

BRISBANE SPORTING CAR CLUB MAGAZINE

MAY 1979

CAMS AFFILIATED

PRICE 20c

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REGISTERED FOR POSTING AS A PERIODICAL - CATEGORY 3

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Brisbane Sporting Car Club

Magazine - May 1979

Editorial

We're very sorry but this edition of the magazine is a week late. There are two stories as to why this is so : -a) I was reading the final proofs and it was so boring that I fell asleep, or b) after the rigours of the Lutwyche Shopping Village Rally we all relaxed and the magazine was on us before we realised it - you can take your choice of which you prefer.

Another very successful month for the Brisbane Sporting Car Club.

The running of the Lutwyche Shopping Village Rally, in conditions that would have led to the cancellation of the rally had it not been a round of the Australian Rally Championship, was masterly, and everybody who got covered in sh - - you know what, during the course of the night can take a pat on the back.

We heard with dismay at the prizegiving that the rally overlord, (and club president) Garry Connolly may not be running the event next year. As great organisers are not made but born we cannot readily see a claimant worthy of the throne, and the amount of work involved should daunt even the most hardy. Lets hope, although Bevs wishes, will, I am sure be to the contrary, that its all a foul rumour.

We had a good turn out for the motorkhana, this was started at an later hour than usual and perhaps that was a key factor in its success - there are not many of us who want to get up at 7am on a Sunday for a purely closed to club event.

For the forthcoming month we have the clubs Annual Dinner, a night run, French Food night, plus invites from other clubs that encompass a sprint, motorkhana and the Queensland round of the Australian Hillclimb Championship.

Let the BSCC take your time in seventy-nine.

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Major Forthcoming Event

Annual Dinner - Dance

Friday June 1st commencing at 7.30pm.

Presentation of awards to Club Championship winners

Jindalee Hotel

Live Entertainment

Share the fun until 11.30pm then its all back to the Marshalls place for any old port.

Tickets \$30 double

obtainable from Wendy Marshall (202 6932 A/H), Noelle Heales,  
Kerry Payne, John Hall and Marie-Ann Bond.

1979 OFFICE BEARERS

		<u>Phone Numbers</u>	
		<u>Home</u>	<u>Work</u>
PATRON . . .	Minister for Defence, Hon D. J. Killen		
PRESIDENT . . .	Garry Connolly	341 3961	221 6899
VICE PRESIDENT . . .	Allan Lawson	350 1461	52 5971
HON. SECRETARY . . .	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY . . .	Warren Tegg	341 6365	48 9577
HON. TREASURER . . .	Charles Blake	38 2693	
CLUB CAPTAIN . . .	Lee Drummond	398 7163	
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	Dennis Brown		Ivan Holmes
	Paul Cadell		Peter Marshall
	Chris Goodreid		Glen Somerville
	John Hall		Barry Torrens
CAMS DELEGATE . . .	Garry Connolly	341 3961	221 6899
HON. AUDITOR . . .	Nev Johnston		
PROMOTIONS OFFICER . . .	Paul Cadell	399 4235	
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REGISTRAR . . .	Charles Blake	38 2693	
FINANCE SUB-COMMITTEE CHAIRMAN . . .	Charles Blake	38 2693	
MAGAZINE EDITOR . . .	Peter Smith	208 1721	
MOTORKHANA & SPEED EVENT			
SUB-COMMITTEE CHAIRMAN . . .	Ian Fink		268 4253
OFF ROAD SUB-COMMITTEE CHAIRMAN . . .	Ian Bond	341 1139	
RALLY SUB-COMMITTEE CHAIRMAN . . .	Chris Goodreid		
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 SUBSCRIPTIONS

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

CLUB BADGES

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

Reflectorised bumper bar stickers . . . . .	\$0.80
Metal lapel badges . . . . .	\$1.00
Iron on T shirt transfers . . . . .	\$1.50
Embroidered cloth badges . . . . .	\$2.00

## FROM THE PRESIDENT

By the time this edition of our club magazine reaches you, the Lutwyche Shopping Village Rally will have been conducted without (we hope) any major problems. Despite the heavy workload involved in directing such an event, it does give one a great amount of satisfaction, both personally and on behalf of B.S.C.C., to see the result of the combined efforts of a large number of people - from key officials to those who helped us out by manning road blocks or assisted with scrutineering.

It is good to see so many of our members "come out of the woodwork" for our major events but it is disappointing that these members are not able to contribute and participate in club activities to a greater extent. Perhaps it is because of family commitments or business pressures, or perhaps it is because of apathy.

But the fact of the matter is that this club provides such a variety of activities and your committee is unanimous in its desire that all members should take advantage of these activities.

Which brings me to the Annual Dinner. Following the success of our 25th Anniversary Dinner last year the social sub committee, under the chairmanship of Wendy Marshall (or is it chairwomanship?) has organised a prestigious function at the Jindalee Hotel Function Room for Friday evening June 1st. The cost (which is all-inclusive) is very reasonable indeed and we trust that you will join us in honouring those of our members who won various Club Championships in 1978. These winners will be receiving their awards at the dinner.

Social Functions such as an Annual Dinner are always a great success and are, almost without exception, thoroughly enjoyed by all who attend.

Two days before the Annual Dinner is our Quarterly General Meeting. This is your opportunity to come along and have your say in the conduct of the club - to tell us what we're doing right and what we're doing wrong (no doubt most of you will spend more time on the latter rather than the former!). The General Meeting is conducted as an Open Forum and the more members we have along, the greater "feedback" the committee will receive from those it wishes to serve. And finally, to get back on the Lutwyche Shopping Village Rally, I would like to personally thank all those club members who assisted. We have many more sporting events coming up this year and we trust we can receive your assistance again.

Garry Connolly

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### For Sale

Following the conversion of the Civic back to 'standard' form Big Ed has the following for sale: Half Rollcage, Big Sumpguard, 1 Unused, 1 part used Semperit 'knobbles', 1 'gorgonzola' dashboard (save yourself \$80 by taking your good dashboard out and using my old holey one), 3 standard steel wheels.

\$125 the lot, or William Split - 208 1721 ☒

### Wanted

Morris Minor (948cc), gearbox, twin SU's on manifold, extractors, bonnet, non shunted inertia reel belts - what have you got at the bottom of the shed? - 208 1721 (A/H)

## Lutwyche Shopping Village Rally

Although the small job of running 3 main time controls is not in itself very exciting, circumstances can arise that make the night particularly memorable.

Tricia and I were doing 3 start competitiveness in the Kenilworth/Imbil area. Having suffered from the cold in the past we took virtually every spare article of clothing we could find, and much of it was used, but not because of the cold - in fact it was balmy enough for me to wear shorts all night - but because of the torrential rain. An added complication in our case, was that on the previous day a lady had turned to speak to the kiddie-winks, and the ensuing accident had potted my Civic into the centre pocket, a legacy of this was that the bonnet was held shut by the windscreen wipers, and after being on and off a few times (to attach the green light to the battery) the wipers developed the habit of falling off, and as Honda charge only \$800 for a wiper (they're sealed unit with the offside headlight, rear hatch and my mums wooden leg) we had to grovel in the mud looking for it.

When Barry Torrens met us at Kenilworth it was sunny and very pleasant, but a twenty minute drive up the range to Breakneck Rd saw a complete reversal and the chilly rain was coming down in buckets. Luckily being a PB I'm never without my broolly, so I was able to get my control board, clock etc. without looking like a drowned rat - that was reserved for later. Once Barry had gone we waited for the 'shower' to go away, but if anything it became heavier, so we began struggling with the tent. The only time we ever use a tent is on our annual duties for the Lutwyche Shopping Village Rally, and our attempts to erect a worthwhile structure from a heaving mass of self willed, cold, clammy canvas were not a success. It is a matter of some pride that it was the Australian member of the family who broke first, flinging the canvas to the ground, stamping on it, and using language that I haven't heard her use since the last time I ran us out of petrol. Eventually we constructed a lean to that was more lean than to but it served its purpose.

Twenty minutes before the first car was due a professional film crew arrived and began setting up batteries of lights, Tricia asked me which was her best side, and I replied that she was sitting on it. In an impossibly short space of time MGM (Mt Gravatt Movies) were ready to roll.

As the first cars arrived I encountered a serious problem in that I hadn't thought to bring a felt pen, the ordinary biro just skidded on the places where I should have been writing, and until Bruce Fullerton gave me a few my offices were only obvious by indent (and intent).

As the cars had just left a division break I expected them to arrive at neat 2 minute gaps. But unbeknown to me a service point was included and they turned up in groups of 4, out of order, so I was kept busy herding them up. Tricia began setting them off into the night, earning herself immortal (well one night's worth) of fame by appearing on Channel 7 doing the countdown.

As the rear end of the field began going off we heard a car revving hard, in short bursts, in the distance, and then silence. Shortly after cars began returning down the stage as the road was impassable (Trevor Gynther was wedged sideways on a hill). Before long we had a notable assembly which included Wayne Black, Paul Cadell, Peels 260Z and about 4 others. They formed themselves into a convoy and set off for the stage finish by a circuitous route. Glen Somerville and Rod Hannifey, sweeping in the RS2000, set off up the stage to

see if there were anymore people stuck, and disappeared into the distance - the stage was open again, but too late !

We followed Lee Drummond and Bob Trigger back through Kenilworth and then onto our second stage start. This was a mild affair however, apart from Jim Reddix belting in as car 0, then setting off very determined up the wrong road. As he returned Jim shouted "Do you want to navigate Smithy ?", then they set off up the stage and shortly after stopped again for another think !

By now the field was some 2 hours late so I reasoned that instead of meeting Ann Thompson at the rest area at 3am, we'd meet her at 5am, this gave us about 3½ hours for snoozing. Another lesson we learnt during the night was, if its raining then the dog stays at home. Unable to bundle him outside on his long chain, we had the pleasure of his company within. The noise a restless dog generates is amazing, pants, grunts, sighs, slurps and frantic scratching, it wasn't until I delivered a punch up the throat that silence, albeit heavy with recrimination, reigned.

When we arrived at the rest area it was deserted, so we went all the way back up the range to our next spot, adjacent to where we started from.

Despite the cartographers delight of a map, we couldn't find "Mt Traverse Road". After a few K's the road we were on became so much like a stage that I felt sure we'd missed it. So we returned to the 'main' road where we managed to attach ourselves to Car 0, Gary Batts and John Hall. They took us to our spot where an angry Ann Thompson, let down by our non-appearance, was denouncing the Smith family wholesale, my arrival didn't seem to cheer anybody up (does it ever) and they shot off as implacable as ever.

However it wasn't until the competitors began to arrive that the nights fun really got underway.

The competitors said that they'd been told to wait at our control until such time as confirmation was received that the stage was a goer. So I signed them in, and after 15 minutes I set off back up to the 'main' road where Ian Bakers VW camper was parked - he was acting as part of the radio net.

Although this stretch of forestry track was ostensibly a 'transport' section, it looked so much like a stage that the boys were getting warmed up on it as they approached me head on. I heard Keith Tapsall coming and managed to duck into the bushes, but Tony Perrett burst into sight with his new, and very smart, 120Y on plenty of opposite lock, giving me a severe fright. After sweating some blood I reached the main road to find that my only contact with the outside world had gone, so I belted back to where the anxious crowds awaited my decision.

When I announced that we would wait until 7.45, and if no definite news arrived I would then decide whether to run the stage or not, the pressure began. All those doing well at that point, the people to whom a further long competitive stage held a danger of losing all by breakdown or accident, wanted to call the stage off, while those whose positions could only improve were in favour of running it. No names no pack drill but these were the arguments presented, "Gary Batts could be stuck just over a crest", "Breakfast is waiting in Nambour", "Garry (Connolly) will give you a big pat on the back if you send us straight to Imbil because the media will be waiting at the finish", "If we're not back in Brisbane by 10am, Lutwyche Shopping Village will never back another rally", etc, etc, and I wonder if perhaps someone younger and less belligerent than Tricia would have folded under the pressure of the legal (sorry) navigating profession and cancelled the stage. As it was, Tricia said to me that Garry would

have heard from Gary Batts if the stage was impassable, and sent someone to inform us so we should run it. All very sensible I thought so I announced it was on, immediately I was pursued by the vested interests, but when I announced that the first car would go in 1½ minutes they scattered in some panic.

What a fascinating nights work, home by 12.30, and a sleep until we drove down to the prizegiving. This too was engrossing, at least until the damn music started, then you couldn't hear yourself think, let alone talk to anybody.

Big Ed

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There are a million stories from the Lutwyche Shopping Village Rally, among those we heard were : Ross Moir showed real devotion to duty on one slippery hill when he thrust himself under the back wheels to provide traction, however this only made the rears spin all the harder (I always knew Ross was a slippery customer), Paul Cadell destroyed his Datsun bodyshell in a tumble down the hill from the Jimna firetower, Paul and his navigator Noelle Heales survived unscathed, when Boyd Owens reached the wreckage he presented Paul with an armfull of bits he'd collected on the way. Allan Lawson, coped manfully with the power of the V8 TR-7, but the rear axle didn't, breaking early on in the piece. Peter Phillips lost either a) a rear wheel, or b) the two rear wheels AND the axle diff assembly, anyway a Subaru 4WD tried the drag the remains out and blew its engine in a very expensive manner. After Graeme Adairs control had closed he went to retrieve a competitor and was never seen again, we shall send this magazine care of the local forester.

- Next Month, more reminiscences and full results summary.

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#### Major Forthcoming Event

#### TOWNSVILLE PACIFIC FESTIVAL RALLY

This round of the Queensland Rally Championship is on the Queens Birthday long weekend in June. The Rally is part of the Pacific Festival and we strongly recommend that you plan to make it a full week to include the Festival's activities and indulge in the North's sights, sun and sports fishing etc.

As in previous years, we are going to make the weekend an enjoyable one for competitors, service crews, control officials and all those interested in rallying.

Provisional arrangements for the weekend are as follows :

- 1) Friday night barbecue for everyone connected with the rally.
- 2) Free car wash at the end of the rally for all competitors cars.
- 3) Presentation Social Evening Provisional results will be announced and presentations made to provisional winners at a social evening. A meal will be arranged and drinks will be on sale at nominal rates. Hopefull action shots of all competing crews will be displayed and will be available for purchase.

At this stage we hope to secure at least \$2000 cash prize money plus additional conditional prizes.

We would appreciate your support to our sponsors by making an entry to the rally. The weekend to remember is the 16th/17th June and plan your holidays accordingly to take advantage of the Norths hospitality.

# Central Queensland Motor Sporting Club

## Lyn Perrin Memorial Rally 1979

Some 12 crews ventured north to Rockhampton to compete in "The Lyn Perrin Memorial Rally", round two of the Cible - G.P. Cars series for Clubman/Novice competitors, sponsored by Chandlers and Pioneer Radios.

The Brisbane Sporting Car Club was represented competitively by Rod Cross/Dave Ambrose; Gerry Reynolds/Warren McKewen; J Gardner/P Ainscough; Ann Thomson/Neil McNeil; Rex Faldt/Barbra Dean; Glen Somerville/Rod Hannifey; Graeme Adair/Mrs Ivey and yours truly sitting in the 'hot' seat for Graeme "Rolvi" Rollinson. Keith Tapsall and Ross Moir were there also providing "moral?" support.

A field of 34 cars started the 300km, fully route charted event, run on public roads to the west of Rockhampton. Also included was a "demo" lap of the showground. The roads, which were strewn with rocks (some as big as yer head) were fairly open and as a result the speeds attainable were fairly high, and that means that you hit things pretty hard, and that makes it seem a lot rougher than it actually was.

Division 1 (168km) consisted mostly of long straights filled with floodways and grids and saw Kelly/Guyatt (XU-1 Townsville) and Rollinson/Ovens down 1 min with most crews down 2-3. It was one of these grids that removed about 3 feet of our exhaust system. It's times like that, you really appreciate a helmet and intercom. A feature of the last competitive before division break was a very narrow tunnel under the railway line, which was novel, to say the least. We retired at division break, after finding that we had also blown a front strut. Things didn't seem to change much in Division 2 and the finish saw Kelly/Guyatt still down one (He being the only one to clean 2nd Division) to win 1st outright, with 5 crews tying for 2nd place.

Results are as follows :-

### Outright Placing

First	Kelly/Guyatt	1	Second	Williams/Broadshaw	2
Second	Johnstone/Suthers	2	Seventh	Reynolds/McKewen	5
	Coveney/Dore			Williams/Borg	
	O'Brien/Weathered	Ninth		Cross/Ambrose	6
	Parker/Jenkins	Tenth		Thomson/McNeil	7

This leaves the pointscore for the series at :- Gardiner 10, Kelly 9; Cross and Thomson 7½.

One of the interesting things about this rally was that there were lots of crews that we never see in Brisbane; crews from Rockhampton, Mackay, Townsville etc, which makes for an interesting few comparisons. For example, how does your Datsun 1600 go against a Turbo-charged Holden Ute? All in all, a fast event providing a contrast to the previous Clubman/Novice Rally, and different again to the next event in the series The Kriticos Rally on 30th June.

Boyd Ovens

### Division 1 Section 7

= 2	Reynolds/McKewen	Torana	1
	Gardiner/Ainscough	Cortin	
	Rollinson/Ovens	Datsun	
	Thomson/McNeil	Torana	
=21	Cross/Ambrose	Mazda	2
	Faldt/Dean	Escort	
	Adair/Ivey	Moke	
	Somerville/Hannifey	Escort	

### Division 1 Section 8

= 1	Gardner/Ainscough	Cortin	0
	Rollinson/Ovens	Datsun	
	Adair/Ivey	Moke	1
=12	Cross/Ambrose	Datsun	
	Reynolds/McKewen	Torana	
	Thomson/McNeil	Torana	
	Faldt/Dean	Escort	
	Somerville/Hannifey	Escort	



<u>Division 1 Section 9</u>			<u>Division 1</u>			
= 1	Gardner/Ainscough	Cortin	0	= 8 Reynolds/McKewen	Torana	3
	Rollinson/Ovens	Datsun		=11 Cross/Ambrose	Mazda	4
	Faldt/Dean	Escort		=14 Adair/Ivey	Moke	5
= 8	Cross/Ambrose	Mazda	1	=17 Thomson/McNeil	Torana	6
	Reynolds/McKewen	Torana		23 Somerville/Hannifey	Escort	10
	Adair/Ivey	Moke		26 Gardner/Ainscough	Cortin	22
=19	Thomson/McNeil	Torana	2	27 Faldt/Dean	Escort	23
	Somerville/Hannife	Escort				

  

<u>Division 2</u>			<u>Results</u>			
= 4	Cross/Ambrose	Mazda	2	1 Kelly/Guyatt	Torana	1
	Reynolds/McKewen	Torana		= 7 Reynolds/McKewen	Torana	5
	Gardner/Ainscough	Cortin		9 Cross/Ambrose	Mazda	6
	Thomson/McNeil	Torana		=10 Thomson/McNeil	Torana	7
=16	Faldt/Dean	Escort	3	=24 Gardner/Ainscough	Cortin	24
26	Somerville/Hannife	Escort	14	Somerville/Hannifey	Escort	24
				26 Faldt/Dean	Escort	26

Central Queensland Motor Sporting Club

Queensland Motorkhana Championship Round 2

The Central Queensland Motoreporting Club (Rockhampton) made all out of town visitors welcome for the Queenalsnd Motorkhana Cham-  
pionship Round 2.

The weekend commenced with a BBQ at the North Rocky pool (in the rain) followed by rally movies (in the gents). Quite a few visitors, kept poor by their motor sport vehicles camped in the pool grounds. Featured among these was Meg O'Shannesey and her "interesting" tent companion.

The rainy overcast Easter Saturday was followed by a nightrun - treasure hunt - motorkhana. Since we don't usually carry tape measures and kitchen scales in the car our 200 gram rock and 3 inch green gum leaf were slightly overstated and we lost points (as did most others). The final segment was a blindfolded motor-khana where the navigator guided the blind driver out of the garage, round 3 pegs and reversed him into another garage. It was quite funny to watch everyone else - till your turn came. With the pool on one side and tents on the other too much accleration could have been disastrous. The outright prize went to someone from Rocky, while Lee (Drummond) proved his motorkhana skill (and my navigating) in having the fastest blindfold time.

Easter Sunday beheld the Official Motorkhana followed by a BBQ, presentation and film night. All very well organised, it was a good weekend and I recommend it to everyone for next year.

Noelle Heales

<u>Test 1</u>			<u>Cl. Test 2</u>		
1	P Griffin	Sp. F 34.0 1	1	P Griffin	Sp. F 31.7 1
= 8	I Fink	VW B 40.2 1	5	L Drummond	Mazda C 36.1 1
	L Drummond	Mazda C 40.2 1	6	I Fink	VW B 36.6 1
29	R French	VW B 47.8 7	22	N Heales	Mazda L 43.6 1
31	N Heales	Mazda L 49.4 7	34	G Adair	LeyP76 D 49.5 1
42	G Adair	LeyP76 D 60.2 2	40	R French	VW B 55.8 11

Test 3				Test 4			
1 P Griffin	Sp.	F	25.0	1 P Griffin	Sp.	F	26.4
6 I Fink	VW	B	26.5	8 I Fink	VW	B	31.3
9 L Drummond	Mazda	C	28.0	9 R French	VW	B	32.0
24 N Heales	Mazda	L	31.0	11 L Drummond	Mazda	C	32.4
31 R French	VW	B	32.5	20 G Adair	LeyP76	D	36.1
41 G Adair	LeyP76	D	36.5	24 N Heales	Mazda	L	37.6
Test 5				Test 6			
1 P Griffin	Sp.	F	47.2	1 K McCloy	Sp.	F	37.6
6 L Drummond	Mazda	C	52.0	6 L Drummond	Mazda	C	40.0
9 I Fink	VW	B	54.0	11 I Fink	VW	B	42.6
17 R French	VW	B	56.2	22 R French	VW	B	45.6
29 G Adair	LeyP76	D	61.8	30 G Adair	LeyP76	D	47.6
31 N Heales	Mazda	L	61.9	35 N Heales	Mazda	L	50.3
Test 7				Test 8			
1 P Griffin	Sp.	F	27.4	1 P Griffin	Sp.	F	21.3
6 L Drummond	Mazda	C	30.6	5 L Drummond	Mazda	C	22.9
10 I Fink	VW	B	32.0	8 I Fink	VW	B	24.6
22 R French	VW	B	34.5	14 G Adair	LeyP76	D	26.0
32 N Heales	Mazda	L	36.4	33 N Heales	Mazda	L	29.7
43 G Adair	LeyP76	D	43.7	40 R French	VW	B	34.3

### Results

1 P Griffin	Special	F	250.7	1st class F
7 L Drummond	Mazda	C	282.2	1st class C
8 I Fink	VW	B	207.8	1st class B
28 R French	VW	B	338.7	9th class B
30 N Heales	Mazda	L	339.9	5th class L
35 G Adair	Leyland P76	D	361.4	1st class D

### For Sale

45 DCOE Weber on Holden 6 manifold \$120 277 1433 bus. hrs.

### March Night Run

Sponsored by Forte

Organised by Pat Everson  
Alan Greighton

With a total of ten entries the run seemed to be fairly successful. Except for a few squabbles from some first time runners, who told us we'd set the run incorrectly, there were no more complaints, perhaps they will do better on their next run.

Both first and second places were tied :-

- 1st Peter McMahon and Kerry Payne in the Stanthorpe special on the rocks (Escort);  
John Blake and Jenny Wiles in a Datsun 180B.
- 2nd Warren Tegg and Kath Treadwell in a Mazda 323;  
Dale Payne and Carol in a Mazda RX-D.

First prize for the night was a package of Forte' products, Namely, Oil fortifier, fuel treatment and a tube of Gear oil additive. Second prize was a similiar package of Forte' products.

I think we owe Paul Cadell a lot for his very generous donation of Forte' products, there is no doubt that these prizes are the best we have seen, upto date, for our night runs.

I hope we will see a lot more generous sponsors, and, a lot more enthusiastic runners. Someone has to win the prizes.

Pat Everson

Club Motorkhana Sun 29-5-79

The club received 20 entrants for its run on the field next to the sewage farm. 4 of the entries came from the Kabel family, big H lending little G a rally car for the day. Indeed the Mazda maker supplied 11 of the starters (7 being rotaries). The late start to the event gave everybody a chance to sleep it off, and they had 2 runs at 4 events, all on a lovely fine day with only a little dust, we hope that the masses of new members and spectators will be returning for some more of the same.

Competitors times were as follows. Note: As organiser, Ian Fink, could not participate, but if he had done we anticipate that his times could well have been as we have then here.

Test 1 Butterfly

1	I Fink	VW	B	28.31
2	H Kabel	Mazda	B	31.1
3	C Powell	Mazda	C	31.6
4	S Kabel	Mazda	B	32.1
5	M Taylor	Mazda	B	32.2
6	T Hazeldine	Datsun	B	32.7
7	T Kabel	Mazda	B	32.9
8	C Harbeck	Mazda	C	33.5
9	S Donohue	Mazda	C	35.0
=10	H Bosboom	Cortin	B	35.2
	W Tegg	Mazda	B	35.2
12	G Kabel	Mazda	B	36.0
=13	K Bosboom	Mazda	B	36.3
	N Heales	Mazda	L	36.3
15	J Beeston	Datsun	B	36.4
16	P Letheren	Civic	A	36.7
17	K Hunt	VW	F	37.0
18	G Adair	LeyP76	D	37.3
19	P Stephen	Datsun	C	40.6
20	Pauline Ivey	Morris	L	40.7

Test 2 Star

1	I Fink	VW	B	27.8	1
2	T Hazeldine	Datsun	B	29.1	1
3	S Kabel	Mazda	B	29.1	1
3	C Powell	Mazda	C	29.7	1
4	G Kabel	Mazda	B	30.0	3
5	T Kabel	Mazda	B	30.3	4
6	C Harbeck	Mazda	C	30.7	2
=7	K Hunt	VW	F	30.8	1
	H Kabel	Mazda	B	30.8	5
9	N Heales	Mazda	L	30.9	1
10	M Taylor	Mazda	B	31.1	6
11	P Stephen	Datsun	C	31.7	3
10-12	K Bosboom	Mazda	B	32.1	7
13	S Donohue	Mazda	C	32.5	4
14	J Beeston	Datsun	B	32.8	8
15	H Bosboom	Cortin	B	33.3	10
16	G Adair	LeyP76	D	34.0	1
17	W Tegg	Mazda	B	34.9	10
18	P Letheren	Civic	A	35.8	1
19	P Ivey	Morris	L	36.1	2

Halftime Positions

I Fink	VW	B	56.1
1 S Kabel	Mazda	B	61.2
2 C Powell	Mazda	C	61.3
3 T Hazeldine	Datsun	B	61.8
4 H Kabel	Mazda	B	61.9
5 T Kabel	Mazda	B	63.2
6 M Taylor	Mazda	B	63.3
7 C Harbeck	Mazda	C	64.2
8 G Kabel	Mazda	B	66.0
9 N Heales	Mazda	L	67.2
10 S Donohue	Mazda	C	67.5
11 K Hunt	VW	F	67.8
12 K Bosboom	Mazda	B	68.4
13 H Bosboom	Cortin	B	68.5
14 J Beeston	Datsun	B	69.2
15 W Tegg	Mazda	B	70.1
16 G Adare	LeyP76	D	71.3
17 P Stephen	Datsun	C	72.3
18 P Letheren	Civic	A	72.5
19 P Ivey	Morris	L	76.8

Test 3 Double Kidney

1	H Kabel	Mazda	B	31.1	1
	I Fink	VW	B	31.5	
2	T Kabel	Mazda	B	32.1	2
3	S Kabel	Mazda	B	32.4	3
=4	C Harbeck	Mazda	C	32.5	1
	P Letheren	Civic	A	32.5	1
6	M Taylor	Mazda	B	32.7	4
=7	K Bosboom	Mazda	B	33.0	5
	T Hazeldine	Datsun	B	33.0	5
9	N Heales	Mazda	L	33.9	1
=10	G Kabel	Mazda	B	34.0	7
	P Stephen	Datsun	C	34.0	2
12	J Beeston	Datsun	B	34.6	8
13	P Ivey	Morris	L	34.8	2
14	S Donohue	Mazda	C	35.1	3
15	H Bosboom	Cortin	B	35.6	9
16	C Powell	Mazda	C	35.8	4
17	W Tegg	Mazda	B	35.9	4
18	K Hunt	VW	F	37.0	1
19	G Adair	LeyP76	D	39.0	1

Test 4 Open Slalom

I Fink	VW	B	28.1	6	P Stephen	Datsun	C	31.1	3
1 H Kabel	Mazda	B	29.1	4	7 P Letheren	Civic	A	31.8	1
2 S Kabel	Mazda	B	29.7	2	8 S Donohue	Mazda	C	32.0	4
3 C Powell	Mazda	C	30.1	1	9 W Tegg	Mazda	B	33.2	4
4 C Harbeck	Mazda	C	30.2	2	10 N Heales	Mazda	L	33.3	1
5 M Taylor	Mazda	B	30.7	3	11 T Hazeldine	Datsun	B	33.9	5

Test 4 (cont.)

12	T Kabel	Mazda	B	34.5	6	16	H Bosboom	Cortina	B	37.7	10
13	K Bosboom	Mazda	B	35.0	7	17	K Hunt	VW	F	39.3	1
14	G Kabel	Mazda	B	35.1	8	18	G Adair	LeyP76	D	39.9	1
15	J Beest on	Datsun	B	37.5	9	19	P Ivey	Morris	L	41.0	2

Results

	Ian Fink	VW	B	115.7						
1st	Hank Kabel	Mazda	B	122.1				1st class	B	
2nd	Simon Kabel	Mazda	B	123.3				2nd class	B	
3rd	Mark Taylor	Mazda	B	126.7				3rd class	B	
4th	Chris Harbeck	Mazda	C	126.9				1st class	C	
5th	Colin Powell	Mazda	C	127.2				2nd class	C	
6th	Tony Hazeldine	Datsun	B	128.7				4th class	B	
7th	Tony Kabel	Mazda	B	129.8				5th class	B	
8th	Noelle Heales	Mazda	L	134.4				1st class	L	
9th	Steve Donohue	Mazda	C	134.6				3rd class	C	
10th	Garry Kabel	Mazda	B	135.1				6th class	B	
11th	Ken Bosboom	Mazda	B	136.4				7th class	B	
12th	Peter Letheren	Civic	A	136.8				1st class	A	
13th	Phillip Stephen	Datsun	C	137.4				4th class	C	
14th	Warren Tegg	Mazda	B	139.2				8th class	B	
15th	Jeff Beeston	Datsun	B	141.3				9th class	B	
16th	Harry Bosboom	Cortina	B	141.8				10th class	B	
17th	Ken Hunt	VW Sp.	F	144.1				1st class	F	
18th	Graeme Adair	Leyland P76	D	150.2				1st class	D	
19th	Pauline Ivey	Morris	L	152.6				2nd class	L	

BP Desert Rally - Hattah

With a field of 178 cars (and 500 motorcycles - and thats a heap of entry money) to contend with, plus right from the 8am start as the cars diverged onto the northern and southern loops, heavy dust hung in the air, the BSCC came out strong at Hattah. Tom Poots and Al Guidotti took the Southern Cross to 2nd place overall, followed by Jim Adness and Ian MacFarlane in 3rd place overall.

Well done Tom and Jim - and how we'd love a blow by blow competitors report.

FOR SALE

Still available is Tony Jewels well known SUBARU GSR, factory optioned motor, Gas suspension, Class winner '77 Southern Cross Rally, winner Kriticos Motors Rally, a TOP CAR, ready to rally.

All this for only \$2500 or offer - for further details phone 390 3734

FOR SALE

Half Alloy Rollage to suit MK1 Cortina - \$100

Phone Pat Everson 379 6442 (A/H)

Wanted

Interested paragraph to fill in bottom of page. The right paragraph will be about 5 lines long, of interest general to most of the club members, and will heighten the rapidly dwindling interest quotient of the magazine. So if your a go ahead paragraph (but not a smutty one) then apply in the first instance to Big Ed -

- Only the right paragraph need apply

SLOP PRESS stage times from the Lutwyche Shepping Village Rally

Division 1 Section 2

1	Carr/Gocentas	.21
2	Portman/Runnalls	.32
3	Dunkerton/Beaumont	.35
4	Fury/Suffern	.36
5	Bond/Dawson-Damer	.41
6	Vandersee/Young	.47
7	Rainsford/Browne	.56
8	Eggesfield/O'Connor	.58
9	Mulligan/Heaney	.59
10	Jones/Pearson	1.10
11	Phillips/Fullerton	1.11
12	Barr/	1.12
13	Saxby/Dwine	1.15
14	Cutts/Marsden	1.17
15	Peel/Castle	1.18
16	Tapsall/Moir	1.20
17	McLoughlin/Clark	1.21
18	Black/Payne	1.24
19	Perrett/Tindall	1.27
20	Reynolds/McKewen	1.29
21	Jones/Jeffreys	1.34
22	Neumann/Best	1.35
23	Kabel/Kabel	1.36
=24	Jewels/Booth	1.37
	Singleton/Howlett	1.37
26	Gynther/Paulsen	1.39
27	Fritter/Fritter	1.45
=28	Worthington/Fullerton	1.49
	Barry/Malcolm	1.49
30	Ryan/	1.50
31	McKinlay/Jerry	1.59
32	Slater/Brigmann	2.02
33	Cross/Ambrose	2.07
34	Haywood/Dandenberg	2.10
35	Woodward/Abberton	2.12
36	Lockhart/Dunstan	2.20
37	McCubben/Kelly	2.21
38	Miller/Clair	2.44
39	Mackay/Smith	3.17
40	Cadell/Heales	4.12

Division 1 Section 6

= 1	Carr/Gocentas	.00
	Dunkerton/Beaumont	.00
3	Fury/Suffern	.11
4	Portman/Runnalls	.15
5	Boyd/Dawson-Damer	.18
6	Vandersee/Young	.33
7	Eggesfield/O'Connor	.36
8	Mulligan/Heaney	.41
9	Rainsford/Browne	.46
10	Barr/	.49
=11	Jones/Pearson	.53
	Phillips/Fullerton	.53
=13	Worthington/Fullerton	.54
	Cutts/Marsden	.54
15	Neumann/Best	.55
16	Cadell/Heales	.58
=17	Tapsall/Moir	.59
	Black/Payne	.59
=19	Saxby/Dwine	1.02
	Fritter/Fritter	1.02

Division 1 Section 4

1	Fury/Suffern	.28
= 2	Carr/Gocentas	.37
	Portman/Runnalls	.37
4	Dunkerton/Beaumont	.40
5	Bond/Dawson-Damer	.44
6	Vandersee/Young	.53
7	Mulligan/Heaney	1.00
8	Phillips/Fullerton	1.06
9	Barr/	1.08
10	Rainsford/Browne	1.10
11	Neumann/Best	1.12
12	Jones/Pearson	1.14
13	Fritter/Fritter	1.16
14	Cadell/Heales	1.19
15	Cutts/Marsden	1.20
16	Eggesfield/O'Connor	1.21
17	Reynolds/McKewen	1.22
18	Gynther/Paulsen	1.26
=19	Tapsall/Moir	1.27
	Singleton/Howlett	1.27
21	Worthington/Fullerton	1.28
=22	Kabel/Kabel	1.29
	Peel/Castle	1.29
24	Black/Payne	1.35
25	Jones/Jeffreys	1.38
26	Saxby/Dwine	1.39
27	Barry/Malcolm	1.40
=28	Miller/Clair	1.42
	Ryan/	1.42
=30	McLoughlin/Clark	1.45
	Jewels/Booth	1.45
32	Perrett/Tindal	1.46
33	Hayward/Dandenberg	1.56
34	McKinlay/Jerry	2.01
35	Cross/Ambrose	2.10
36	Woodward/Aberton	2.13
37	Slater/Brigmann	2.25
38	McCubbern/Kelly	2.27
39	Lockhart/Dunstan	2.34
40	Mackay/Smith	2.44

21	McLoughlin/Clark	1.06
22	Reynolds/McKewen	1.07
=23	Gynther/Paulsen	1.10
	Jones/Jeffreys	1.10
	Miller/Clair	1.10
26	Singleton/Howlett	1.11
27	Barry/Malcolm	1.14
28	Hayward/Dandenberg	1.16
29	Perrett/Tindall	1.18
30	McKinlay/Jerry	1.22
31	Ryan/	1.27
32	Cross/Ambrose	1.29
33	Slater/Brigmann	1.39
34	Jewels/Booth	1.42
35	Woodward/Abberton	1.46
36	Lockhart/Dunstan	1.55
37	McCubben/Kelly	2.05
38	Mackay/Smith	2.22
39	Kabel/Kabel	4.49

Division 1 Section 8

= 1	Carr/Gocentas	.21
	Fury/Suffern	.21
3	Bond/Dawson-Damer	.35
4	Dunkerton/Beaumont	.40
5	Portman/Runnells	.41
6	Vandersee/Young	.48
7	Mulligan/Heaney	1.03
= 8	Rainsford/Browne	1.06
	Egglefield/O'Connor	1.06
10	Neumann/Best	1.07
11	Worthington/Fullerton	1.09
12	Phillips/Fullerton	1.12
13	Barr/	1.14
14	McLoughlin/Clark	1.20
15	Cutts/Marsden	1.21
16	Jones/Pearson	1.22
17	Saxby/Dwine	1.23
18	Peel/Castle	1.28
19	Black/Payne	1.29
20	Tapsall/Moir	1.30
21	Kabel/Kabel	1.35
22	Perrett/Tindal	1.38
23	Jones/Jefferys	1.40
=24	Fritter/Fritter	1.42
	Miller/Clair	1.42
26	Singleton/Howlett	1.44
27	Cadell/Heales	1.49
28	Barry/Malcolm	1.50
29	McKinlay/Jory	1.53
30	Cross/Ambrose	1.53
31	Ryan/	1.57
32	Gynther/Paulsen	2.04
33	McCubben/Kelly	2.09
34	Woodward/Abberton	2.14
35	Slater/Briigmann	2.22
36	Reynolds/McKewan	2.25
37	Lockhart/Dunstan	2.30
38	Mackay/Smith	2.47
39	Hayward/Dandenberg	2.49
40	Jewels/Booth	6.46

Division 1 Section 10

1	Carr/Gocentas	.12
2	Fury/Suffern	.18
3	Dunkerton/Beaumont	.20
4	Portman/Runnells	.25
5	Bond/Dawson-Damer	.33
6	Vandersee/Young	.45
7	Rainsford/Browne	.51
8	Mulligan/Heaney	.52
9	Phillips/Fullerton	.56
10	Barr/	1.00
11	Worthington/Fullerton	1.01
12	Neumann/Best	1.03
13	Saxby/Dwine	1.08
14	Jones/Pearson	1.12
=15	Peel/Castle	1.13
	Black/Payne	1.13
17	Miller/Clair	1.15
18	Cutts/Marsden	1.16
=19	Reynolds/McKewan	1.19
	Fritter/Fritter	1.19
21	Jewels/Booth	1.20
=22	McLoughlin/Clark	1.27
	Perrett/Tindal	1.27
	Tapsall/Moir	1.27
25	Barry/Malcolm	1.29
26	Kabel/Kabel	1.35
27	Jones/Jefferys	1.36
28	Singleton/Howlett	1.37
29	Hayward/Dandenberg	1.45
30	McKinlay/Jory	1.46
31	Cadell/Heales	1.48
=32	Gynther/Paulsen	1.51
	Ryan/	1.51
34	Reynolds/McKewan	1.52
35	Cross/Ambrose	2.00
36	Woodward/Abberton	2.04
37	Slater/Briigmann	2.06
38	Lockhart/Dunstan	2.07
39	McCubben/Kelly	2.20
40	Mackay/Smith	2.00

Division 1

1	Carr/Gocentas	1.31	=21	Perrett/Tindal	7.36
2	Fury/Suffern	1.54		Singleton/Howlett	7.36
3	Dunkerton/Beaumont	2.15	23	Jones/Jefferys	7.38
4	Portman/Runnells	2.30	24	Reynolds/McKewan	7.42
5	Bond/Dawson-Damer	2.51	25	Barry/Malcolm	8.02
6	Vandersee/Young	3.46	26	Miller/Clair	8.33
7	Mulligan/Heaney	4.35	27	Ryan/	8.47
8	Rainsford/Browne	4.49	28	Cross/Ambrose	9.40
9	Phillips/Fullerton	5.18	29	Hayward/Dandenberg	9.56
10	Barr/	5.23	30	Cadell/Heales	10.06
11	Jones/Pearson	5.51	31	Slater/Briigmann	10.34
12	Neumann/Best	5.52	32	Kabel/Kabel	11.04
13	Egglefield/O'Connor	5.53	33	McCubben/Kelly	11.22
14	Cutts/Marsden	6.08	34	Lockhart/Dunstan	11.26
15	Worthington/Fullerton	6.21	35	Woodward/Abberton	11.29
16	Saxby/Dwine	6.27	36	Jewels/Booth	13.10
17	Black/Payne	6.40	=37	Gynther/Paulsen	14.10
18	Tapsall/Moir	6.43		Mackay/Smith	14.10
19	McLoughlin/Clark	6.59	39	Peel/Castle	17.07
20	Fritter/Fritter	7.04			

Division 2 Section 2

1	Fury/Suffern	1.45
2	Dunkerton/Beaumont	1.53
3	Portman/Runnells	2.03
4	Carr/Gocentas	2.05
5	Bond/Dawson-Damer	2.22
6	Vandersee/Young	3.17
7	Worthington/Fullerton	3.23
8	Barr/	3.30
9	Black/Payne	3.37
10	Jones/Pearson	3.44
11	Rainsford/Browne	3.48
12	Mulligan/Heaney	3.55
13	Phillips/Fullerton	4.13
14	Tapsall/Moir	4.24
15	Kabel/Kabel	4.50
16	Saxby/Dwine	4.59
17	McCubben/Kelly	5.41
18	Cutts/Marsden	6.17
19	Singleton/Howlett	6.55
20	Perrett/Tindal	7.10
21	McLoughlin/Clark	7.16
22	Cross/Ambrose	7.33
23	Lockhart/Dunstan	8.55
24	Cadell/Heales	13.26
25	Gynther/Paulsen	31.22
26	Peel/Castle	31.25
27	Slater/Briigmann	35.27
28	Jones/Jeffreys	35.57
29	Barry/Malcolm	37.28
30	Miller/Clair	45.24
31	Ryan/	64.50

Division 2 Section 8

1	Dunkerton/Beaumont	1.38
2	Portman/Runnells	1.40
3	Fury/Suffern	1.48
4	Carr/Gocentas	1.50
5	Bond/Dawson-Damer	2.29
6	Vandersee/Young	3.13
7	Rainsford/Browne	4.14
8	Worthington/Fullerton	4.18
9	Barr/	4.50
10	Black/Payne	4.58
11	Jones/Pearson	5.06
12	Saxby/Dwine	5.16
13	Cadell/Heales	5.23
14	Tapsall/Moir	5.35
15	Phillips/Fullerton	5.48
16	Perrett/Tindal	5.51
17	Cutts/Marsden	6.00
18	Singleton/Howlett	6.21
19	Kabel/Kabel	6.50
20	Peel/Castle	6.51
21	Jones/Jefferys	7.12
22	Slater/Briigmann	7.15
23	Barry/Malcolm	7.20
24	McCubben/Kelly	7.31
25	Cross/Ambrose	8.11
26	McLoughlin/Clark	8.30
27	Lockhart/Dunstan	9.24
28	Ryan/	9.57

Division 2 Section 6

= 1	Carr/Gocentas	0.00
	Dunkerton/Beaumont	0.00
	Fury/Suffern	0.00
	Portman/Runnalls	0.00
5	Bond/Dawson-Damer	.24
6	Vandersee/Young	.40
7	Worthington/Fullerton	1.02
8	Rainsford/Browne	1.08
9	Mulligan/Heaney	1.12
10	Black/Payne	1.16
11	Barr/	1.23
12	Phillips/Fullerton	1.24
13	Cadell/Heales	1.33
14	Tapsall/Moir	1.34
15	Peel/Castle	1.40
16	Cutts/Marsden	1.42
17	Jones/Pearson	1.45
18	Saxby/Dwine	1.47
19	Perrett/Tindal	1.48
20	Kabel/Kabel	2.04
21	Singleton/Howlett	2.16
22	McLoughlin/Clark	2.21
23	Jones/Jeffrys	2.26
24	Barry/Malcolm	2.35
25	McCubben/Kelly	2.39
26	Slater/Briigmann	2.58
27	Ryan/	3.07
28	Cross/Ambrose	3.16
29	Lockhart/Dunstan	4.16
30	Miller/Clair	6.09

Division 2 Section 10

1	Dunkerton/Beaumont	6.34
2	Fury/Suffern	6.38
3	Portman/Runnalls	6.39
4	Carr/Gocentas	7.25
5	Bond/Dawson-Damer	8.29
6	Vandersee/Young	9.37
7	Worthington/Fullerton	9.58
8	Riansford/Browne	11.07
9	Barr/	11.17
10	Kabel/Kabel	11.27
11	Cutts/Marsden	12.17
12	Perrett/Tindal	12.20
13	Phillips/Fullerton	12.36
14	Peel/Castle	12.40
15	Singleton/Howlett	13.03
16	Jones/Pearson	14.01
17	Tapsall/Moir	14.06
18	McLoughlin/Clark	14.15
19	McCubben/Kelly	14.29
20	Barry/Malcolm	15.11
21	Black/Payne	15.18
22	Slater/Briigmann	15.44
23	Cross/Ambrose	17.55
24	Jones/Jefferys	20.30
25	Lockhart/Dunstan	22.28
26	Saxby/Dwine	26.28

Division 2 Section 12

= 1	Carr/Gocentas	.00
	Fury/Suffern	.00
3	Dunkerton/Beaumont	.05
4	Bond/Dawson-Damer	1.15
5	Vandersee/Young	2.28
6	Portman/Runnalls	3.12
7	Jones/Pearson	3.56
8	Worthington/Fullerton	4.50
9	Tapsall/Moir	5.01
10	Reynolds/McKewan	5.05
11	Singleton/Howlett	5.12
12	Jones/Jefferys	5.34
13	Rainsford/Browne	6.01
14	Black/Payne	6.02
15	Barry/Malcolm	6.03
16	Saxby/Dwine	6.17
17	McLoughlin/Clark	6.20
18	Barr/	6.50
19	Kabel/Kabel	8.18
20	McCubben/Kelly	8.26
21	Slater/Briigmann	8.52
22	Perrett/Tindal	10.33
23	Cross/Ambrose	10.54
24	Lockhart/Dunstan	11.08
25	Cutts/Marsden	13.34
36	Eggesfield/O'Connor	19.02

Division 2 Section 14

1	Portman/Runnalls	.52
2	Dunkerton/Beaumont	.56
3	Fury/Suffern	.57
4	Carr/Gocentas	.59
5	Bond/Dawson-Damer	1.22
6	Vandersee/Young	1.28
7	Rainsford/Browne	1.50
8	Worthington/Fullerton	1.52
9	Barr/	2.12
10	Tapsall/Moir	2.20
=11	Phillips/Fullerton	2.25
	Peel/Castle	2.25
13	Perrett/Tindal	2.26
14	Singleton/Howlett	2.28
15	Jones/Pearson	2.35
16	Black/Payne	2.57
17	Cutts/Marsden	2.59
18	McLoughlin/Clark	3.06
19	Kabel/Kabel	3.08
20	Saxby/Dwine	3.14
21	Slater/Briigmann	3.34
22	Jones/Jefferys	3.53
23	Cross/Ambrose	3.54
24	Lockhart/Dunstan	4.53
25	McCubben/Kelly	5.54
26	Barry/Malcolm	7.47

Division 2 Section 16

1	Fury/Suffern	.54
2	Dunkerton/Beaumont	1.09
3	Portman/Runnalls	1.14
4	Carr/Gocentas	1.30
5	Bond/Dawson-Damer	2.22
6	Vandersee/Young	2.28
7	Worthington/Fullerton	3.13
8	Phillips/Fullerton	3.20
9	Rainsford/Browne	3.32
10	Jones/Pearson	3.33
11	Singleton/Howlett	3.38
12	Tapsall/Moir	3.54
13	Black/Payne	3.57
14	Saxby/Dwine	4.00
15	Perrett/Tindal	4.03
16	Cutts/Marsden	4.04
17	Kabel/Kabel	4.29
18	Jones/Jefferys	4.42
19	Barry/Malcolm	5.12
20	McLoughlin/Clark	5.16
21	Cross/Ambrose	5.34
22	Lockhart/Dunstan	6.21
23	McCubben/Kelly	7.54
24	Slater/Briigmann	10.01

Division 2

1	Fury/Suffern	12.02
2	Dunkerton/Beaumont	12.15
3	Carr/Gocentas	13.49
4	Portman/Runnalls	15.50
5	Bond/Dawson-Damer	18.43
6	Vandersee/Young	23.11
7	Worthington/Fullerton	28.16
8	Rainsford/Browne	31.40
9	Jones/Pearson	34.41
10	Phillips/Fullerton	35.20
11	Tapsall/Moir	36.54
12	Kabel/Kabel	41.06
13	Barr/	41.32
14	McLoughlin/Clark	47.04
15	Saxby/Dwine	50.49
16	Black/Payne	54.05
17	Cutts/Marsden	55.53
18	Perrett/Tindal	57.11
19	Cross/Ambrose	61.17
20	Lockhart/Dunstan	72.25
21	Peel/Castle	75.47
22	Slater/Briigmann	90.51
23	Barry/Malcolm	91.36
24	Jones/Jefferys	143.42

Positions after 2 decisions

1	Fury/Suffern	13.56
2	Dunkerton/Beaumont	14.30
3	Carr/Gocentas	15.20
4	Portman/Runnalls	18.10
5	Bond/Dawson-Damer	21.34
6	Vandersee/Young	26.57
7	Worthington/Fullerton	34.37
8	Rainsford/Browne	36.29
9	Jones/Pearson	40.31
10	Phillips/Fullerton	40.38

11	Tapsall/Moir	43.37
12	Barr/	46.55
13	Singleton/Howlett	47.29
14	Kabel/Kabel	52.10
15	McLoughlin/Clark	54.03
16	Saxby/Dwine	57.16
17	Black/Payne	60.45
18	Cutts/Marsden	62.01
19	Perrett/Tindal	64.47
20	Cross/Ambrose	70.57



Positions after 2 Divisions (cont)

21	McCubben/Kelly	75.56
22	Lockhart/Dunstan	83.51
23	Peel/Castle	92.54
24	Barry/Malcolm	99.38
25	Slater/Briigmann	101.25
26	Jones/Jefferys	151.20

Division 3 Section 2

1	Dunkerton/Beaumont	1.24
2	Portman/Runnalls	1.37
3	Carr/Gocentas	1.54
4	Bond/Dawson-Damer	3.03
5	Jones/Pearson	3.44
6	Rainsford/Browne	4.10
7	Worthington/Fullerton	4.49
8	Saxby/Dwine	5.18
9	Tapsall/Moir	5.20
10	Black/Payne	6.02
11	Cutts/Marsden	6.12
12	Perrett/Tindal	6.13
13	McLoughlin/Clark	7.08
14	Peel/Castle	7.29
15	Barry/Malcolm	7.41
16	Slater/Briigmann	7.52
17	Lockhart/Dunstan	10.39

Division 3 Section 4

1	Portman/Runnalls	2.58
2	Dunkerton/Beaumont	3.08
3	Carr/Gocentas	3.22
4	Bond/Dawson-Damer	4.31
5	Jones/Pearson	5.44
6	Worthington/Fullerton	6.10
7	Rainsford/Browne	7.34
8	Perrett/Tindal	8.07
9	Saxby/Dwine	8.09
10	Tapsall/Moir	8.13
11	Black/Payne	8.14
12	Cutts/Marsden	10.25
13	Peel/Castle	11.44
14	Slater/Briigmann	12.06
15	Lockhart/Dunstan	13.45
16	Barry/Malcolm	14.25
17	McLoughlin/Clark	15.54

Division 3 Section 8

1	Dunkerton/Beaumont	11.33
2	Portman/Runnalls	12.41
3	Bond/Dawson-Damer	18.04
4	Carr/Gocentas	21.08
5	Jones/Pearson	24.31
6	Rainsford/Browne	32.43
7	Black/Payne	42.50
8	Perrett/Tindal	47.53
9	Worthington/Fullerton	55.48
10	Tapsall/Moir	56.30
11	McLoughlin/Clark	57.17
12	Saxby/Dwine	62.51
13	Cutts/Marsden	64.38
14	Peel/Castle	69.20
15	Slater/Briigmann	83.44
16	Barry/Malcolm	98.53
17	Lockhart/Dunstan	112.34

Division 3 Section 10

1	Carr/Gocentas	1.46
2	Dunkerton/Beaumont	1.51
3	Portman/Runnalls	1.59
4	Bond/Dawson-Damer	2.01
5	Rainsford/Browne	2.08
= 6	Worthington/Fullerton	2.16
	Black/Payne	2.16
8	Perrett/Tindal	2.21
9	Peel/Castle	2.26
10	Tapsall/Moir	2.34
11	Jones/Pearson	2.35
12	Saxby/Dwine	2.36
= 13	McLoughlin/Clark	2.55
	Cutts/Marsden	2.55
15	Slater/Briigmann	2.59
16	Barry/Malcolm	3.20
17	Lockhart/Dunstan	3.25

Division 3 Section 12

1	Carr/Gocentas	3.23
2	Portman/Runnalls	4.28
3	Dunkerton/Beaumont	4.30
4	Bond/Dawson-Damer	5.03
5	Worthington/Fullerton	5.59
6	Rainsford/Browne	6.09
7	Jones/Pearson	6.23
8	Black/Payne	7.02
9	Perrett/Tindal	7.31
10	Peel/Castle	8.08
11	Tapsall/Moir	9.16
12	Cutts/Marsden	9.48
13	Slater/Briigmann	10.10
14	Saxby/Dwine	11.18
15	McLoughlin/Clark	12.05
16	Lockhart/Dunstan	14.51
17	Barry/Malcolm	22.22

Results

1	Dunkerton/Beaumont	36.56
2	Portman/Runnalls	41.53
3	Carr/Gocentas	46.53
4	Bond/Dawson-Damer	54.16
5	Rainsford/Browne	89.13
6	Worthington/Fullerton	109.39
	1st state classified	
7	Tapsall/Moir	125.30
	1st state recognized	
8	Perrett/Tindal	136.52
	2nd state classified	
9	Black/Payne	148.09
	1st state clubman	
10	McLoughlin/Clark	149.22
11	Saxby/Dwine	150.28
	2nd state clubman	
12	Cutts/Marsden	166.59
	2nd state recognized	
13	Peel/Castle	199.01
14	Slater/Briigmann	224.16
	1st novice.	

Championship Positions - as presented by Charlie Blake

<u>Rally Championship - as at 9/4/79</u>			<u>Motorshanas - as at 3/2/79</u>		
= 1	Laurie Garth	11 pts	= 1	John Payne	11 pts
	Dave Ambrose			Colin Powell	
= 3	Warren McKewan	10 "	3	Peter Marshall	10 "
	Gerry Reynolds		4	Ian Pink	9 "
= 5	R French	9 "	5	Tony Hazeldine	8 "
	H O'Dea		6	Ralph French	7 "
= 7	Glen Somerville	8 "	7	Tony Walker	6 "
	Rod Hannifey		8	Phillip Stephen	5 "
= 9	Norm Fritter	7 "	9	Brian Day	4 "
	Coral Fritter		10	Wendy Marshall	3 "
11	Russell Fullerton	6 "	11	Steve Errey	2 "
12	K Morrison	5 "	=12	Warren Tegg	1 "
=13	B Day	4 "		Wayne Hickey	
	J Beeston				
=15	Wayne Black	3 "			
	Dale Payne				

Off Road - as at 11/3/79

= 1	Col Wilton	16 pts	=10	Cedric Loy	10 pts
	Mick Norris			Pat McCreery	
= 3	Ootm Blackburn	15 "	=12	Ootm Blackburn	9 "
	George Croucher			'Swimming' Poole	
	Gunnar Schmied			'Gonford' Burton	
= 6	Tom Poots	12 "	=15	Greg Chalk	6 "
	Al Guidotti			Max Castles	
= 8	Ian Bond	11 "	=17	'Chalky' White	5 "
	Lee Drummond			Ootm Blackburn - no wait its Blackbourne.	

I'm sorry some of the names are odd but I think Charlie wrote this while he was out fishing - B.E.

Wanted

Navigator for Repco Round Australia Trial

Celica Turbo - Jim Donoghue, Nambour - Phone (071) 413 194

For Sale

XU-1 Rally Car. Complete rollcage, sumpguard, Cibie heads, Helda spots, rally seats, fire extinguisher.

Is fitted with best equipment and all necessary modifications plus many spare parts.

All ready to go for the low price of \$2200.

Contact Bennie Nugter, 114 Briggs Road, Raceview, 4305  
or phone (Work) 288 8533

SOAP BOX DERBY

Northern District Rodders are holding a soap box derby at the Lakeside race track on Sunday 3rd June. Rules for the building of a "soap box" are: Maximum width of 4 feet and some type of braking system e.g. a stick on a wheel. Helmet and shoes are compulsory. The entry fee is \$5, first prize is \$100, and spectators are admitted free. For further information phone 205 2438 (business hours) or 266 4476 (after hours).

## NEW MEMBERS

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

Andrew Bright . . . . .	Eagleby
Steve Donoghue . . . . .	Nundah
Bryan Evans . . . . .	Daisy Hill
Peter Firkins . . . . .	Windsor
Cedric Green . . . . .	Ulmarra NSW
Boyd Lester . . . . .	Noosaville
Jim Newman . . . . .	Annerley
Alan Ryan . . . . .	Kenmore
Brad Skinner . . . . .	Wellington Point
Peter Spring . . . . .	Eight Mile Plains
Mark Taylor . . . . .	Highgate Hill

## MISS QUEENSLAND MOTOR SPORT PERSONALITY

The Back Seat Racing Drivers Club have advised us that they will again be running Miss Queensland Motor Sport Personality Quest this year. The purpose of the Quest is to raise money to purchase safety equipment for the various clubs to use at Lakeside and Surfers Paradise Raceway, etc., for the safety of drivers.

We are looking for a BSOC entrant at this stage, so if you would like to volunteer, or you would like to suggest someone who might be too shy to volunteer, please contact Wendy Marshall.

## Forthcoming Events

On 30th June - 1st July the Queensland Light Car Club will present the KRITICOS MOTORS RALLY, this will be the third round of the GIBIE/GP CARS RALLY SERIES.

The event will cover 350 kilometres, entry fees are \$30 per car and regulations are now available from our good Secretary.

The event starts from Kriticos Motors, Beerburrum Road, Caboolture at 5pm on 30th June and I imagine that spectator details will be available there.

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The MG Car Club will be running the 26th Australian Hillclimb Championship on 9th - 10th June at Mount Cotton.

Practice occupies Saturday and Sunday morning with the actual competition starting at Noon on Sunday.

The course is 37 kilometres from Brisbane on Ring Route No.45

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On Sunday June 10th the Ipswich West Moreton Auto Club are holding their "K.M. Fuel Sales - Total Oil" economy run.

Scrutineering starts at 8am at the Tivoli Total Service Station, Mount Crosby Road, Tivoli, Ipswich. First car starts at 9am and should finish about 3.30pm. There will be a lunch break at Atkinsons Dame (B.Y.O), and a barbecue tea and drinks will be provided at cost at the Presentation at their club rooms (5 Bergins Hill Road, Bundamba) after the event. Entries will be accepted up until 9am at the start - lots of classes. The Ipswich Veteran and Vintage Club will also take part over a shorter course.

For further information phone Graeme Leigh at 281 6629 anytime.

## COMING EVENTS

Wed 30 May General meeting at the clubrooms starting at 8.00 pm

Fri 1 Jun BSCC Annual Presentation Dinner at the Jindalee Hotel

Sun 3 Jun QMROA Open Motorkhana (QMC 4)

Tue 5 Jun Committee Meeting

Wed 6 Jun French food night at the clubrooms

Sat 9 Jun and Sun 10 Jun - MGCC Australian Hillclimb Championship

Sun 10 Jun Ipswich West Moreton Auto Club Economy Run

Wed 13 Jun Bingo night at the clubrooms

Sat 16 Jun TSCC Open Rally (QRC 2)  
ASCC Bega Rally (ARC 4)  
June Magazine closes, late items to Pete Smith,  
15 Laurel Street, Woodridge, 4114

Sun 17 Jun LCCA Mallee Desert Rally

Wed 20 Jun Off Road night at the clubrooms  
June magazine publication date

Sun 24 Jun Lakeside Races

Wed 27 Jun Night Run by Tony Hazeldine and Warren Tegg

Sat 30 Jun QICC open restricted rally

Tue 3 Jul Committee Meeting

Wed 4 Jul Beer and sausage night at the clubrooms

Sun 8 Jul Closed autocross organised by Neil Howard

Wed 11 Jul Open night at the clubrooms

Sat 14 Jul NDSCC open rally  
July magazine closes, late items to Pete Smith,  
15 Laurel Street, Woodridge, 4114

Wed 18 Jul Off Road night at the clubrooms  
July magazine publication date

Sun 22 Jul Lakeside Races (ATCC 7)