Blake	Datsun	
= 14	P Phillips/R Full	Datsun	
= 22	J Berne/G Weale	Escort	

Division 3 C10

= 1	D Brown/C Goodreid	Datsun	
= 4	K Tapsall/R Moir	Toyota	
	E Peel/J Blake	Datsun	
	P Phillips/R Full	Datsun	
= 10	L Neumann/T Best	Datsun	
	P Jones/A Howlett	Mazda	
= 14	J Berne/G Weale	Escort	
	D & S Milner	Cortina	
24	M Coote/B Marsden	Datsun	26

Division 3 C11

1	D & S Milner	Cortina	
= 2	M Coote/B Marsden	Datsun	
	K Tapsall/R Moir	Toyota	
	D Brown/C Goodreid	Datsun	
	L Neumann/T Best	Datsun	
	P Jones/A Howlett	Mazda	
	J Berne/G Weale	Escort	
	P Phillips/R Full	Datsun	
24	E Peel/J Blake	Datsun	

Results

1	J Barr/G Clark	Datsun	78
3	M Coote/B Marsden	Datsun	82
4	K Tapsall/R Moir	Toyota	84
5	D Brown/C Goodreid	Datsun	89
6	P Jones/A Howlett	Mazda	95

Division 2 C5

= 1	M Coote/B Marsden	Datsun	2
= 3	K Tapsall/R Moir	Toyota	3
	D Brown/C Goodreid	Datsun	
	L Neumann/T Best	Datsun	
	P Jones/A Howlett	Mazda	
	E Peel/J Blake	Datsun	
	A Lowe/R McQuire	Citroen	
	P Phillips/R Fullert	Datsun	
= 15	J Berne/G Weale	Escort	4
	D & S Milner	Cortina	

Division 2

2	M Coote/B Marsden	Datsun	14
3	K Tapsall/R Moir	Toyota	16
= 4	D Brown/C Goodreid	Datsun	19
	P Jones/A Howlett	Mazda	22
4	L Neumann/T Best	Datsun	27
	P Phillips/R Fullert	Datsun	28
5	J Berne/G Weale	Escort	31
	E Peel/J Blake	Datsun	32
6	D & S Milner	Cortina	38
9			

Division 2 C8

3	= 1	M Coote/B Marsden	Datsun	5	
	3	K Tapsall/R Moir	Toyota	6	
	= 5	L Neumann/T Best	Datsun	8	
		P Jones/A Howlett	Mazda		
		E Peel/J Blake	Datsun		
		P Phillips/R Fullert	Datsun		
	5	= 15	D & S Milner	Cortina	10
	6	= 19	J Berne/G Weale	Escort	11
	8	22	D Brown/C Goodreid	Datsun	14

Division 3 C12

6	= 1	D Brown/C Goodreid	Datsun	3
8	= 4	L Neumann/T Best	Datsun	4
		P Phillips/R Fullert	Datsun	
	= 15	K Tapsall/R Moir	Toyota	5
		P Jones/A Howlett	Mazda	
		J Berne/G Weale	Escort	
	21	D & S Milner	Cortina	7
	22	M Coote/B Marsden	Datsun	8
26	23	E Peel/J Blake	Datsun	14

Division 3

2	2	L Neumann/T Best	Datsun	28	
3	= 3	D Brown/C Goodreid	Datsun	29	
		P Phillips/R Fullert	Datsun		
	10	P Jones/A Howlett	Mazda	33	
	= 12	K Tapsall/R Moir	Toyota	35	
		17	J Berne/G Weale	Escort	37
		20	E Peel/J Blake	Datsun	42
	= 22	M Coote/B Marsden	Datsun	45	
7		D & S Milner	Cortina		

9	L Neumann/T Best	Datsun	101
12	J Berne/G Weale	Escort	110
14	P Phillips/R Fullert	Datsun	112
17	E Peel/J Blake	Datsun	122
21	D & S Milner	Cortina	155

Northern Territory Rallies

by cub reporter Noelle Heales

The recently formed North Australian Motor Sports Club have just held their first rallies.

The "Ansett 450" was held on 7/8 October (BP Off Road 400 weekend). I managed to secure a ride navigating for a relatively new driver in a 1976 Corolla Coupe - Dennis Henley-Smith.

Although Route Charted, it was different to our rallies on a few points;

- 1) Only accumulative readings on instructions,
- 2) Instructions in both miles and kilometres,
- 3) Fewer controls, but replaced by route check numbers to be written down,
- 4) Roads a lot rougher - more Off Road Territory in most places,
- 5) A roadside B-B-Q/Grog waiting at the finish control to herald the sunrise. (Much appreciated by all - good idea I thought)
- 6) Much larger prizes (First prize was return airtickets for both driver and navigator, from Ansett, to Brisbane or Adelaide - total cost of 2 return tickets about \$800, plus large trophy plus cheque from club - I forget how much for though),
- 7) Competitions held not only on closed roads but also public roads, admittedly most were little used by the public,
- 8) Dust up here is incredible, but what can you expect after 6 months with no rain,
- 9) Competitors crossed major highways dozens of times, far too dangerous for navigators not on the ball,
- 10) Cautions marked "X" with no description of what it was, unless it was dangerous, eg "SO XXX Bitumen" - meaning crossing main highway, usually with 3 foot ditch each side,
- 11) No time at start for navigators to go through instructions.

Anyway it was a really good event. Other than the Darwin area and the few highways (to Adelaide, Arnhemland, Mt Isa and the Dam) all Northern Territory roads are dirt. Lots of tight corners and sightseeing trees were found en route, as well as lots of bumps, creek crossings and black soil.

The field was very varied, from a BMW and a SAAB to Honda Civic, RX2, Army Landrover, Range Rover, Galant, Falcon Ute, Lots of 4 Wheel Drives, and amongst others us. About half the 30 starters came home. Both SAAB and BMW suffered overdriving and ended with "stuffed" motors, someone went head on into a tree and most others had some mishaps. We went a bit further than most and rolled the car a few times down a bank, somehow missing most rocks and trees to eventually land back on the wheels. Neither of us was hurt but I was glad I had on my crash helmet, we didnt have a roll cage, but the roof stood it very well. It was a situation which I suppose happens a lot. We were catching the car in front and consequently had limited visibility in the dust, I realized too late that this corner was more of a U turn than a corner and that we couldnt handle it. I suppose it depends on a drivers judgement, whether to rush it and catch the car, or slow down so you can see more than a few yards.

Anyway the fastest times for the night were done by a Range Rover, cleaning everyone else by heaps. Unfortunately they didnt get all the route checks (Some people didnt write any of them down) and lost the rally to a Galant. Everyone felt for them, but thats the rules. So I was not surprised at your good comment on a Range Rover at Goondiwindi. They seem designed for Rough Rallies (I might just mention that the Range Rover motor blew up 2 days later).

The second rally up here was the Patrons Rally run on 25/26 November. Not being able to find a spare driver, I did a control at the foot of a very high, very steep, very rough hill. The route bypassed the hill and ended up at the bottom by different roads. Two cars however missed the turn and found themselves heading for eternity down this hill at a great rate of knots. We at the bottom held our breaths as both cars bumped and hit and banged and crashed their way to the bottom. They both made it OK though a little the worse for wear. One took a WD and the other decided to go back up and in the right way. He made it on the 2nd attempt (I might add that this is the top ends steepest hill and many people - me included - have tried to get up it in cars and failed. (4WD are OK) So it was quite a good feat.

It started out as a wet rally in blinding rain with no more than 20 metres visibility, but luckily it cleared up later. Most people said they had a ball, especially in the forest sections. There was a great deal of mapped sections so navigators had their work cut out, as usual some ended up miles from where they should have been.

Overall, rallying in NT is like anywhere else, but being so new, they have a lot of organizational problems and rules to iron out, but in the end they should reach a comparable level to the BSCC.

Noelle Heales

The Annual General Meeting

As AGM's go this was a very quiet occasion, in fact I think I almost preferred last years gotteramerdung with Mr X threatening Messrs Y,Z etc wiv bovver. The only high drama occured when The Revolutionary Incredible Mrs Smith (TRIMS) demanded The Vote for Associated Women. Tempers rose as she ripped her blouse across the bodice (now that woke them up) daring any to be the first to strike. Finally, still singing "The Internationale" she was pitched handcuffs, railings, policemen's helmet and all into the river - and THAT shut her up.

One large member decried the magazine saying that it was not written in intelligible language, llew fo esruoc siht si esnesnon, lots of people leapt to my assistance and later on they all hung around the bar looking hopefully, but fruitlessly, thirsty. I can fully understand the complaint but from the clubs point of view the magazine is a good news, bad news situation. The good news is that the club has somebody who willingly undertakes the most feared job of all, the bad news is that he makes a lousy job of it - Ha!Ha!

The quote of the night came from me, in the case of Ian Bond vs The Committee (Temple Press, 1978, 4^o pp 120, eng. ill. New and Revised edition \$2) Ian was saying that in other clubs, writing a report on an event was mandatory for the organisers. In my summing up to oppose this state of affairs I said "Very few people want to write anything, and anyway, writing (long pregnant pause) is an art" the howls of derision, and Lee Drummond shouting "Which you havent got" ring in my ears yet.

I think Jack Reads family keep him locked in a deep, dark cellar, releasing him once a year to stalk the Brisbane Streets and to terrorise the BSCC AGM. Although if Jack wasnt there sniping with Hank Kabai the thing would be rather a non-event.

The meeting was speedily and competently dealt with by the retiring President Big Al, and despite all sorts of exciting things like secret ballots and refreshment breaks it was all over by 10.45 pm.

Our Worthy Champions

At the start of 1978 two drivers burst upon the rally scene in Queensland, Saxby in the Gemini and Russell Worthington in the Mazda. During the course of the year the Gemini was reduced to its component parts and Russell went on to win the State Rally Championship.

This was very much a "Niki Lauda" performance with only one win to his credit, and the rest of his points total coming from a series of consistent runs. However he was assisted by Ray Vandersee having a dreadful year reliabilitywise, Ian Reidel not running, Adrian Taylor having lost interest (but only because of the decrease in prize monies, in which make it hardly worthwhile), Daryl Kelly ditto and Roger Kiméklis suffering from Navigator and money problems (too much !).

Russell has been navigated on each event by Bruce Fullerton. Bruce is only 19 and possesses a veneer of overwhelming conceit, however anybody who says "I'm fantastically good looking and Russells YUK !" cant be all bad. But there again his attitude does make other young, and green with envy, members rip their hair out. Personally I quite like him, although its hard to be 33 years old and have this child approach you at the Motor Show telling you that coming 8th on the Biggenden was very good, and if I keep trying I may be as good as him one day ! Bruce is Queensland's youngest ever champion navigator, and underlines how things have changed from the map, compass and romer era, when 10 years experience was a MUST. His first rally indeed was the 1977 Kriticos when they became lost (On one of the two mapped sections I wonder ?) and came fourth. Winning this year is a remarkable achievement, requiring immense concentration and the ability to come out of road book errors smelling of roses. What a proud memory to have throughout life.

Russell is 25 years old and he and Bruce resemble each other as chalk resembles cheese. Bruce gets excited if his road book has a blot, but Russell remains serene no matter what pressures are brought to bear. He started racing four years ago and was Queensland Touring Champion in 1977, however this wasnt his first taste of success as he was Australias Motorkhana Champion in 1974, a case of everything he touches turning to gold. Before his outing on the '77 Kriticos, when Hanks supplied him with a trade-in Kabel Kastoff, he had done about 4 rallies in 4 years, having a run when Hank was otherwise engaged.

Backing during the course of the year has come from Stones Corner Motors, GP Cars, Holland Park Auto Electrics plus oil and tyre concerns, not forgetting the invaluable service provided by the Service-Crews, it was these chaps who won Russell the Currie Motors when he'd been driving quicker and hairier.

So a champion year where they started out as Clubmen and finished with the state and recognized titles. Next year should be really interesting, I dont know who John Barr is but he cant arf bleedin' motor. Best of luck to R & B especially during the Round Australia, their new car is being unveiled sometime in February, and although theyre not giving anything away, if its not an RX7 I'll buy Ian Reidel and the bar flies a frosty each !

If one of the Currie brothers was named Harold, and he broke the law, then when the judge was sentencing him he'd have to commit Harry Currie.

Cow Blimey !

Championship Positions as at November 30th

Experts Night Run / Final

1) Charlie Blake	82
2) Simon Kabel	75
3) Donna Francis	75
4) John Blake	61
5) Tony Kabel	55
6) Tony Best	52
7) Bruce Fullerton	32
7) Allan Creighton	32
9) Warren Tegg	30
9) Warren Henry	30

Off Road / Final

1) George Croucher	37
1) Gunther Schmeid	37
3) Cedric Loy	29
3) Pat McCreery	29
5) Bruce Taylor	23
6) Ian MacFarlane	22
6) Tom Poots	22
6) Ian Bond	22
9) Garry Wolfe	20
10) Dave Chadwick	17
10) Debbie Chadwick	17

Motorkhangas

1) Lee Drummond	62
2) L Sutherland	41
3) K McConnell	36
4) Peter Snell	35
5) Glen Carpenter	28
6) Alan McConnell	27
7) Cillin Powell	25
8) Steven Snell	22
9) Ian Fink	21
10) Big Ed	20

Speed Event / Final

1) Bob Baird	11
1) Lee Drummond	11
3) Nev Roser	10
4) Tom Poots	9
5) E Hunt	8
6) Ian Fink	7
7) Ian Baker	6

Ladies Championship / Final

1) Donna Francis	
2) Pat McCreery	
3) Debbie Chadwick	

Rallies S.C.M.

1) Boyd Ovens	2h
2) Russell Worthington	1h
Bruce Fullerton	1h
Jim Reddiex	1h
Alex Lowe	1h
Paul Cadell	1h
Warren McKewen	1h

Club Championship

1) Lee Drummond	22
2) Bruce Fullerton	15
3) Tom Poots	13
4) Boyd Ovens	11
George Croucher	
Gunther Schmeid	
Charlie Blake	
Bob Baird	

Koala Gardens - 2MW Rally, Gold Coast Tweed Heads C.C.

This forestry event only attracted a small entry of 11 starters. In England this type of event gets 120 entries within days of the list opening, still there's so much to do here, like joining the rest of the good consumers at Pacific Fayre.

Some of the BSCC entries had strange combinations. Bruce Fullerton was driving for a change (he'd found a Toytown Drivers Licence in a whistle-pop). Roger Kimeklis - who in the past has attracted the services of at least one of the states top navigators - had the novice Bill at his side. Tony Best was with Barry Nixon-Smith, Tony Kabel was driving brother Garys, Wayne Black had Dale Payne entranced, Lee (I Haven't done a rally since 1974) Drummond had Neil Howard busy and Warren (Crunch) Tegg was navigating for Mr P Phillips who was due to have a damn quick run on the Stones Corner Motors Rally.

Details of the event are scarce but the Nerang forest was out of bounds owing to floods, so there were plenty of long halts (again!). Roger K followed his orders down a goat track to the left, and although it took them only 1½ minutes to reach the bottom, it took them 2 hours to get out. The event moved to Northern NSW and used the very fast forests in the area.

Times of interest to BSCG Members

<u>Stage 1</u>		<u>Stage 2</u>	
1) B Fullerton/R Fullerton	1	2) W Black/D Payne	1
2) W Black/D Payne	3	3) B Nixon-Smith/T Best	2
= 3) B Nixon-Smith/T Best	4	4) B Fullerton/R Fullerton	3
T Kabel/G Kabel		= 5) L Drummond/N Howard	6
P Phillips/W Tegg		7) T Kabel/G Kabel	7
7) L Drummond/N Howard	7		
<u>Stage 3</u>		<u>Stage 4</u>	
2) W Black/D Payne	5	1) B Fullerton/R Fullerton	0
3) B Nixon-Smith/T Best	6	= 3) B Nixon-Smith/T Best	2
= 4) B Fullerton/R Fullerton	7	W Black/D Payne	
L Drummond/N Howard		6) L Drummond/N Howard	5
= 6) Kabel/Kabel	12	7) T Kabel/G Kabel	11
<u>Division 1</u>		<u>Stage 5</u>	
= 2) B Fullerton/R Fullerton	11	= 1) W Black/D Payne	0
W Black/D Payne		= 3) B Fullerton/R Fullerton	1
4) B Nixon-Smith/T Best	14	B Nixon-Smith/T Best	
5) L Drummond/N Howard	25	T Kabel/G Kabel	
7) T Kabel/G Kabel	34	L Drummond/N Howard	
<u>Stage 6</u>		<u>Division 2</u>	
1) W Black/D Payne	3	1) W Black/D Payne	3
3) B Fullerton/R Fullerton	5	3) B Fullerton/R Fullerton	6
4) L Drummond/N Howard	6	4) L Drummond/N Howard	8
5) B Nixon-Smith/T Best	8	5) B Nixon-Smith/T Best	9
7) T Kabel/G Kabel	12	= 6) T Kabel/G Kabel	13
<u>Results</u>		5) L Drummond/N Howard	
2) W Black/D Payne	14	7) T Kabel/G Kabel	33
3) B Fullerton/R Fullerton	17		47
4) B Nixon-Smith/T Best	23		

Wed 6th December, Pre-Christmas Social Night

Mingle with the Mighty at the BSCG !

All was normal at the club, Ian Reidel was leading The Bar Flys in that well known ditty "Whens the Pommie Bastard going to buy us a beer", Jeff was extracting money from some people who'd been walking past, Glen Somerville was distraught at being beaten to the "Whatdya Know?", Peter O'Connor wasn't there, when suddenly TIMS falls to her knees and grovels. I looked over my shoulder to see Colin Bond strolling in, later on my mate Col says to me "Will you navigate for me Big P ?", "Well" I said doubtfully, "are you half as quick as Killen Kimeklis says he is ?".

A pitiful scene was enacted behind the bar as the bonne femmes (sheilas Pete) got the snaxs ready. When it came to presenting Mr Bond with his cornucopia of cheezels, chips, cheese and fish paste (?) the plate passed from Wendy-Tricia-Wendy-Tricia as they tried not to be the one to present his grace with the plate. Eventually bony won and Wendy offered up the humble sacrifice to the great god.

A good evening and thank heaven we've managed to rearrange the drapes so that a bit of air comes in, or is this option only available when Bondy comes ?

Greg Carr on the Burmah International

Having at last received the stage times for the Burmah International which took place over August 18-19th in Scotland, we can make an assessment of how Australia's quickest driver performed.

The Burmah had 81 starters the star entries being the four-works Escorts of Mikkola, Brookes, Clark and Carr, two works TR7's for Pond and Buffum, a works Fiat Abarth 131 for Rohrl, a works Vauxhall Chevette for McRae plus all the aspiring men of British rallying like Wilson, Elsmore and Taylor in Escorts plus plenty of very quick Group 1 drivers who can easily overhual the incompetent.

Stages in Northern Scotland are generally long and fast, commented that they are similiar to Australia but that the surface was better. New to him were the Scottish yumps, which tend to come in clusters of half a dozen (The last of which has you higher than the spectators) and the bend arrowing. At the first "90 Left" arrow he saw he prepared to turn left at the arrow unawhere that bends have a warning arrow about 100 metres before them.

Well Greg made a really splendid showing, finishing 6th overall 3m 55 secs behind the winner after 32 stages. He was in the first half dozen on 19 occasions. It is notable that he doesnt figure on any of the bitumen stages, whereas Rohrl in the Fiat appears to be super quick on the hard stuff but not so happy on the loose. What the result would be if Greg pursued a full european season is a matter for conjecture, but I'm sure he would be a great credit to his nation and team.

	1	2	3	4	5	6
Mikkola	12	11	2	4	2	1
Brookes	9	10	3	4	3	
Clark	4	7	7	6	1	1
Rohrl	3	5	3	6	6	4
Gallacher	2		1		1	2
McRae	1	7	1	1	1	4
Elsmore	1	3	4	5	4	5
Taylor	1	1	1			1
Wilson		3	3	1	3	1
Carr		2	1	3	5	8
Buffum		1	1	2		3
Pond			3	2	1	1
Arneil				1		1

For Sale

LITTLE WHEELS PERFORMANCE PARTS

Sells Lights, Pads and Shockabsorbers

(But not yet to Club Members. No sale in 2½ years)

My Prices are not that Bad.

Phone 48 2197

For Sale

TONY JEWELS offers his well known SUBARU GSR, Factory optioned motor, Gas suspension, Class winner '77 Southern Cross, winner Kriticós Motors Rally, READY TO RALLY for only \$3000

390 3734 (Home)

The Triumph TR-7 was launched on a reputation of being the world's ugliest sports car. I object, your honour: anything which copies Porsche's 924 cannot be called ugly, no matter what you do to the rear half. And at half the price of said Porsche, it has to be a fair bargain if you're still going to call it a sports car, which in view of its 2 + 0 seating configuration you must, because it's a long way from a family sedan. (If you still won't call it a sports car, ask for an insurance premium quote.)

It also has a reputation of giving a hard ride and needing a net under the dashboard to catch bits falling off: the one I drove had its share of rattles but for a sports car gave a surprisingly smooth ride on sealed roads. Dirt roads were a different story: the car is stable enough but creates its own corrugated-roof feel on even the silkiest of dirt tracks.

The rear vision mirror is a trifle small and could be improved a lot to let the driver see what is happening all over his rear window (so he knows what he is going to have to wash off when he gets home). This is a car without a lot of rear vision and I'd insist on a lot more, even though something would then have to be done to the sun visors to stop them from sending the mirror into orbit every time they are shifted. Why doesn't everybody follow my lead and leave the shades down all the time?

The steering wheel is a little cutey, with a capital L. Feels pretty free around the middle of its range but after a millionth of a turn (no, I exaggerate, let's say a thousandth), you suddenly are reminded that the steering is not power assisted. Maybe the steering wheel resistance could have been more progressive? But the handling is all that you'd expect: even on the hardest of corners with the rear axle performing a Mexican Hat Dance the tyres would let go only in short hops and even that was perfectly controllable and predictable. I emphasize that this applies only to sealed roads, but maybe could be improved even more by the application of decent tyres.

The engine noise from the outside was enough to impress the locals without being enough to attract the boys in blue. Inside it's not a lot quieter, but that's all right because the fan drowns it out. In fact, with the car sitting at the kerb, engine off but fan on, an innocent passerby asked why the engine was still running. A few idle technical comments about sonic boom still catching up were enough to silence the critics, but I do think that ear muffs should not be a compulsory accessory to ensure adequate ventilation.

Driving off, I was impressed by the zappy acceleration for the first few metres, after which a gear change was necessary. Same in second, then a longish gap up to third - the gap between second and third seems even bigger if you try a fastish change and climb all the way to fifth, which is easy to do until you get used to the box. But the low second gear really came into its own on dirt roads: gently dropping the car back through the cogs from 100 (actually about 140, but the speed limit is only 100, isn't it?), the engagement of 2nd gear at about 70 was accompanied by a scream and a shudder (and the same from the car) as the back wheels let go and the car fishtailed quite violently along the straight. Second gear ratio is definitely out of place.

Braking is also good fun - not necessarily safe, but definitely good fun. For we fastidious professionals who satisfy ourselves with nothing less than four-wheel power discs, rear drums are definitely infra dig on a sports car (my biggest single criticism of the Z-cars, I might add, and a positive bonus point for the Alfas and Mazda RX-7, and of course to be expected on the real sports cars like Porsche and Ferrari and Volvo). Not that the horrible beasts won't stop the car, but this particular wagon thought it was never exciting enough to stop in a straight line; or else it was just showing how happy it was to do so by wagging its tail. Again, this may be a fraction better if proper tyres were used.

How about the traditional British attention to detail? The Leyland crew, in getting away from the traditional image of the quiet sophisticated understatement of the English sports car, also got away from the Bentley influence and remembered the high standard of their mass produced lines. To remain consistent with the Leyland reputation of excellence in production and service, they made sure that their demonstrator included a wee bit of rust in the rear pillar, something white sprayed onto the black featured vinyl of the dash top, and something that went 'Clunk' in the passengers door around lefthand corners. To make up for accidentally designing the car with light-weight wheel rims, they omitted QI headlights, (But maybe QI filaments are too fragile to survive the thump that rocks the car when the headlights settle back into their cosy nests). They made up for their omission of a sump guard or stone tray by setting the engine on top of an enormous cross-member that must surely have escaped from at least a Range Rover and more likely fell off a Mack truck. By the way, the twin (yes, count them: one, two) electric radiator fans are extra grouse, and they seem to work pretty groovey too.

All in all, ignoring the logistic problems of owning a Leyland car, this car and I could become very good friends were it not for one teensy, eensy minute, nay, microscopic problem. Its hardly worth mentioning really, but I suppose should be included just for some semblance of completeness. The problem? When you change lanes you cant see where your'e going. Rear lateral visibility is zero on the right and marginally better on the left. No fiddling with the seat could improve this, and the door mirror couldnt eliminate the problem. The driver is blind at the back and no matter how much he is able to adjust his seat and mirrors, one day he will change lanes onto somebodys front wheel. With apologies to all other cars that share this fault (which comes from fashion rather than functional design), this alone is enough to stop me from buying what could have proven to be quite a fun car.

Well, if you still insist on buying yourself a sports car, and accept the limitations imposed by what is euphemistically called a "speciality vehicle", you'd have to compare the Alfetta GTV and Lancia (4 wheel discs and 4 seats), 260Z (6 cylinder, rear drums, 4 seats) and not much else. Celicas are more civilized and in a lower price range, Fiats new midget is a whole new ball game reminiscent of Goggomobile days (Never - Big Ed). The Big Three dont produce anything like a sports car (no accolades please), and anything else is getting well above the price range, even Mazda RX-7 and Datsun 260Z are going to cost you an extra four grand. I think that any choice between the TR7, GTV, Lancia and 260Z will be a matter of taste.

Personally, were it not for the rear vision, I would accept the problems of the TR7 because its most fun to drive. But otherwise, the Lancia is the most practical of the four, the Alfetta the most sophisticated, and the 260Z the most muscle bound. I'd take the Celica for economy and practicability and will still save my pennies for my Porsche. But in the meantime, no matter what I drive, it always feels nice to get back into mein grossen Swedish tanken.

Footnote: Suits for slander (or dry cleaning and pressing) may be forwarded to my solicitors, Messrs Greenback and Filthright, C/- Luggage Point Cemetary and Floral Art. Car supplied by Grand Prix, Aspley, with a price tag around 12 Grand with air.

Handnote: The car really was fun to drive, but cant do anything that Volvo cant do, except maybe accelerate, and gives a lot more thrills in the process, whether you want them or not.

Fingernote: This research project was not funded in any way by any party, especially not by the retail outlets of my present car which shall remain nameless.

Fingernailnote: For Sale - one Swedish luxury saloon in pretty good nick, half rally prepared, will swap for price of one TR7 (in order that I can buy the left half of my Porsche hatch).

Wayne Herdy

The B.S.G.C. Christmas Party

quote

A frequent from The Incredible Mrs Smith in the past has been "Jeez ma hubby, why dont they hold parties at somebodys house, PAFS Hall is bleedin' awful".

Well this year we did, and it was a far, far better thing that we did, than we have ever done before.

Dennis Browns parents obligingly came to the party and provided us with the Ponda Daisy at Daisy Hill. A lovely house in beautiful surroundings, gave a large gathering room to move but was intimate enough for the newest of members not to feel out of the action.

Caterers had been arranged and they produced pork, chooks and lamb all cooked underground in New Zealand style. What a splendid nosh-up, as a connoisseur of al fresco eating I thought it was streets ahead of the usual barbecue, and decent sized portions too - the only oddity was the corn which was a bit hard and industrial.

A DJ provided the music and soon the most unlikely people were dancing, and in a most unlikely fashion. However just as the curfew bell tolled the bell of passing day, and midnight struck (changing Mrs Smith into a huge loathsome frog - and it was Thursday before I noticed) a couple of Queensland finest came around to "hinvestiaget this here noise". Some scroogian character who lived within earshot of the happening, probably a resident of Chelmer, had phoned the fuzz to bail us up. So Dennis trimmed the odd decibel off the machine, made a few cans disappear, and we grooved on - sure enough gang us white folks has got RHYTHM.

The party continued till 1.30am when Laurie Garth fell into the swimming pool thereby evacuating all the water, this was taken as THE END of a damn good night, and a million miles better than good ol' PAFS Hall.

B.E.

Special Christmas Joke

What have a spiders web and a passionate kiss got in common?

- A. They both lead to the undoing of a fly
- Q. What can you break several times a day and not be any the poorer?
- A. Wind

From the President . . .

The year 1978 has been a great one for the Brisbane Sporting Car Club, and the achievements and progress made during the year are appropriate for a Club such as ours, in its Silver Jubilee Year. As your incoming President, I look forward to seeing the Club continue its success story through 1979.

Your new committee is an enthusiastic one, and with your support over the next 12 months, it will stay that way. Obviously no one enjoys performing voluntary work if it is not taken advantage of. Please remember that your committee members, together with the organisers of each club event, put in tremendous effort on behalf of the Club (which means of course, on behalf of you). These people will continue to put in such effort only if it is supported by your involvement or participation.

Our Christmas Party could only be described as a "fitting end" (!) to 1978 and a promise of things to come in 1979! On your behalf, I must express our sincere appreciation to Mr and Mrs Brown, and to Dennis, for their fabulous hospitality and organisation, Thank you also, to the many club members who attended and helped consume record quantities of food and drink! To those of you who couldn't (or wouldn't) make it - don't miss the next one.

And finally, may I personally wish you and your family all the very best for Christmas, and a safe, happy and prosperous 1979.

Garry Connolly

NEW MEMBERS

A warm welcome is extended to the following people who joined the Brisbane Sporting Car Club during November:

Ann Blackburn	• • • • •	Annerley (Associate)
Darrall Clifford	• • • • •	Sunnybank
Mitch Collins	• • • • •	Chandler
Pat Collins	• • • • •	Chandler
Ross Fullerton	• • • • •	Kenmore
Bill Hammond	• • • • •	Aspley
Terry Hunt	• • • • •	Doolandella
Gary Moedt	• • • • •	Kenmore
Greg Osborne	• • • • •	The Gap
Annette Stokes	• • • • •	Aspley (Associate)
Carolyn Todd	• • • • •	Kenmore (Associate)
Ron Wanless	• • • • •	Oxley

COMING EVENTS

The clubrooms are now closed for our traditional Christmas and New Year break. We open again on Wednesday 17th January with a grand re-opening celebration night to kick off the new year. During January you will receive a list of coming events for the first few months of the year, and a complete list of events for the remainder of the year will appear in the magazine in February. The Magazine will not be published during January.

Holiday Entertainment

Cinema

The Boys from Brisbane

The strange tale of how 40 baby Allan Lawsons were born throughout Queensland following cloning and artificial insemination from part of his blue suit lapels. This fast moving tale, made on location in Aspley and Fortitude Valley, follows the enquiries of Jewish investigator Honda Morris (my life) as he uncovers the fiendish plot to take over the car auction business.

80 mins Rating R

1978 - A Woolloongabba Odyssey

See Bruce F the talking computer take on the forces of mans ingenuity. On a Mazda bound for far flung Stones Corner, the crew of Russell Worthington and Gary Kabel suddenly find themselves face to face with something that thinks that theyre just not good enough, will they win through or will Gabby finally open the pod bay doors ?

NRGU 110 mins Rating W

The Third Gran

Who was the third old lady to carry the murdered High Commissioner of Woodridge (Sir Pommies Liketostrike) into the doorway of the Festival of Light Hall ? Only Noelle Heales and Wendy Marshall know the truth, was it tall, dark haired, salad eating TIMS, or svelte Kerry who can twist a man round her finger, and was Kim as innocent as she looked ?

One for the oldies NRFG 80mins

Claws

Something is stalking the streets of Brisbane. Is it Dave Morris the phantom workshop manual borrower ? Has Jack Read made an untimely exit ? Will Peter Marshall find that his grass has gone to seed ? does Tony Hazeldine know that if he grows any taller we'll have to raise the club ? what happens to Garrys Moon Boots during the summer ? Not a film for the squeamish, it shows what happens when a few Datsun owners get together.

Wow! NRAA 72 mins

Faiko

A heaving tale of what happens to Daryll Kellys navigators. Is it the car ? Is it the man ? Can a nipple fetish have a stomach turning effect ? Watch closely in the second half of the film, as the taxi driving house salesman discovers that love conquers all, it will leave no gallstone unturned.

Yuk! NRBM 30 secs

The Strident Boozer

A happy musical starring Ian Reidel and Ian Wall, plus a thirsty cast of hundreds. Hear them sing "Drink, drink when will we drink. That Pommie drongo's a fink". Directed by John Hall who knows nothing about music but plenty about bars, this is a tale to wring out the heart but not the purse.

Slurp ! Jolly Good 81 mins

Days of Whine and Moses

The moving story of "Whine and Moses Bespoke Tailors". Their motto was "You'll look snappy, happy in a frappy, crappy, snoot, zoot, suit". See Brisbanes Ronnie Corbett, Boyd Ovens, as the tailors dummy, Dennis Brown as the rent collector, hear Keith McConnell sing "I peed Locust" and watch Alan McConnell talk himself into a fat lip. "A moving moment"-Dalby Times