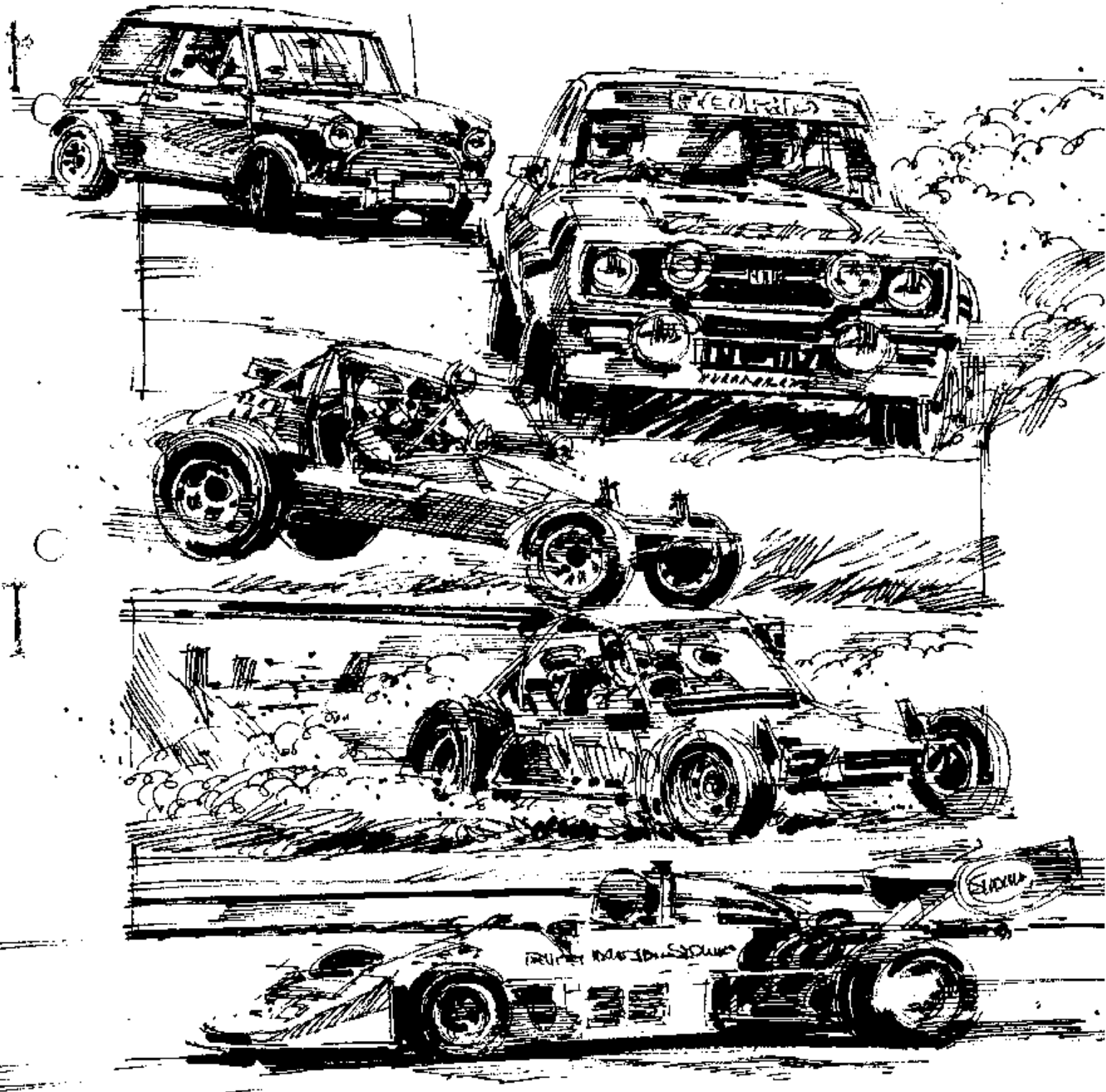




BRISBANE SPORTING CAR CLUB MAGAZINE

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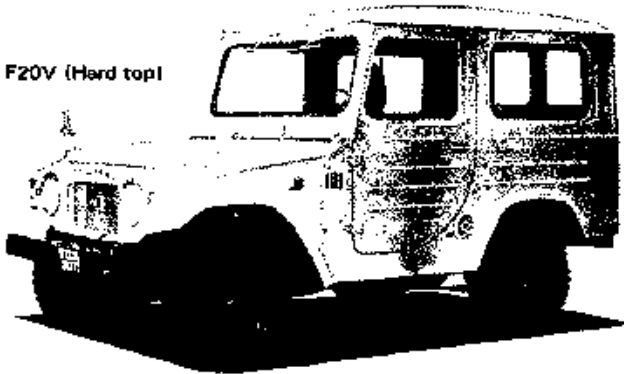
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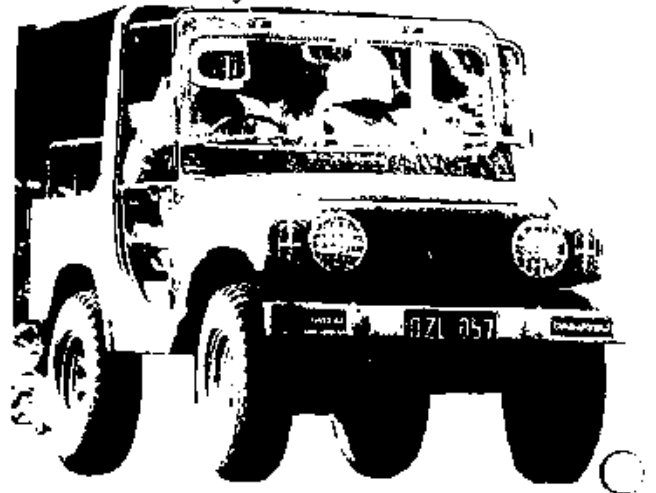
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Brisbane Sporting Car Club

Magazine - June 1979

Editorial

The whole art of advertising is to persuade people that not only should they spend their money on something they don't want, but that they should buy the one you produce.

These aims have led to a concentrated attempt over the last 100 years to bamboozle the public by misleading claims, hyperbole and falsehood. However over the last 20 years the government has taken a firm grip on the matter, and any outrageous attempts to mislead the public are now punishable by law.

What we are not protected from is the sort of windy rhetoric that I see and hear on the television (I NEVER listen to commercial radio). I thought Brevills funeral voiced orator was plumbing the depths with his spiel; but now Volvo (Australia) have set an even deeper mark. At the close of a ridiculous ad. involving a Volvo sedan negotiating a demolition derby, the smug, self satisfied spokesman says these horrifying words;

"Quite simply, if more Australians drove Volvo, then there'd be more Australians".

The English magazine 'Car' gives a monthly summary of "Interesting Saloons", "Boring Saloons" etc. Volvo come solidly in the boring category and are summarised as follows; For: Solid as a Volvo truck; Against: But twice as ugly and uncomfortable, Sum-up: Confirms Volvo as truck makers.

This at least cheers me up, even if it does nothing for the spouse of a deceased Volvo driver/passenger.

Major Forthcoming Event

B.S.C.C. Autocross

Sunday 8th July is the date on which the Denver Car Care Products Autocross will be held. For those of you who are unaware of the nature of an autocross, I have heard it likened to a long hill-climb on a flat smooth grassy paddock. Supplementary Regulations are available from the Club Secretary or Maxx Buggies, East Brisbane, or from the Club Captain.

The venue is at our motorkhana grounds at Donaldson Rd, Rocklea. Turn Left at gate in fence before entering "Sewage Farm" and follow signs.

Practice begins at 9.30 and anyone not competing could be used as Flag Marshalls or Officials, so if you're not going to have a run, please come along and help us out by standing in the paddock holding up a fire extinguisher. Persons in this position will undoubtedly have the best spectator spot in the whole place.

Any More information please see Lee Drummond (398 7163 A/H)
or Neil Howard (398 2051 A/H)
or Ian Fink at club meetings.

Holden Torana Car Club

Security Life Assurances Motorkhana

Round 3 - Queensland Motorkhana Championships

This 'senior' level Motorkhana was held on Holden Toranas Capalaba grounds. It saw the BSOC first in class B, first, second and third in class C and first in class D - nice going chaps.

37 entrants, Class A - 4, B - 5, C - 6, D - 4, F - 10, L - 8

Test 1

1	G Wolski	MiniSp	F	27.0
=8	I Fink	VW	B	30.0
16	L Drummond	Mazda	C	32.9
19	G Powell	Mazda	C	34.1
22	C Harbeck	Mazda	C	35.5
23	H Bosboom	Ford	D	36.2
24	N Heales	Mazda	L	36.8
=25	K Bosboom	Mazda	B	36.9
27	P Stephan	Datsun	C	37.0
=30	G Adair	LeyP76	D	42.3

Test 2

1	P Griffin	Sp	F	25.5	1
9	L Drummond	Mazda	C	29.0	1
=16	N Heales	Mazda	L	31.0	3
18	C Powell	Mazda	C	31.2	2
19	G Harbeck	Mazda	C	31.5	3
22	H Bosboom	Ford	D	32.3	1
25	P Stephan	Datsun	C	33.1	4
=26	K Bosboom	Mazda	B	34.0	4
35	I Fink	VW	B	38.5	5
37	G Adair	LeyP76	D	46.1	4

Test 3

1	G Wolski	Sp	F	25.0
6	L Drummond	Mazda	C	28.4
9	I Fink	VW	B	29.6
15	P Stephan	Datsun	C	31.9
=16	C Powell	Mazda	C	32.0
	N Heales	Mazda	L	32.0
24	H Bosboom	Ford	D	34.9
=31	C Harbeck	Mazda	C	38.8
	K Bosboom	Mazda	B	38.8
34	G Adair	LeyP76	D	43.0

Test 4

1	P Griffin	Sp	F	25.0	1
6	L Drummond	Mazda	C	28.4	1
9	I Fink	VW	B	29.6	1
15	P Stephan	Datsun	C	31.9	2
=16	C Powell	Mazda	C	32.0	3
	N Heales	Mazda	L	32.0	3
24	H Bosboom	Ford	D	34.9	1
=31	C Harbeck	Mazda	C	38.8	5
	K Bosboom	Mazda	B	38.8	4
34	G Adair	LeyP76	D	43.0	4

Halfway Positions

1	K McCloy	Sp	F	111.7
7	L Drummond	Mazda	C	129.2
13	I Fink	VW	B	140.1
15	C Powell	Mazda	C	141.1
=18	N Heales	Mazda	L	146.4
20	P Stephan	Datsun	C	147.5
21	H Bosboom	Ford	D	149.4
26	K Bosboom	Mazda	B	158.9
33	C Harbeck	Mazda	C	174.8
36	G Adair	LeyP76	D	179.9

Test 5

1	P Griffin	Sp	F	21.2	1
2	L Drummond	Mazda	C	22.0	1
7	I Fink	VW	B	25.5	1
9	C Harbeck	Mazda	C	25.9	2
10	C Powell	Mazda	C	26.2	3
12	P Stephan	Datsun	C	27.5	4
13	G Adair	LeyP76	D	27.9	1
=14	K Bosboom	Mazda	B	28.0	2
	H Bosboom	Ford	D	28.0	2
34	N Heales	Mazda	L	43.1	6

Test 6

1	P Griffin	Sp	F	27.8
=12	L Drummond	Mazda	C	34.0
16	C Powell	Mazda	C	34.6
17	N Heales	Mazda	L	35.5
19	P Stephan	Datsun	C	36.4
26	H Bosboom	Ford	D	38.1
28	K Bosboom	Mazda	B	39.3
29	C Harbeck	Mazda	C	40.0
33	I Fink	VW	B	44.6
37	G Adair	LeyP76	D	48.0

Test 7

1	P Griffin	Sp	F	25.9	1
=9	I Fink	VW	B	29.4	1
16	L Drummond	Mazda	C	30.2	1
17	N Heales	Mazda	L	30.8	4
18	P Stephan	Datsun	C	31.6	2
19	C Powell	Mazda	C	32.1	3
=20	C Harbeck	Mazda	C	32.4	4
	K Bosboom	Mazda	B	32.4	4
=23	H Bosboom	Ford	D	33.4	1
37	G Adair	LeyP76	D	41.3	4

Test 8

1	P Griffin	Sp	F	26.9	1
9	I Fink	VW	B	31.0	1
=12	L Drummond	Mazda	C	32.0	1
=15	C Powell	Mazda	C	33.3	2
23	P Stephan	Datsun	C	35.7	3
24	C Harbeck	Mazda	C	35.8	4
25	N Heales	Mazda	L	36.2	4
29	K Bosboom	Mazda	B	38.4	5
30	G Adair	LeyP76	D	39.3	1
32	H Bosboom	Ford	D	41.0	2

Results

1st	Phil Griffin	Special	F	214.1	1st class	F
7th	Lee Drummond	Mazda	C	247.4	1st class	C
13th	Colin Powell	Mazda	C	267.3	2nd class	C
15th	Ian Fink	VW	B	270.6	1st class	B
17th	Paul Stephan	Datsun	C	278.7	3rd class	C
21st	Harry Bosboom	Ford	D	289.9	1st class	D
24th	Noelle Heales	Mazda	L	292.0	3rd class	L
25th	Ken Bosboom	Mazda	B	297.0	4th class	B
28th	Chris Harbeck	Mazda	C	308.9	5th class	C
35th	Graeme Adair	Leyland P76	D	336.4	4th class	D

1979 Australian Hillclimb Championship

Organized by the M.G. Car Club

We arrived early on the Sunday just as the first car set off on practice.

The car was the 1933 Ford V8 special of Dick Vermullon. With its typical high 1930's build, totally exposed cockpit and ultra thin tyres you'd expect its progress to be sedate, but no, it slewed round the first corner in an understeering slide, galloped up the hill, slithered round the top bend, smoked off its excess speed at the right hairpin and generally looked very perilous. It skimmed through the trees and disappeared from sight going impossibly fast. Just as the car would have been facing the difficult turn into the finish, the dreadful sound of it banging off the barriers, the bank and crashing through the trees came to our ears. Dick Vermullen sustained multiple injuries which included broken ribs and a possibly punctured lung. A grim start to what was otherwise going to be a splendid days sport.

The Mount Cotton hillclimb must be the most perfect one for competitors/spectators that I have ever seen. Comprising of a 90 right, fast left, hairpin right, fast left, 90 left, fast right and a slow left - and none of these corners has a flat aspect - the spectator can see almost every inch of the track, and the competitor knows he's had a busy time.

Saturday afternoon practice was enlivened by the number of people searching for - and overstepping - the limit. Doug Partington (Lynx FJ) - into the nuts, Des Wall (EH Holden) - wild spin at the nuts, Robert Harcourt (Lancia Meadows) - 2 offs at the nuts, Greg Fahey (MGB) - into the nuts, Roger Harrison (Elfin 600 Repco) - into the nuts.

The only BSCC member racing was Barry Wraith in his 170 c.i. Falcon engined Ford Anglia. This is Barry's first competition car and it has been engaged in all forms of motor sport for almost 17 years. Ed Turnham's buggy was in the big racing class in the hands of David Tait, I was standing with Kev White when it was referred to as a "Beach Buggy" over the address system - winces all round.

On Sunday the important news was that Barry Wraith won the Sports Sedans 2001 - 6000cc class by .2 of a second from Greg Mackie. Keith McConnell, the 1978 M.G. Car Club Champion was having his first run ever on racing slicks and clipped 3 seconds off of his previous best time.

Peter Holinger in his 4.4 litre Holinger-Repco won with a run of 43.3, but for us the most impressive were Dean Richards in a Suzuki engined roller skate, Robert Pigeon in his 2 litre Cooper Volvo and especially Kym Rohrlach who has a turbocharged VW engined racer.

MEMBERSHIP REPORT

A warm welcome is extended to the 17 people who joined the Brisbane Sporting Car Club during the last month:

Errol Bailey	.....	Moorooka
Bob Cowan	.....	Eight Mile Plains
Jim Donoghue	.....	Nambour
Peter Gartshore	.....	Moorooka
David Grace	.....	Nambour
Heather Graham	.....	Redland Bay
Bruce Grigg	.....	Capalaba
Alan McConnell	.....	Corinda
Earl Maittan	.....	Mt Gravatt
Peter Read	.....	Mansfield
Mike Ryan	.....	Toowong
Bob Silveri	.....	Indooroopilly
Mark Smith	.....	Greenslopes
Peter Stockton	.....	Coorparoo
Jeff Viner	.....	Yeronga
John Ward	.....	Inala
John White	.....	Nambour

Membership for the year now stands at 308, only the second time in history that membership has passed the 300 mark. Elsewhere in the Magazine you will find a complete list of the club's 308 members.

NEW PUBLICATION

The rally enthusiast now has his own annual review - "WORLD RALLYING 1" - for the first time. All the excitement of the 1978 World Championship rounds, and of all the other national and international events and championships, is surveyed in this publication with full reports and detailed results analyses. These are accompanied by photographs, and to add further interest there is an up-to-date world driver list with full biographical details and a comprehensive review of the current collection of rally cars. There are also a number of rally feature articles which add to a full appreciation of the year's events. Finally, the international calendar for the 1979 season is given.

Copies of "WORLD RALLYING 1" are available now from the warehouse of Novalit ANZ Pty Ltd at 38 Finsbury Street Newmarket. Alternatively, they would be pleased to post a copy, post free, to club members on receipt of a cheque for \$15.20. This price is a special offer to ESCC members, and represents a 20% discount of the recommended retail price.

CONTROL OFFICIALS REQUIRED

The Queensland Light Car Club is conducting the Kriticos Motors Rally on 30 June and has asked that any members who are interested in manning controls contact Steve O'Connor on 349 9915 or Russel McGuire on 378 3352 (home).

Northern Districts Sporting Car Club are conducting the Space City Rally on 14 July. This event will be timed to the second and stages will vary in length from 3 km to 12 km. The controls for this event, and there will be many needed, will have to be operated by experienced officials, and any members interested in manning a control are asked to contact Alan Saxby on (071) 95 1953 after hours.

Morgan Park 150

Ah splendid to see some straight from the cuff reports by Off Road members, first we have Guenter Schmied....

What can I say about the Morgan Park 150 except that it was different. I expected a tight course, but nothing like what confronted us that Sunday morning. Give me Oxenford anyday.

Starting off in the middle of the running order was for once a blessing, not a hindrance. At least we had a few wheel tracks to follow in the first lap. What with looking out for trees, stumps and ant-hills, there wasn't much time left for keeping an eye on a grader cut.

Each lap made it easier though, as the course became more defined. On the third lap the new intercom stopped for some reason. George could hear me, but not vice-versa. We carried on regardless with the one way conversation.

At half time, the pit crew swarmed over the car like bees over honey, checking wheelnuts, oil, fuel etc.

Before we knew it, the half hour was up and we were off again. With four cars in front we figured on a dust free fast run. Not so, some competitors still don't know what it means to move over for a faster car. When you've followed a car for a lap, even have them stop in front of you, then take off again, you have a tendency to loose your cool. In future, no more nice guy, straight in the back, and no beg pardons.

The last few loops went quickly with no more dramas and before we knew it, it was all over bar the drinking. My thanks go to the pit crew for their efforts, the organisers and the sponsors. I've never seen so many trophies in one hit, good to see.

G. J. Schmied

(Old GS was very bold to run at all in the Morgan Park, as a nasty shunt over a sand-dune in a Landcruiser had broken and reduced his left arm somewhat, another recent casualty was Roger Kimeklis who lost a little toe when the front tyre on his BMW moforbike went POP on a long lefthander - B.E.)

Now we're delighted to welcome the man who came 2nd in class 2, the ever-improving Greg Chalk....

The weather was much warmer than usual for May in the Darling Downs town of Warwick for the Morgan Park 150 - a new event on the B.S.C.C. calendar, sponsored by Denver Pennzoil and Marshall Lewis Motors.

The event was to consist of two divisions each of about 100 km and each to run 5 circuits of a 20km course.

This course made best use of the terrain provided by the Shire controlled recreational park, traversing parts of the speedway circuit, a moforcross course, a moist creek bed, the walls of a couple of storage dams (shades of Indy!) as well as the clay, rock and sand of the natural environment. The course was tight, moderately dusty, with the constant promise of grief from the many stumps strategically placed to grab the over exuberant.

The event started at 10am with the 22 entrants departing at half minute intervals. That the track was poorly defined in places (though very well sign posted) is easy to determine from the first lap times. Class one cars, who departed first, averaged over 26 minutes for the loop. The four wheel drives in class four averaged

under 2½ minutes ! As one of the chief course architects is normally a 1200cc competitor there must be a message there somewhere. The first 'spectacular' for the crowd of spectators occurred early when the new combination of Rea/Meller in a Datsun powered buggy inverted on the third corner. But not to worry, it was soon back on the wheels and flying again. Not to be outdone Cedric Loy performed the same trick a little later down the track.

At the break, stumping the predictions of the experts, there were only four retirements though there had been, and was, much frantic wheel changing and rim bashing. At the halfway mark the Loganholme Cowboy and Faithful Tonto (alias White and Blackburn) were a fetlock in front of Blackburn/Gartshore and Loy² who were tied for second.

The fastest lap of the morning went to Ed Turnham, back from one of his retirements, in the Stubbies Chenoweth (? - B.E.) complete with big engine and Paul Watkinson as navigator and chief worrier. There is no truth in the rumour that this buggy was fitted with dual controls.

The afternoon brought a further four retirements and some very consistent performances by the stayers. The fact that there were thirteen finishers indicates that not only is the equipment now good, but also is well prepared. Perhaps the approaching senility of some drivers is also a factor.

The morning maestros mechanically malevolent motor (Blimey - B.E.) developed a couple of small faults which slowed him down a little and I will confide that there were tears in Kevins eyes as I was forced to pass on the last lap. (Note for Warren : Max and I will pretend we did not hear the vulgarities screamed from the navigators seat.)

Meanwhile back in the action Blackburn/Gartshore had clean sheeted the division and improved their morning second to first outright. The 10 point (2½ minutes) lapse to second, Croucher/Schmied, and third, Loy/Loy, gives an indication of how fast Steve was going.

The fastest afternoon lap was an incredible 19 minutes and twenty seconds by Wilton/Norris - some indication of the potential of the turbo. I would be an even bigger chauvinist pig if I did not mention the very creditable, very first all lady team to compete and finish an Off-Road event in Queensland - Debbie Chadwick and Heather Graham. It really is wonderful to see two people get out of a racing buggy not followed by typical male profanity.

With a venue so close, and the valued co-operation of the Warwick Club it is most probable that this event will become very popular and may even provoke certain off-roaders in ESCC to finish cars before they get gangrene of the digit.

Thank you ESCC, Warwick District Sporting Car Club, Dave Chadwick, Tony Best, Tony Hazeldine, Tom Poots, other organisers, control and timing officials and not to be forgotten - the sponsors.

Gregory Chalk

Full results summary on the next page.

Lap 1

1	Loy/Loy	23.32
2	White/Blackbourne	23.45
3	Noedt/Guidotti	24.00
4	Collins/Collins	24.05
5	Ford/Osborne	24.40
6	Blackburn/Gartshore	24.42
7	Poole/Poole	24.50
8	Wolfe/Baker	25.00
9	Turnham/Watkinson	25.05
10	Wilton/Norris	25.10
11	Rea/Meller	25.20
12	Croucher/Schmied	25.40
13	Chalk/Castles	26.15
14	Mannion/Farley	26.45
15	Patterson/Kent	28.12
16	Baird/Davis	29.00
17	Taylor/Hamlin	29.17
18	Herbert/Crickitt	29.30
19	Hinz/Hinz	29.59
20	Taylor/Ashford	33.54
21	Chadwick/Graham	42.40

Lap 2

1	Loy/Loy	44.55	(21.23)
2	White/Blackbourne	46.20	(22.35)
3	Ford/Osborne	47.32	(22.52)
4	Blackburn/Gartshore	47.42	(23.00)
5	Wilton/Norris	47.45	(22.35)
= 6	Turnham/Watkinson	48.15	(23.10)
	Poole/Poole	48.15	(23.25)
= 8	Collins/Collins	48.35	(24.30)
	Rea/Meller	48.35	(23.15)
10	Croucher/Schmied	48.40	(23.00)
11	Chalk/Castles	50.00	(23.45)
12	Mannion/Farley	50.25	(23.40)
13	Wolfe/Baker	52.00	(27.00)
14	Patterson/Kent	53.24	(25.12)
15	Taylor/Ashford	57.55	(24.01)
=16	Taylor/Hamlin	58.35	(29.18)
	Hinz/Hinz	58.35	(28.36)
18	Noedt/Guidotti	65.40	(41.40)
19	Chadwick/Graham	74.27	(31.47)
20	Baird/Davis	76.29	(47.29)

Lap 3

1	Loy/Loy	68.10	(23.15)
2	White/Blackbourne	68.15	(21.55)
3	Blackburn/Gartshore	69.20	(21.38)
4	Ford/Osborne	69.36	(22.04)
5	Croucher/Schmied	70.50	(22.10)
6	Wilton/Norris	71.40	(23.55)
7	Rea/Meller	71.55	(23.20)
8	Chalk/Castles	72.32	(22.32)
9	Turnham/Watkinson	73.51	(25.36)
10	Mannion/Farley	74.05	(23.40)
11	Wolfe/Baker	74.47	(22.47)
=12	Collins/Collins	78.00	(29.25)
	Patterson/Kent	78.00	(24.36)
14	Taylor/Hamlin	81.40	(22.05)
15	Taylor/Ashford	82.57	(25.02)
16	Hinz/Hinz	86.20	(27.45)
17	Poole/Poole	87.25	(39.10)
18	Noedt/Guidotti	88.27	(22.47)
19	Chadwick/Graham	100.45	(26.18)
20	Baird/Davis	113.02	(36.33)

Lap 4

1	White/Blackbourne	89.58	(21.43)
2	Loy/Loy	90.17	(22.07)
3	Blackburn/Gartshore	90.45	(21.25)
4	Ford/Osborne	92.05	(22.29)
5	Croucher/Schmied	92.35	(21.45)
6	Wilton/Norris	92.58	(21.18)
7	Chalk/Castles	94.28	(21.56)
8	Wolfe/Baker	98.00	(23.13)
9	Collins/Collins	100.55	(22.55)
10	Patterson/Kent	101.05	(23.05)
11	Taylor/Hamlin	103.30	(21.50)
12	Taylor/Ashford	105.28	(22.31)
13	Rea/Meller	106.15	(34.20)
14	Poole/Poole	110.39	(23.14)
15	Noedt/Guidotti	110.49	(22.22)
16	Hinz/Hinz	113.55	(27.35)
17	Mannion/Farley	115.15	(41.10)
18	Chadwick/Graham	126.51	(26.06)
19	Turnham/Watkinson	130.27	(56.36)

Lap 5 (and halfway positions)

1	White/Blackbourne	111.11	(21.13)
= 2	Blackburn/Gartshore	111.45	(21.00)
	Loy/Loy	111.45	(22.28)
4	Croucher/Schmied	113.20	(20.45)
5	Ford/Osborne	113.57	(21.52)
6	Wilton/Norris	114.40	(21.42)
7	Chalk/Castles	116.22	(21.45)
8	Collins/Collins	122.36	(21.41)
= 9	Taylor/Hamlin	124.01	(21.31)
	Wolfe/Baker	124.01	(26.05)
11	Patterson/Kent	124.21	(23.16)
12	Noedt/Guidotti	133.01	(22.12)
13	Poole/Poole	133.20	(22.41)
14	Mannion/Farley	138.30	(23.15)
15	Hinz/Hinz	140.20	(26.25)
16	Taylor/Ashford	140.55	(35.27)
17	Turnham/Watkinson	150.34	(20.07)
18	Chadwick/Graham	162.00	(35.09)

Lap 6

1	White/Blackbourne	131.44	(20.33)
2	Blackburn/Gartshore	132.05	(20.20)
3	Loy/Loy	132.55	(21.10)
4	Croucher/Schmied	133.40	(20.20)
5	Wilton/Norris	134.54	(20.14)
6	Ford/Osborne	136.48	(22.51)
7	Chalk/Castles	137.43	(21.21)
8	Wolfe/Baker	144.08	(20.03)
10	Collins/Collins	144.55	(22.19)
9	Taylor/Hamlin	144.54	(20.33)
11	Patterson/Kent	147.01	(22.40)
12	Poole/Poole	154.59	(21.39)
13	Noedt/Guidotti	155.00	(21.59)
14	Mannion/Farley	161.05	(22.35)
15	Taylor/Ashford	163.02	(22.07)
16	Hinz/Hinz	166.42	(26.22)
17	Turnham/Watkinson	174.04	(23.30)
18	Chadwick/Graham	188.52	(26.52)

Lap 7

1	Blackburn/Garts	151.58	(19.53)
2	White/Blackbour	152.17	(20.33)
3	Croucher/Schmie	153.37	(19.57)
4	Wilton/Norris	154.37	(19.43)
5	Loy/Loy	154.51	(21.56)
6	Ford/Osborne	158.28	(21.40)
7	Chalk/Castles	159.11	(21.28)
8	Taylor/Hamlin	165.27	(20.53)
9	Collins/Collins	165.31	(20.36)
10	Wolfe/Baker	168.09	(24.01)
11	Patterson/Kent	169.31	(22.30)
12	Moedt/Guidotti	177.00	(22.00)
13	Taylor/Ashford	183.36	(20.34)
14	Poole/Poole	189.45	(34.46)
15	Hinz/Hinz	193.03	(26.21)
16	Chadwick/Graham	214.21	(25.29)

Lap 8

1	Blackburn/Gartshore	171.47	(19.49)
2	White/Blackbourne	173.22	(21.05)
3	Croucher/Schmied	173.55	(20.18)
4	Loy/Loy	176.43	(21.52)
5	Wilton/Norris	177.39	(23.02)
6	Chalk/Castles	180.33	(21.22)
7	Ford/Osborne	180.56	(22.28)
8	Collins/Collins	185.20	(19.49)
9	Taylor/Hamlin	186.59	(21.32)
10	Wolfe/Baker	189.20	(21.11)
11	Moedt/Guidotti	198.29	(21.19)
12	Taylor/Ashford	204.56	(21.20)
13	Hinz/Hinz	220.35	(27.32)
14	Chadwick/Graham	240.17	(25.56)

Lap 9

1	Blackburn/Garts	191.45	(19.58)
2	Croucher/Schmie	193.52	(19.57)
3	Loy/Loy	198.02	(21.18)
4	White/Blackbour	200.45	(27.23)
5	Chalk/Castles	202.18	(21.45)
6	Wilton/Norris	202.32	(24.53)
7	Ford/Osborne	202.52	(21.56)
8	Collins/Collins	205.31	(20.11)
9	Wolfe/Baker	210.15	(20.55)
10	Moedt/Guidotti	219.57	(21.28)
11	Taylor/Ashford	239.45	(34.49)
12	Hinz/Hinz	248.34	(27.59)
13	Chadwick/Graham	266.52	(26.35)

Lap 10 and results

1	Blackburn/Gartshore	211.36	(19.51)
2	Croucher/Schmied	213.55	(20.03)
3	Loy/Loy	219.31	(21.29)
4	Wilton/Norris	221.53	(19.21)
5	Chalk/Castles	223.20	(21.02)
6	White/Blackbourne	224.50	(24.05)
7	Ford/Osborne	225.39	(22.47)
8	Collins/Collins	227.01	(20.11)
9	Wolfe/Baker	231.15	(21.00)
10	Moedt/Guidotti	242.31	(22.34)
11	Taylor/Ashford	260.35	(20.50)
12	Hinz/Hinz	275.22	(26.48)
13	Chadwick/Graham	293.36	(26.43)

Fastest Laps

1	Wilton/Norris	19.21	12	Moedt/Guidotti	21.28
= 2	Blackburn/Gartshore	19.49	13	Poole/Poole	21.39
	Collins/Collins	19.49	14	Ford/Osborne	21.40
4	Croucher/Schmied	19.57	15	Patterson/Kent	22.30
5	Wolfe/Baker	20.03	16	Mannion/Farley	22.35
6	Trunham/Watkinson	20.07	17	Rea/Meller	23.15
= 7	Taylor/Hamlin	20.33	18	Chadwick/Graham	25.29
	White/Blackbourne	20.33	19	Hinz/Hinz	26.21
9	Taylor/Ashford	20.34	20	Baird/Davis	29.00
10	Chalk/Castles	21.02	21	Herbert/Criktitt	29.30
11	Loy/Loy	21.10			

Sextaganaginal Summary

Wilton/Norris	1	2	3	4	5	6
Blackburn/Gartshore	3	2				1
Croucher/Schmied	2	5	1		1	1
Loy/Loy	2		4	1	2	
Collins/Collins	1				1	1
Wolfe/Baker	1		1	2	1	1
White/Blackbourne				1	1	1
Ford/Osborne		3	2	2	1	
Moedt/Guidotti			1	1	1	2
Taylor/Hamlin			1			
Taylor/Ashford				2	2	
Chalk/Castles					2	2

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Allan POOLE	Peter SPRING	Alan WRIGHT
Les POOLE	Max STAHL	Jenny WRIGHT
Tom POORS	Alan STEAN	Colin YOUNG

Forthcoming Events

Wed July 4th

Wendy Marshall and the Social Sub-Committee present for your enjoyment a BEER & SAUSAGE NIGHT - There will be lots of beer and lots of sausages - get in training for the Ekka now !

Space City Rally

This Northern Districts daylight (?) stage event will be held on the 14th July but to date I have seen no regs or anything, so all prospective competitors/spectators should keep in contact with our Hon. Secretary.

Iron Man Weekend

27/28/29 July, M.G. Car Club; Night Run/Sprint/Motorkhana/Hill-climb all in one competition, see our Hon. Sec for regs and information.

QMROA - Queensland Motorkhana Championship Round 4

40% of the entry for this event came from the B.S.C.C. Lee D had a bad head (if you're thinking of getting a new one Lee, try and get a bit nearer the front for looks this time) and suffered a bad day in consequence. Ian Fink cleaned up class B by 31.8 seconds, Glen Carpenter and Alan McConnell returned with the hallcupboard special, Noelle Heales is holding up the skirts (if you see what I mean) with some very fast times and several newish members found that the State competition was a lot stiffer than a club event.

Test 1 Triple Garage

1	P McCloy	Sp	F	31.4
7	L Drummond	Mazda	C	38.6
=10	I Fink	VW	B	40.0
	G Carpent	Sp	F	40.0
14	N Heales	Mazda	L	42.8
17	C Powell	Mazda	C	44.4
18	C Harbeck	Mazda	C	44.5
22	P Stephan	Datsun	B	45.0
24	P Goopy	Mazda	B	48.4
=26	K Bosboom	Mazda	B	49.1
28	S Donohue	Mazda	C	50.0
29	A McConne	Sp	F	60.3
30	H Bosboom	Ford	D	62.0

Test 2 Multiple Loop

1	1 G Wolski	Sp	F	34.0	1
1	9 G Carpenter	Sp	F	37.5	6
1	12 I Fink	VW	B	39.6	1
8	15 C Harbeck	Mazda	C	40.1	1
2	16 C Powell	Mazda	C	40.6	2
2	17 N Heales	Mazda	L	42.5	4
3	19 P Stephan	Datsun	C	43.8	5
4	=21 A McConnell	Sp	F	44.9	= 9
3	25 K Bosboom	Mazda	B	45.8	3
4	=26 L Drummond	Mazda	C	50.3	= 5
5	S Donohue	Mazda	C	50.3	= 5
10	H Bosboom	Ford	D	50.3	1
1	30 P Goopy	Mazda	B	50.8	4

Test 3 Plum Crazy

= 1	Grif/Wols	Sp	F	27.6
4	I Fink	VW	B	28.7
= 6	G Carpent	Sp	F	29.8
18	C Harbeck	Mazda	C	33.4
19	L Drummond	Mazda	C	33.7
23	C Powell	Mazda	C	36.1
24	A McConne	Sp	F	37.0
25	N Heales	Mazda	L	38.0
26	P Stephan	Datsun	C	42.2
27	K Bosboom	Mazda	B	42.7
28	S Donohue	Mazda	C	45.4
29	P Goopy	Mazda	B	47.7
30	H Bosboom	Ford	D	50.4

Test 4 Double Loop

1	1 G Wolski	Sp	F	27.5	1
1	3 A McConnell	Sp	F	28.9	3
= 3	= 4 I Fink	VW	B	29.3	1
1	=10 G Carpenter	Sp	F	30.4	6
2	15 C Harbeck	Mazda	C	33.0	1
4	16 P Stephan	Datsun	C	33.2	2
10	17 N Heales	Mazda	L	33.9	3
5	=18 L Drummond	Mazda	C	34.0	3
5	=20 K Bosboom	Mazda	B	34.6	3
3	22 P Goopy	Mazda	B	34.7	4
6	23 H Bosboom	Ford	D	36.2	1
4	=25 C Powell	Mazda	C	39.0	= 4
1	S Donohue	Mazda	C	39.0	= 4

Halfway Positions

1	G Wolski	Sp	F	121.2
6	I Fink	VW	B	137.6
7	G Carpenter	Sp	F	137.7
15	C Harbeck	Mazda	C	151.0
19	L Drummond	Mazda	C	156.6
20	N Heales	Mazda	L	157.2
23	C Powell	Mazda	C	159.7
24	P Stephan	Datsun	C	164.2
25	A McConne	Sp	F	171.1
26	K Bosboom	Mazda	B	172.2
28	P Goopy	Mazda	B	181.6
29	S Donohue	Mazda	C	184.7
30	H Bosboom	Ford	D	198.9

Test 5 Crazy Square

1	= 1 Grif/Wolski	Sp	F	20.5	= 1
1	6 I Fink	VW	B	22.0	1
5	7 L Drummond	Mazda	C	22.1	1
1	13 P Stephan	Datsun	C	23.5	2
2	=14 A McConnell	Sp	F	23.6	= 7
4	G Carpenter	Sp	F	23.6	= 7
3	18 C Powell	Mazda	C	23.9	3
4	19 C Harbeck	Mazda	C	25.4	4
10	=20 N Heales	Mazda	L	25.6	= 2
3	=22 S Donohue	Mazda	C	26.0	5
4	26 P Goopy	Mazda	B	26.7	3
6	29 K Bosboom	Mazda	B	27.6	4
1	30 H Bosboom	Ford	D	32.0	1

Test 6 Tee Slalom

1	G Wolski	Sp	F	18.3
3	G Carpent	Sp	F	19.5
4	I Fink	VW	B	20.0
= 6	A McConnell	Sp	F	20.5
=10	L Drummond	Mazda	C	21.0
16	C Powell	Mazda	C	22.5
20	P Goopy	Mazda	B	24.6

1	21 C Harbeck	Mazda	C	24.8	3
3	22 N Heales	Mazda	L	24.9	4
1	26 S Donohue	Mazda	C	26.0	5
= 5	27 K Bosboom	Mazda	B	27.0	4
1	29 P Stephan	Datsun	C	28.6	6
2	30 H Bosboom	Ford	D	34.3	1

Test 7 Double Kidney

1	G Wolski	Sp	F	28.0	1
8	G Carpenter	Sp	F	31.6	6
9	A McConnell	Sp	F	32.0	7
11	I Fink	VW	B	32.2	1
=15	C Powell	Mazda	C	33.2	=1
	L Drummond	Mazda	C	33.2	=1
=18	P Stephan	Datsun	C	33.8	=3
	C Harbeck	Mazda	C	33.8	=3
21	N Heales	Mazda	L	34.4	6
22	H Bosboom	Ford	D	34.5	1
23	S Donohue	Mazda	C	35.2	5
29	K Bosboom	Mazda	B	39.2	3
30	P Goopy	Mazda	B	41.2	4

Test 8 Thingy

1	G Wolski	Sp	F	22.3	1
= 9	A McConnell	Sp	F	24.7	= 7
	G Carpenter	Sp	F	24.7	= 7
=13	I Fink	VW	B	25.6	1
	L Drummond	Mazda	C	26.2	1
16	C Powell	Mazda	C	27.1	2
19	P Stephan	Datsun	C	28.0	3
20	S Donohue	Mazda	C	29.3	4
22	N Heales	Mazda	L	29.8	4
23	H Bosboom	Ford	D	30.1	1
24	P Goopy	Mazda	B	30.2	3
27	C Harbeck	Mazda	C	31.3	6
30	K Bosboom	Mazda	B	34.9	4

Results

1st	G Wolski	Special	F	211.3	1st class	F
7th	Glen Carpenter	Special	F	237.1	6th class	F
8th	Ian Fink	VW	B	237.4	1st class	B
16th	Lee Drummond	Mazda	C	259.1	1st class	C
17th	Chris Harbeck	Mazda	C	266.3	2nd class	C
18th	Colin Powell	Mazda	C	266.8	3rd class	C
=21st	Noelle Heales	Mazda	L	271.9	4th class	L
	Alan McConnell	Special	F	271.9	10th class	F
25th	Paul Stephan	Datsun	C	278.1	4th class	C
26th	Ken Bosboom	Mazda	B	300.9	3rd class	B
27th	Steve Donohue	Mazda	C	301.2	5th class	C
28th	Paul Goopy	Mazda	B	304.3	4th class	B
30th	Harry Bosboom	Ford	D	329.8	1st class	D

For Sale

- 1/2 Roll Cage to suit MK1 Cortina - Never been fitted - \$100
- 6 Standard Cortina Rims - Good Condition - \$25
- 2 Brand New Adjustable Lower Control Arms - to suit MK1 Cortina - \$45
- Twin Weber Manifold - Brand New - for Galant or Lancer \$70

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For Sale

I have still got my half Rollcage for a 3 door Honda Civic - this quality product personally tested by Bob Trigger on the '77 Kriticos is available for \$50.

Pete Smith - A.H. 208 1721

Annual Dinner Dance

What a superb evening this was. The most important part of the evening, the dinner, was not only delicious but actually hot as well. Opposite me I had 'Harry' the phantom guest and by the end of the meal we were too full to finish off his sweat. The band were different, but anybody who detests having his ears crashed out at 8,000 decibels would have found them ideal, and anyway, anybody who can get good old Charlie Blake on his feet to dance the interminable Gypsy Tap with my wife, certainly gets my vote. Peter Marshall acted as MC, almost everybody seemed to receive a prize from somebody, I assaulted no less than sixteen women with my spoon and to close the night the 'Inside-out coat club' had a short and ridiculous meeting by the exit (This was just before Kerry Payne attacked me with her mouth - HELP MUM !!)

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POSTAL ADDRESS

All correspondence for the Club should be addressed to:

The Hon. Secretary
Brisbane Sporting Car Club
P.O. Box 314
West End Brisbane 4101

CLUBROOMS

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

COMING EVENTS

- Wed 20 Jun Off Road night at the clubrooms
- Sun 24 Jun Lakeside Races
- Wed 27 Jun Night Run by Tony Hazeldine & Warren Tegg
- Sat 30 Jun QLCC Kriticos Motors Rally (Novice/Clubman)
- Tue 3 Jul Committee Meeting
- Wed 4 Jul Beer and sausage night at the clubrooms
- Sat 7 Jul Working bee at the clubrooms starting at 9.00 am
- Sun 8 Jul BSCC Denver Car Care Products Autocross
- Wed 11 Jul Open night at the clubrooms
- Sat 14 Jul NDSCC Space City 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)
- Wed 25 Jul Night Run by Jeff Tremain & Kerry Payne
- Sat 28 Jul QMSC closed sprint (Iron Man)
- Sun 29 Jul MGCC closed hillclimb (Iron Man)
- Wed 1 Aug Wine tasting night at the clubrooms
- Sat 4 Aug DDSCC Open Rally (QRC 3)
- Sun 5 Aug Closed motorkhana organised by Chris Harbeck
- Tue 7 Aug Committee Meeting
- Wed 8 Aug Bingo night at the clubrooms
- Sat 11 Aug August Magazine closes, late items to Pete Smith,
15 Laurel Street, Woodridge 4114
- Sun 12 Aug RCCQ Open Motorkhana (QMC 5)
- Wed 15 Aug Off Road night at the clubrooms
August Magazine publication date
- Sun 19 Aug Closed off-road event
- Wed 22 Aug Night run organised by Glen Somerville & Paul Cadell
- Sun 26 Aug Surfers Paradise Races (ASCC 7)
- Wed 29 Aug General Meeting at the clubrooms starting at 8.00 pm

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