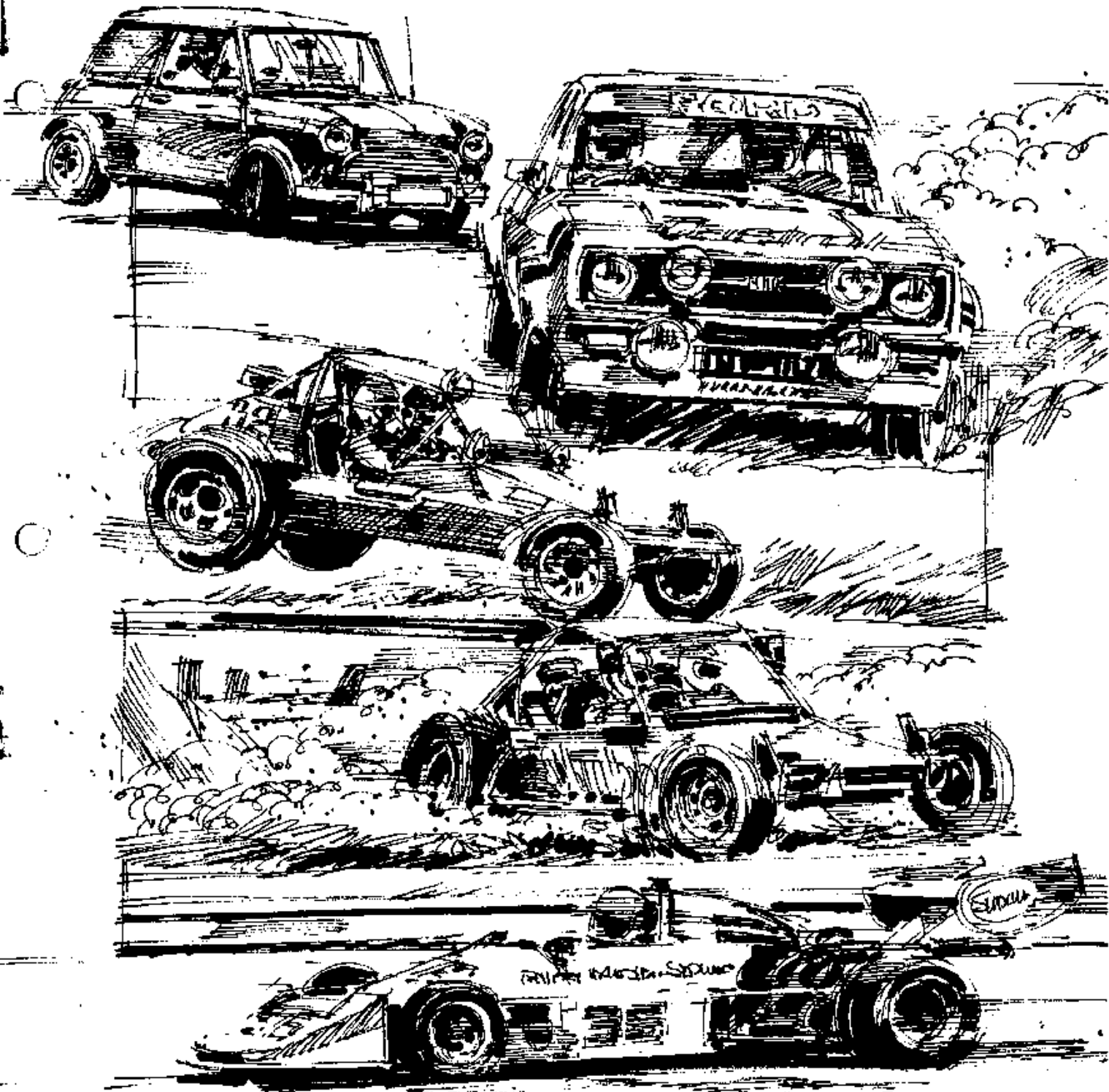




BRISBANE SPORTING CAR CLUB MAGAZINE

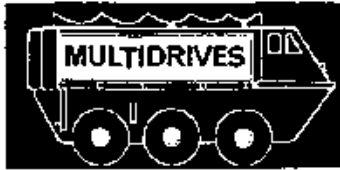
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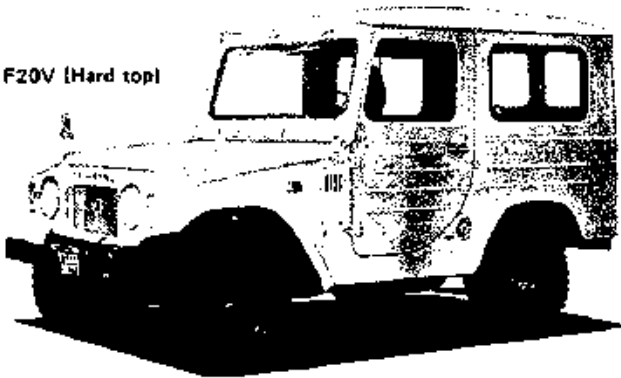
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a warm welcome to Boyd Owens who gives us his report on the.....

Yokohama Tyres Warana Rally - 22/23 Sept.

The Yokohama Tyres Warana Rally (Round 4, QRC) was the second of the new, short QRC's, but still proved to be very competitive and very fast. I was back in my usual seat, pointing the way (literally in some places) for Graeme Rollinson in the "Rolvi" Rally Computers Datsun SSS.

The event started at 3pm from Chermide Shopping Centre with a motorkhana in the car park which provided a good spectacle for the some 500 spectators. The crews then transported to Kalangar for the Diners Club Special Stage, a tight and twisty 2km on private property which attracted an estimated 2,000 spectators as well as a great T.V. coverage. A lot of crews missed a tricky left turn through a gate which resulted in some very spectacular manoeuvres in order to re-join the track. Most crews dropped 2-3 mins.

This was followed by a 115km transport up the Bruce Highway to just past Cooroy. Then a 3km "Blast" down beside the railway line into Pomona with most crews clean sheeting. It was here that crews got their first taste of the thick dust that would make a lot of navigators (and some drivers) sick, later on. Then off to Imbil with a service at the Showground. Just outside Imbil the night sections began. Starting at the ever popular "Bellbird Habitat", up over the railway line and into what must be the most exhilarating rally country in Queensland, the 46km "Hilly, with steep drops on sides - Beware of Cattle", aptly named "Breakneck" to "Mitchell" section. Fastest were Russell Worthington/Bruce Fullerton (Mazda) and Ray Vandersee/Ian Young (Datsun), down 5 mins, followed by Allan Stean/Ross Fullerton and Wayne Black/Dale Payne, both down 7 mins. The G.P. Cars Celica of Keith Tapsall/Ross Moir began to show its contempt for swallowing huge amounts of dust by spearing a rear shock-absorber through a tyre. Geoff Smallman/John Hall (Escort) were also having their share of problems with oil fumes and dust making it very hard for John to call instructions between being sick out of the window.

A quick service back at Imbil and then out to Amamoor for the start of a "Tight, twisty - many creeks and causeways" 50 km. This is where a lot of crews lost time on a "Highly questionable" - "T.V.H.L. @ T.J.F.M.R." Fastest again were Vandersee/Young, down 18, followed by Black/Payne on 20, and Hank and Simon Kable in their rotary 323 on 22 mins. A short transport led crews to Mitchell Creek Rd. and into a fast 9km competitive through a spectator point to end of section with the ever smiling Jim Reddix and family.

Division break back at Imbil Showground saw Vandersee/Young the leaders, down 27 mins, followed by Black/Payne on 31 mins with three crews tying for third. They were Kabel/Kabel; Mann/Henningson and Phillips/Tegg (From way back in the dust, car No.48) all on 35 mins. Meanwhile a little further back in the clubmans competition was hot and close with Faldt/Dean (Escort) on 37 mins; Smith/Smith (Lancer) on 38; Rollinson/Ovens (Datsun) and Byrne/Gowperthwaite down 40 mins with Rod Cross/Warren McKewen (and Ralph) on 42 mins.

Back out to "Bellbird Habitat" for the start of Division 2 with the 65km Breakneck - Sunday Creek ? Kenilworth section. Recognized crew Black/Payne were quickest down 13, beating Worthington/Fullerton; Browning/Kortlang and Singleton/Howlett all on 14. A quick service and into the 36km Yabba creek to Cellthorpe section, consisting mainly of smooth and tight forestry roads. It was near the end of this section that the Browning/Kortlang Gemini dropped out of contention when the oil filter unscrewed itself. Sharing fastest time were Worthington/Fullerton and Vandersee/Young on 5mins, from Black/

Payne; Singleton/Howlett and Barr/Ryan on 6 mins. A short transport through the sawmill and into a very fast 11km down the Bellthorpe Range Road, with most the top ten crews clean-sheeting. Over to Beerburum for the first of the three sections where novice crew Peter Phillips/Warren Tegg shared fastest time with Vandersee/Young down 1 min with most crews down 2. This was a very narrow and twisty 10 km track through the scrub to be done in 8 mins. A service and then a 28 km followed by a 12km down between the pines in Beerburum. That is when you really know you're travelling; when you look up and see all those trees looking just like a blurr in the headlights. Quickest were Vandersee/Young keeping their lead on 2 mins from Worthington/Fullerton on 4 mins.

Back to Chermside Shopping Centre where cars were impounded till 11.30am and crews could go home for a rest and scrub all of that terrible dust from out of their everywhere. They returned to the "Rust Rid Motorkhana" and a drive to the Mardi Gras area on the riverbank for the official finish and provisional presentation.

Overall a good event with a great deal of promotion ensuring an even bigger and better event for next year. Thanks to director Fred Thompson and his team for all the work they put into the rally. Don't forget the presentation on Friday, 2nd November 1979 at the Kallangur Hotel. As one well known personality would say :- "Come on out, and bring your friends !??"

Boyd Ovens

Results Summary

Division 1, Section 2

= 1	Browning/KortlanC	2	= 1	Bailey/Bailey	N	2=26	Wright/Madjeric	N	3
	Jewels/Marsden	C		Bailey/Coleman	N		French/O'Dea	N	
	Kabel/Kabel	C		Phillips/Tegg	N		Goldsworthy/Hea	N	
	Black/Payne	R	=26	Stean/Fullerton	C		Friar/Hickey	N	
	Tapsall/Moir	R		Singleton/Howlett	R	=49	Worthington/Ful	C	4
	Barr/Ryan	R		McCubben/Guyatt	R		Grigg/Manttan	N	
	Rollinson/Ovens	M		Cross/McKewen	M	51	Smallman/Hall	M	5
	Fritter/Fritter	M		Thoms on/McNeil	M				
	Smith/Smith	M		Byrne/Cowperthwa	M				

Division 1, Section 6

= 1	Worthington/FulC	5	= 8	Rollinson/Ovens	M	9	35	Bailey/Bailey	N	16
= 3	Stean/Fullerton	C	7	Smith/Smith	M		37	Fritter/Fritte	M	18
	Black/Payne	R	=18	Browning/Kortla	C	10	41	Bailey/Coleman	N	21
= 5	Singleton/Howle	R	8	Jewels/Marsden	C	=42		Goldsworthy/Hea	N	23
	Byrne/Cowperthw	M		Barr/Ryan	R			Grigg/Manttan	N	
	Phillips/Tegg	N	=24	Thoms on/McNeil	M	11	44	Tapsall/Moir	R	25
= 8	Kabel/Kabel	C	9	French/O'Dea	N		46	Smallman/Hall	M	30
	McCubben/Guyatt	R	=29	Friar/Hickey	N	12				
	Cross/McKewen	M	34	Wright/Madjeric	N	15				

Division 1, Section 8

2	Black/Payne	R	20	=12	Smallman/Hall	M	27	27	Bailey/Bailey	N	33
= 3	Kabel/Kabel	C	22		Rollinson/Ovens	M	=28		Fritter/Fritte	M	36
	Tapsall/Moir	R			Byrne/Cowperthw	M			French/O'Dea	N	
= 6	McCubben/Guyatt	R	23	=17	Browning/Kortla	C	28=30		Worthington/Fu	C	37
	Phillips/Tegg	N			Cross/McKewen	M			Wright/Madjeri	N	
= 8	Barr/Ryan	R	24	=19	Stean/Fullerton	C	29	35	Jewels/Marsden	C	44
=10	Smith/Smith	M	25	23	Singleton/Howle	R	31	37	Thoms on/McNeil	M	48
	Grigg/Manttan	N	=24		Friar/Hickey	N	32	38	Goldsworthy/Hea	N	50

Division 1, Section 10

= 2	Worthington/Ful	C	2	= 2	Black/Payne	R	2= 2	Barr/Ryan	R	2
	Browning/Kortlan	C			Singleton/Howlett	R		Cross/McKewen	M	
	Kabel/Kabel	C			Tapsall/Moir	R		Rollinson/Ovens	M	
	Stean/Fullerton	C			McCubben/Guyatt	R		Smith/Smith	M	

Division 1, Section 10 (Cont.)

= 2 Byrne/CowperthwM	2	=25 Smallman/Hall	M	3	=25 Friar/Hickey	N	3
French/O'Dea	N	Fritter/Fritter	M		=36 Thomson/McNeil	M	4
Phillips/Tegg	N	Bailey/Bailey	N		Wright/Madjeri	N	
=25 Jewels/Marsden	C	3	Goldsworthy/Hea	N	=42 Grigg/Manttan	N	6

Division 1

2 Black/Payne	Mazda	R	31	19	Worthington/Fuller	Mazda	C	48
= 3 Kabel/Kabel	Mazda	C	35	20	Tapsall/Moir	Toyota	R	51
Phillips/Tegg	Datsun	N		=21	French/O'Dea	VW	N	52
6 McCubben/Guyatt	Datsun	R	37	25	Friar/Hickey	Torana	N	55
= 7 Barr/Ryan	Lancer	R	38	=26	Grigg/Manttan	Datsun	N	58
Smith/Smith	Lancer	M		=28	Jewels/Marsden	Subaru	C	59
=10 Rollinson/Ovens	Datsun	M	40		Fritter/Ritter	Datsun	M	
Byrne/Cowperthwa	Mazda	M		30	Wright/Madjeric	Cortin	N	60
12 Stean/Fullerton	Datsun	C	41	33	Smallman/Hall	Escort	M	65
=13 Browning/Kortlan	Datsun	C	42	34	Thomson/McNeil	Torana	M	66
Cross/McKewen	Mazda	M		38	Bailey/Bailey	Hunter	N	74
17 Singleton/Howlet	Riat	R	44	42	Goldsworthy/Heales	Cortin	N	88

Division 2, Section 13

1 Black/Payne	R	13	= 7 Cross/McKewen	M	16	=17 French/O'Dea	N	21
= 2 Worthington/Fu	C	14	Smallman/Hall	M		=27 Thomson/McNeil	M	26
Browning/Kortlan			Phillips/Tegg	N		Friar/Hickey	N	
Singleton/Howl	R		=12 Kabel/Kabel	C	17	=31 Bailey/Bailey	N	30
= 5 Tapsall/Moir	R	15	Barr/Ryan	R		33 Wright/Madjeri	N	31
Byrne/Cowperthw	M		Smith/Smith	M		34 Stean/Fullerto	C	33
= 7 McCubben/Guyat	R	16	15 Rollinson/Ovens	M	18	35 Goldsworthy/He	N	41

Division 2, Section 15

1 Browning/Kortlan	C	0	= 7 McCubben/Guyatt	R	7	=16 Bailey/Bailey	N	9
= 2 Worthington/Fu	C	5	Byrne/Cowperthw	M		French/O'Dea	N	
= 4 Black/Payne	R	6	Phillips/Tegg	N		Friar/Hickey	R	
Singleton/Howl	R		=14 Smallman/Hall	M	8	=25 Thomson/McNeil	M	11
Barr/Ryan	R		Rollinson/Ovens	M		=31 Stean/Fullerto	C	14
= 7 Kabel/Kabel	C	7	=16 Cross/McKewen	M	9	Wright/Madjeri	N	
Tapsall/Moir	R		Smith/Smith	R		35 Goldsworthy/He	N	16

Division 2, Section 19

= 1 Phillips/Tegg	N	1	= 3 Barr/Ryan	R	2	=16 Cross/McKewen	M	3
= 3 Worthington/Fu	C	2	Smallman/Hall	M		Smith/Smith	M	
Kabel/Kabel	C		Rollinson/Ovens	M		Byrne/Cowperthw	M	
Singleton/Howl	R		Bailey/Bailey	N		=25 Black/Payne	R	4
Tapsall/Moir	R		French/O'Dea	N		Wright/Madjeri	N	
McCubben/Guyat	R		=16 Stean/Fullerton	C	3	=31 Thomson/McNeil	M	7

Division 2, Section 21

2 Worthington/Fu	C	3	= 3 Barr/Ryan	R	4	=17 Byrne/Cowperthw	M	7
= 3 Kabel/Kabel	C	4	Phillips/Tegg	N		=20 Cross/McKewen	M	8
Stean/Fullerto	C		=11 McCubben/Guyatt	R	5	Thomson/McNeil	M	
Black/Payne	R		Rollinson/Ovens	R		French/O'Dea	N	
Singleton/Howl	R		=13 Smith/Smith	M	6	=24 Bailey/Bailey	N	9
Tapsall/Moir	R		=17 Smallman/Hall	M	7	=26 Wright/Madjeri	N	10

Division 2, Section 22

= 2 Worthington/Fu	C	1	= 8 McCubben/Guyatt	R	2	= 8 French/O'Dea	N	2
Black/Payne	R		Cross/McKewen	M		=22 Goldsworthy/He	N	3
Singleton/Howl	R		Smallman/Hall	M		=26 Stean/Fullerto	C	4
Barr/Ryan	R		Rollinson/Ovens	M		Wright/Madjeri	N	
Phillips/Tegg	N		Smith/Smith	M		31 Thomson/McNeil	M	5
= 8 Kabel/Kabel	C	2	Byrne/Cowperthw	M				
Tapsall/Moir			Bailey/Bailey	N				

Division 2

1	Worthington/Fullerton	C	25	=12	Rollinson/Ovens	M	36
= 2	Singleton/Howlett	R	27	14	Smith/Smith	M	38
4	Black/Payne	R	28	15	Cross/McKewen	M	39
5	Phillips/Tegg	N	29	=20	French/O'Dea	N	49
= 6	Barr/Ryan	R	30	=23	Stean/Fullerton	C	58
8	Tapsall/Moir	R	31	25	Thomson/McNeil	M	59
= 9	Kabel/Kabel	C	32	29	Bailey/Bailey	N	83
	McCubben/Guyatt	R		30	Wright/Madjeric	N	86
11	Byrne/Cowperthwaite	M	34	31	Goldsworthy/Heales	N	156
=12	Smallman/Hall	M	36				

Results

(53 starters, 8 Classified, 8 Recognised, 11 Clubman, 26 Novice)

1st	Ray Vandersee / Ian Young	Datsun	54	1st Classified
2nd	Wayne Black / Dale Payne	Mazda	59	1st Recognised
3rd	Peter Phillips / Warren Tegg	Datsun	64	1st Novice
5th	Hank Kabel / Simon Kabel	Mazda	67	2nd Classified
6th	John Barr / Mike Ryan	Lancer	68	2nd Recognised
7th	Bruce McCubben / Dave Guyatt	Datsun	69	3rd Recognised
8th	Norm Singleton / Alan Howlett	Fiat	71	4th Recognised
9th	Russell Worthington / Bruce Fullerton	Mazda	73	3rd Classified
10th	Gerard Byrne / D Cowperthwaite	Mazda	74	1st Clubman
=11th	Graeme Rollinson / Boyd Ovens	Datsun	76	=2nd Clubman
	Bruce (?) Smith / G Smith	Lancer	76	=2nd Clubman
13th	Rod Cross / Warren McKewen	Mazda	81	4th Clubman
14th	Keith Tapsall / Ross Moir	Toyota	82	5th Recognised
18th	Alan Stean / Ross Fullerton	Datsun	99	4th Classified
=19th	Geoff Smallman / John Hall	Escort	101	8th Clubman
	Ralph French / J O'Dea	VW	101	2nd Novice
25th	Ann Thomson / Neil McNeil	Torana	125	9th Clubman
29th	Alan Wright / E Madjeric	Cortina	146	9th Novice
30th	Rod Bailey / Errol Bailey	Hunter	157	10th Novice
31st	Ian Goldsworthy / Noelle Heales	Cortina	244	11th Novice

Hardie - Ferodo Telecast

Amidst the turmoil of industrial strife - and I've never heard anything sillier than a claim of penalty rates backdated to 1972 - Channel 7 strung together another fine broadcast. However it would have been sub-standard over previous years, several times cameras wandered off, and the co-ordination of commentators/pits/producer wasn't as sharp as in previous years, but of course the big saver was the camera inside Peter Williamsons 2 Litre class winning Celica. During the day he was called "The man whos ruined two million lounge chairs", highlights were, the first lap with cars everywhere, his dice with Terry Dalys Capri, and while we were doing 130mph down Conrod Straight, shouting out "Here comes Brock", and the Torana would flash past - all very impressive. However I think its a bit ridiculous expecting a commentary from him as well, he is after all a busy man. Taking things to their logical conclusion, we may see people like Allan Grice mounting cameras next year, a mouth watering prospect.

I had been thinking how good it would be to have cameras in rally cars, but on retrospect perhaps the roughness of the terrain, and the isolation in which the cars run, would detract too much from the spectacle.

Very Nice One Channel 7.

CAR 48 WHERE ARE YOU?

"A lighthearted tale of a run from the rear of the field in a recent O.R.C. event"

The Rally was the Yokohama Warana event for 1979 and the objective was third outright. Peter hadn't really convinced me that from a starting position like 48 we could fight our way through the field, and not drop too much time doing it, to secure the third outright. My doubts had obviously affronted his professional pride.

We started Saturday the 22nd September by putting the head back on the engine of the Rally car. It's no good rushing into minor details like Rally preparation. Anyway having done that we thought a Rally might be fun and went to a start. After running down the odd few Motorkhana poles, to coin a phrase, "it was off to the serious stuff."

The first competitive took four minutes. It was tight, very dusty in places and very short. It proved to be a short but complicated section for crews relying purely on their instructions or alternatively the directional arrows. This section heralded things to come and set the mood to keep us going on the trip up the highway towards the next competitive.

It must have been all of a kilometre into the second competitive when we realised that the dust was really going to be a problem. It gets into everything. The Yokohama T-Shirt I was wearing at the time is living memory to the quantity of dust billowing about the Rally course. If the roadway in this competitive wasn't littered with cars then we would almost certainly catch a cloud of dust indicating to us that just forward of us was another one of the little beasties. Peter seemed to find room to pass where there seemingly was none. I'd given up looking for road width

thinking obviously he saw what I could not detect. Anyway my unofficial account for cars passed in the First Division stands at about 26. Some had retired, some had fallen victim to the dreaded moving roadside scenery, the rest we were fighting hard to catch.

The 50 kilometre competitive in Division 1 saw me look at the road once too often, miss an instruction and then incur the wrath of my otherwise placid driver. The threat of immediate and excruciating death saw me quickly put us back on the right path to the end control and a continuing long and happy life.

Division break was a definite chuckle. I stepped out of the car and wandered up to the main control area looking forward to a one hour intimate conversation with a sandwich. Fred Thompson, however, had other ideas. He was closing up the field in the event and we'd been allowed 35 minutes.

The Second Division seemed to be a collection of good quick stages with a much-reduced dust problem due to our new position on the road and some good results were turned in. By the last competitive we were feeling pretty good, still wide awake and unknown to me Peter was in a mood to pull out all the stops.

At the start of the final competitive he tells me to make sure that he doesn't go too quick as he wants to make sure we finish the event. My pleas were in vain. The boy was completely off the air and it was about the quickest and most enjoyable stage I think I have ever done in a Rally car. His efforts were rewarded by cleaning the stage.

We had an uninterrupted run in the last competitive and our thanks must go to Rex Faldt for that. We just caught up to him at the end of the competitive prior to it and Rex came back and offered to let us go out in front

of him. I think we need more of this sort of sportsmanship - it makes an event like this more enjoyable. Many thanks to you, Rex.

A final Motorkhana and a run to the Warana Wine and Feed Festival saw us all eating, drinking and being merry. All of those who stayed to the bitter end know just how much merry was involved. Our Rally director, Fred Thompson, and all those who assisted him have once again set an event that's truly worthy of O.R.C. and O.R.R.S. status. The innovative finale to the event was an excellent opportunity to put our sport on display and I think it was well accepted. Many thanks to Fred and all of those who assisted to organise another excellent Yokohama Rally.

Signed: A still dusty navigator, Warren Tegg

Major Forthcoming Event

Queensland Times Off Road Spectacular
25th November

All right all you Off Road fanatics.

Don't forget our great event on 25th Nov. to be held at Minden on the Ipswich to Gatton Rd (Its says the Cunningham High way here but I don't beleive it). Prizemoney is approx. \$3000 which isn't too bad for a short course event of approx 2K.

The venue is well situated on the side of a mountain and is perfect for spectators. It is approx 2k-long but it isn't as easy as it seems. Prizemoney is approx \$350 per class and over \$1000 for the grand finale.

For further information

Lee Drummond 398 7163
Ian Bond 391 1139

P.S. Officials required.

Closed Motorkhana

Col Powell has organised another club motorkhana at the sewage patch on NOVEMBER 4th. It will commence at 12.30pm - anything can enter - the venue is in Donaldson Rd, Rocklea (Right at the first lights after Granard Rd, and then first on the right), go down to the sewage works and through the gate on the left just before the plants brick wall.

Brisbane Sporting Car Club

Magazine October 1979

Editorial

I reserved this space for A Big Announcement - but you can't have it. The only shock news I can impart is that Lee Drummond was admitted to hospital in Port MacQuarie during the running of the Southern Cross Rally suffering from Most Things, lets hope he's back at the club to read how ill he is. Other happenings of the cross included Paul Cadell doing a slow roll in his Mazda - his insurance company have decided to make an exception for Paul, he gets his claim forms by the pad, and Peter McMahon lent a car (not necessarily his) on a steel post. About the only clubmember involved with the cross who didn't do any damage was Allan Lawson, and he was an entrant. However Allan posted a DMS after the fan, which wasn't wired through the ignition, was left on all night just before the start. A fool report (written by me) will appear next month.

Nostradamus may have had the grim predictions business sown up but he never predicted the Brisbane Sporting Car Club magazine did he.

Charlie & John Blakes Night Run - 26th Sept.

Results (I print these names as I read them)

1	Tony Hazeldine / Tony Best	10	Racquel Welch Memorial
= 2	Carol Howard / Dale Payne	20	Cups
	Gary Kabel / Bill Dillon	20	
	Z Cullwken / Pat Everson	20	
= 5	Chris Harbeck / Harry Bosboom	30	
	Peter Streaky / 12 Knight	30	
7	Ken Bosboom / Paul Goopy	40	
8	Greg Hodder / Tony Attini	50	
9	Graeme Adair / Karen Williams	490	
10	J Viver / Tim Charalambous	1020	

Major Forthcoming Event

Stones Corner Motors Rally

Saturday 1st December - very few details to hand at the moment, Director Peter Marshall isn't obtainable and Wendy Marshall is too pretty to be anything but dumb - However starts Bellbowrie at about afternoon, the first stage should be adjacent to the start - I expect our good secretary has the regulations to hand - control officials are needed - Gods in his heaven - and alls right with the world.

Full details next month

Wine and Cheese Night - Wednesday 31st October

This will be a wine and cheese night - a night during which wine and cheese will be consumed - these nights are usually good fun (after 10pm) and for the price of admission (\$3 if I remember right) it should be a ruddy riot.

Shock News - Johnny Ward, a man who doesn't like to rush into things, has decided after 9 months to paint his car, we await the outcome with interest (about 7½%).

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WARNING TIMS insists that I inform you that this page is VERY VULGAR and should be read once and then disposed of.

Big Eds Column

Clubsopolitan

With the annual General Meeting looming large on the horizon I expect there are several, nay hundreds, of people who see themselves as editor of the magazine. One such person is a former editor of "Cosmopolitan", so we present the contents page of the magazine as it will appear in her hands.

Contents - February 1980

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Centre Fold Special

As people arrived for a recent clubnight we asked them if they would mind taking their clothes off, the results will stun you !! Some of the secrets we can reveal... Col Powell is really a woman (a remarkably ugly woman but a woman nevertheless)...Charlie Blake wears frilly lemon coloured panties...Lee Drummonds back is covered in scratches... Neil Howard is really 39 inches tall (he wears built up legs)...Boyd Ovens undressed and we lost him for two days, he was eventually found by turning the fans up and tracking down the sneezing...Noelle Heales couldn't undress as her 'clothes' were a spray job...Warren McKewen cheated, his moustache went down to his hairy chest, his hairy chest hung down to his hairy collection, his hairy collection hung down to his hairy legs, his hairy legs hung down to his hairy toes - so if receding hairlines turn you on, he's your bag.

BP Monroe - Willie 400

October 6/7th 1979

Clubmembers skip canvas crypt !

Barry Torrens flees talking Tent !

Wind causes discomfort !

(Competition also held)

In 1977 and 1978 I'd run the timing tent for this off road feast of speed 50 kms from Goondiwindi. But this year Greg Chalk had arranged me a ride with Graham Hoinville OOM(1971), CAMS chief scrutineer, who was bringing his 1600cc special up from Victoria.

As the income from my old book shop, plus TIMS's pay, gives us an excellent opportunity to live in considerable poverty, I accepted the Marshalls offer of a free ride in the truck, which was taking tents etc, etc, upto the course on Friday. So I arrived at the Marshalls gadget enhanced mansion (Pinjarra Hills gets better ideas sooner) at 7.50, TIMS then driving off - not caring to spend another weekend "With those dreadful people from that car club thing". As it was I got jolly fed up with people asking "Wheres Tims?" and fixing me with a look that suggested I'd turned her into burgers.

We had scrambled egg before setting off, the hired van was supposed to have a bench seat but in fact it had two buckets, so I was perched on my little rubber cushion in the middle. It wasn't the onslaught of the dreaded 'numbed parts' that I wasn't keen on so much, as the huge expanse of laminated windscreen waiting to gather unbelted me into its deadly arms. So after getting some ice at Toowoomba, Wendy and I shared the passenger seat, Ford's inertia reel belt coping with the security of us both - one wonders at Ford's concept of the worlds biggest passenger. Still we weren't happy as I fell-asleep and gradually edged Wendy out of the 85% of the seat she'd claimed as her own. So at Somewhere I jumped into the back of the van and slept on a stack of tables.

When I woke up on the Kindon property (owned by poetess Judith Wright - a sure fire seller in the secondhand book trade) something terrible had happened - it was Lee Drummond. The men put the tents up, with me in assistance, Peter Marshall votes that the first requirement for putting up tents is to leave Pete Smith at home (While he was struggling with a pole I'd given him a tent rope with a knot in it, My only excuse is that the knot looked so delicate a work of art that I'd have felt like a vandal to have undone it).

As dusk fell so did I. The headache of which I was already a proud possessor multiplied in intensity, and the next few hours were a rainbow of sick and number twos. The nadir of my life is crouching over a shallow grave, me head thundering, trying to stop the flies crawling up my arse, thanks heavens I had 'Lolita' to wipe my bum on, although had I known that this was to be the books sorry fate, I would have made a point in bringing 'The Thorn Birds'.

By 10pm I was fit enough to warm up a few of the Marshalls legendary sausages over the camp fire. It was a perfect night, a full moon, Barry Torrens huge red teeth reflecting the firelight, very nice.

We slept very soundly in the start tent Friday night, using some of the hired stretchers. The Officials tent came partially unstuck during the night, a stretcher and javelin like tent pole just missing Barry and Co.

After dining on 'Sizzlers', a new star in the Marshalls eating firmament, I kept an eye open for 'my man', who arrived at about 1230.

Graham Hoinville was about 50, short and jolly. His car was short, square and jolly. It had VW front suspension, Ford rear and a front mounted Escort twin-cam engine putting out about 130bhp. The navigators hole was 'snug'.

By dint of shoving Pat Eversons head in my helmet so he could read the number we were the first ones to reach the start of the prologue, however we became momentarily stuck in the sandy creek before Hank Kabels start control, so we dropped the tyre pressures and became about the fifth car to set off on the 8km prologue course.

O how it tears at my being to say how much I loved the little I did. For somebody who only enters for the fun of it all, Graham set off at what TIMS's husband saw as a positively lethal rate. Not knowing Grahams abilities at all I was frightened down to my willy as the car skipped through the first kilometre of fast bends, however at the first gate we both thought that the gate was straight ahead, whereas the road went left and then right just over a brow. The resulting piece of excitement cheered me enormously as we lived through it, so on the resulting 4km straight I really began to enjoy myself. With top gear engaged we yumped across a vast empty plain, with me hoping that the gentle undulations which picked us up and flung us into the distance wouldn't become steeper, deeper and nastier. About 4km from the start one longer yump led to the rear wheels picking up a lot of revs, and the resulting landing tore the gearbox apart. O Woe, GH was back on the highway heading south by 3pm and I retired to the start tent for a mope.

Just when life seemed at its lowest ebb I was proved wrong, because I met Ivan Holmes. After we'd re-erected the finish tent, by 7pm and a couple of Ivans beers I was at a loose end so I fell asleep in the start tent again, I honestly think I spent more time on my back with my eyes shut than I do normally at home (You just don't know what THAT womens like).

Now some tents will do anything to get in the magazine. The Marshalls came in at 9pm and at 10pm the wind grew to cyclonic proportions and blew our tent flat. I woke up to find the whole thing in a bigger flap than Warren Tegg when he can't find his route chart. Lying on the ground I grabbed the centre pole and shoved it up its hole (!), but to no avail as amidst a tumble of wooden poles the whole thing reclined. My main concern was Wendy, she was after all lying next to not only the food, but to Ivans rum as well. Peter voted that we leave the tent (now thoroughly ripped) as it was, so we settled down within the wreckage to a far better snooze than we'd enjoyed before - no more breezes in a collapsed tent. All would have been well if Barry Torrens, on rescue bent, hadn't stood on my legs. By pure chance one of the pole holes had fallen across my eye, so I shouted out "Push Off" and the look on his face as he backed away from the talking mound of canvas was worth a considerable amount to see. Then to disturb our slumber came Lee Drummond, Pat Everson and Peter Stockton. Pat took the shovel, Peter the axe, and from Wendys squeals I'd say that Lee was taking liberties. Eventually they all pushed off and we fell asleep again.

Now we'd booked an alarm call at midnight with Mike Mitchell but he must have been pursuing a flight of fancy, because we never got it (did he?), and if the 00.30 drivers briefing hadn't started with some funny sounds we'd have still been asleep at the 1am start. In the ensuing chinese fire drill as we arranged things I somehow became the starter, Wendy acted as my back up timer for the inevitable times when I day-dreamed off, Peter was the co-ordinator between the stacker

and me, and Ivan did a splendid job stacking a hundred odd nervous competitors into their correct starting order. Well we managed to get them all off successfully, although it was fairly easily done with 90 secs between them, what it must be like when they're 30 secs apart I shudder to think. After I'd counted out 60 of them off, Garry (The Boss) came to tell me that I was wasting my time shouting myself hoarse because they couldn't hear me anyway. But a start without an official shouting backwards from 5 is like a whores draws, its just not on. When we'd finished our stint we were given some-very welcome coffee and cherry cake - thank you. We then had, Ha! Ha!, a sleep.

We'd been excused the start of the second loop but our slumbers were disturbed by the wags leaving from about 6 feet away. However a show of hands carried the motion that I lie in the road as a speed bump, a duty I declined!

The rest of the day was a confusion of starting them, stopping them and watching them. The finish tent was another wreckage of bent poles and split canvas. I was thinking of trying to sell the splits to Moreton Hire as a new invention, it does after all come in 1 colour (Off Green) and its safe for all except the very tallest kiddies. Sometime during the day I heard that Dave Chadwick had gone over a few times, luckily the light of my life was unhurt.

They finally packed up at about 4.30pm, I say 'They' because I'm one of those useless ineffective types who hovers about getting in the way. Barry Torrens told me that the sacrosanct media reporters from Channel 9 had drunk all the beer he had stashed in the Officials tent, no wonder the bastards kept standing in the way of the clock when I was handling the off, and of all the news coverage theirs was the least inspired - fascinated as they were by the toilets, although I will agree that these were truly shithouse.

I went to Goondiwindi in Ivans speedy Volvo Wagon and we were allowed to share the Marshalls motel room at the Homestead Hotel. The Homestead slogan "Your Home" must be the daftest slogan of all, my abode is tiny but it does have more than 2 rooms and three glasses wearing paper hats, even if it has less than three beds. I made us all a cup of tea which everybody said was horrible, they can get their bleeding own in future, and Ivan and I had a fight over the spare bed, I lost, and Ivan slept on the floor.

After last years meal I declined to go to the prizegiving and I have yet to hear any good of this years tucker, I stayed in to watch Shakespeare on the colour tele, and very nice too.

Three years I've been to Goondiwindi and so far I've seen all of 4km of track, do I have to wait another 3 years before seeing a further 8km ?

Results Summary Driver/Navigator Class Time(Mins)
 Class 1 = Two Wheel Drive Off Road Vehicle over 1600cc, Class 2 = Two Wheel Drive Off Road Vehicle upto 1600cc, Class 3 = Two Wheel Drive Off Road vehicle upto 1200cc, Class 4 = Baja Buggies, Class 5 = Four Wheel Drive Vehicles, Class 6 - Sports and Touring Cars.

Lap 1 (Course approx. 100km/63miles)

1	Albins/Orr	1	74	= 7	Wilton/Norris	1	78
2	Poole/Poole	1	76½	10	Croucher/Schmied	1	79
= 3	Poots/Guidotti	1	77	11	Wolfe/Baker	1	81
	Street/Aspery	4		=12	Simpson/Veal	1	81½
= 5	Owen/Kavanagh	1	77½		Albins/Thomasser	2	
	Stack/Bales	1		14	Robertson/McCelland	4	82½
= 7	McLaurin/Whisker	1	78	15	Martin/Martin	2	83
	Watkinson/Goostrey	1		16	Reddy/Yates	1	84½

Lap 1 (Cont.) .. Last minute idea; Figure in brackets after Class denotes class position.

17	Standerwick/Wheeler	1	(13)	85	=53	Martin/Gaffney	1	(23)	98
=18	O'Connor/Todhunter	2	3	86		McDonald/Gatt	2	(9)	
	Vercoulen/Howell	3	1			Nicholson/Richardson	4	(7)	
=20	Chadwick/Chadwick	3	2	86½		O'Brien/Macmahon	6	(5)	
	Leffler/Knott	5	1		57	Harris/Nott	2	(10)	98½
=22	Williams/Scott	1	(14)	87	58	Chandler/Gersch	6	(6)	100
	Grocl/Grocl	3	3		=59	Rea/Meller	2	(11)	101
24	Collins/Collins	1	(15)	87½		Herbert/Crickitt	3	(7)	
=25	Adness/MacFarlane	1	(16)	89	61	Blackburn/Gartshore	1	(14)	101½
	Cachia/Farrugia	1	(16)		62	Johnson/Hardie	2	(12)	103½
	Wilson/Bellairs	2	4		63	Benwick/Wicks	5	(7)	104½
	Loy/Loy	5	2		64	Maile/Collon	5	(8)	105
=29	Baird/Davis	1	(18)	89½	=65	Patterson/Kent	2	(13)	105½
	Geoghegan/Hepworth	5	3			Hinz/Hinz	5	(9)	
31	Ware/Ware	2	5	90		McFarlane/Chilton	5	(9)	
32	Thomas/Mitchell	4	3	90½		Stewart/Robinson	5	(9)	
33	Grenfell/Nowell	2	6	91		McClintock/Chapman	5	(9)	
=34	Conneely/Spring	2	7	91½	70	Straker/Straker	5	(13)	106
	Dow/Dow	3	4		71	Borchardt/Itzstein	2	(14)	109
	Keenan/Sheridan	4	4		72	Watkinson/Hughes	5	(14)	111½
37	Wilcox/Kuipers	1	(19)	92	73	Payne/Payne	1	(15)	113½
=38	Taylor/Reeves	4	5	92½	74	Sams/Prescott	3	(8)	117½
	Schimmel/Lilley	6	1		75	Chalk/Castles	2	(15)	129
=40	Johnson/Johnson	1	(20)	93	76	Schreir/Bull	1	(16)	129½
	Hewitt/Fisher	6	2		77	Lennox/Burnet	4	(8)	136
=42	Cantell/Cantell	1	(21)	93½	78	Stansfield/Spinks	6	(7)	141
	Behrendt/Behrendt	6	3		79	Macnicol/Beech	5	(15)	147
=44	Daley/Daley	4	6	94	80	Nicolson/Clark	4	(9)	172
	Dormer/Abrahamsen	5	4		81	O'Connor/Hammet	2	(16)	177
=46	O'Grady/Allwood	2	8	94½	82	Zacka/Ziegenfusz	6	(8)	191½
	Poole/Turkington	3	5		83	Seedwell/Amos	5	(16)	240½
=48	Prideaux/Hill	3	6	96½	84	Gorman/Semmens	2	(17)	241
	Stott/Parker	5	5		85	Moedt/Berbakel	5	(17)	449
	Seeger/Stringer	6	4						
=51	Hopkins/Whyte	1	(22)	97					
	Hogg/Maloney	5	(6)						

Lap 2

1	Albins/Orr	1	(1)	67½	=25	Taylor/Reeves	4	(2)	82½
2	Martin/Gaffney	1	(2)	68½		Geoghegan/Hepworth	5	(2)	
3	Stack/Bates	1	(3)	69½		Seedwell/Amos	5	(2)	
=4	McLaurin/Whisker	1	4	71	=28	Blackburn/Gartshore	1	(17)	83
	Owen/Kavanagh	1	4			Rea/Meller	2	(3)	
6	Albins/Thomassen	2	1	72	30	Dow/Dow	3	(4)	84
7	Watkinson/Goostrey	1	6	72½	=31	Harris/Nott	2	(4)	84½
8	Poole/Poole	1	7	73		Daley/Daley	4	(3)	
9	Johnson/Johnson	1	8	74		Loy/Loy	5	(4)	
=10	Adness/MacFarlane	1	9	74½	=34	Conneely/Spring	2	(5)	85
	Foots/Guidotti	1	9			Ware/Ware	2	(5)	
12	Robertson/McClland	4	1	76		Herbert/Crickitt	3	(5)	
13	Schimmel/Lilley	6	1	77	=37	Martin/Martin	2	(7)	85½
=14	Collins/Collins	1	(11)	77½		Patterson/Kent	2	(7)	
	Vercoules/Howell	3	(1)			Maile/Collon	5	(5)	
=16	Wolfe/Baker	1	(12)	78	=40	McDonald/Gatt	2	(9)	87
	Grocl/Grocl	3	(2)			Keenan/Sheridan	4	(4)	
=18	Cachia/Farrugia	1	(13)	78½		O'Brien/MacMahon	6	(2)	
	Williams/Scott	1	(13)			Stansfield/Spinks	6	(2)	
20	Baird/Davis	1	(15)	80	=44	Poole/Turkington	3	(6)	88
21	Hogg/Maloney	5	(1)	80½		Dormer/Abrahamsen	5	(6)	
=22	Hopkins/Whyte	1	(16)	81		Behrendt/Behrendt	6	(4)	
	Prideaux/Hill	3	(3)		=47	O'Grady/Allwood	2	(10)	88½
24	Chalk/Castles	2	(2)	82		Sams/Prescott	3	(7)	

Lap 2- (Cont.)

49	O'Connor/Todhunter	2(11)	89	=60	Lennox/Burnet	4(5)	96 $\frac{1}{2}$
	Zacka/Ziegenfusz	6(5)			Thomson/Mitchell	4(5)	
51	Wilcox/Kuipers	1(18)	89 $\frac{1}{2}$		Straker/Straker	5(8)	
52	Payne/Payne	1(19)	90 $\frac{1}{2}$	=63	Standerwick/Wheeler	1(22)	97
=53	Gorman/Semmens	2(12)	91 $\frac{1}{2}$		MacFarlane/Chilton	5(9)	
	Johnson/Hardie	2(12)		65	Borchardt/Itzstein	2(14)	99
=55	Simpson/Veal	1(20)	92	66	Schreier/Bull	1(23)	101 $\frac{1}{2}$
	Seeger/Seeger	6(6)		67	Chandler/Gersch	6(8)	102 $\frac{1}{2}$
57	Hewitt/Fisher	6(7)	93 $\frac{1}{2}$	68	Stoll/Parker	5(10)	104 $\frac{1}{2}$
58	Hinz/Hinz	5(7)	95 $\frac{1}{2}$	69	Wilson/Bellairs	2(15)	113 $\frac{1}{2}$
59	Cantell/Cantell	1(21)	96	70	Stewart/Robinson	5(11)	127 $\frac{1}{2}$

Positions after two laps

1	Albins/Orr	1(1)	141 $\frac{1}{2}$	=35	Behrendt/Behrendt	6(2)	181 $\frac{1}{2}$
2	Stack/Bates	1(2)	147	=37	Standerwick/Wheeler	1(19)	182
3	Owen/Havanagh	1(3)	148 $\frac{1}{2}$		Dormer/Abrahamsen	5(4)	
4	McLaurin/Whisker	1(4)	149	39	Poole/Turkington	3(5)	182 $\frac{1}{2}$
5	Poole/Poole	1(5)	149 $\frac{1}{2}$	=40	Harris/Nott	2(6)	183
6	Watkinson/Goostrey	1(6)	150 $\frac{1}{2}$		O'Grady/Allwood	2(6)	
7	Poots/Guidotti	1(7)	151 $\frac{1}{2}$	42	Hewitt/Fisher	6(3)	183 $\frac{1}{2}$
8	Albins/Thomassen	2(1)	153 $\frac{1}{2}$	43	Rea/Meller	2(8)	184
9	Roberts/McCelland	4(1)	156 $\frac{1}{2}$	44	Blackburn/Gartshore	1(20)	184 $\frac{1}{2}$
10	Wolfe/Baker	1(8)	159	=45	McDonald/Gatt	2(9)	185
=11	Adness/MacFarlane	1(9)	163 $\frac{1}{2}$		O'Brien/MacMahon	6(4)	
	Vercoulen/Howell	3(1)		47	Herbert/Crickitt	3(6)	186
=13	Collins/Collins	1(10)	165	48	Thomson/Mitchell	4(5)	187
	Grocl/Grocl	3(2)		49	Seeger/Stringer	6(5)	188 $\frac{1}{2}$
15	Williams/Scott	1(11)	165 $\frac{1}{2}$	50	Cantell/Cantell	1(21)	189 $\frac{1}{2}$
16	Martin/Gaffney	1(12)	166 $\frac{1}{2}$	51	Maile/Collins	5(5)	190 $\frac{1}{2}$
17	Johnson/Johnson	1(13)	167	52	Patterson/Kent	2(10)	191
18	Cachia/Farrugia	1(14)	167 $\frac{1}{2}$	53	Johnson/Hardie	2(11)	195
19	Martin/Martin	2(2)	168 $\frac{1}{2}$	=54	Hinz/Hinz	5(6)	201
=20	Baird/Davis	1(15)	169 $\frac{1}{2}$		Stoll/Barker	5(6)	
	Schimmel/Lilley	6(1)		=56	Wilson/Bellairs	2(12)	202 $\frac{1}{2}$
22	Geoghegan/Hepworth	5(1)	172		McFarlane/Chilton	5(8)	
=23	Simpson/Veal	1(16)	173 $\frac{1}{2}$		Straker/Straker	5(8)	
	Loy/Loy	5(2)			Chandler/Gersch	6(6)	
=25	O'Connor/Huntertod	2(3)	175	60	Payne/Payne	1(22)	203
	Ware/Ware	2(3)		61	Sams/Prescott	3(7)	206
	Taylor/Reeves	4(2)		62	Borchardt/Itzstein	2(13)	208
28	Dow/Dow	3(3)	175 $\frac{1}{2}$	63	Chalk/Castles	2(14)	211
29	Conneely/Spring	2(5)	176 $\frac{1}{2}$	64	Stansfield/Spinks	6(7)	228
=30	Prideaux/Hill	3(4)	177 $\frac{1}{2}$	65	Schreier/Bull	1(23)	231
	Hogg/Maloney	5(3)		66	Lennox/Barnet	4(6)	232 $\frac{1}{2}$
32	Hopkins/Whyte	1(17)	178	67	Stewart/Robinson	5(10)	233
=33	Baley/Daley	4(3)	178 $\frac{1}{2}$	68	Zacka/Ziegenfusz	6(8)	280 $\frac{1}{2}$
	Keenan/Sheridan	4(3)		69	Seedwell/Amos	5(11)	322 $\frac{1}{2}$
=35	Wilcox/Kuipers	1(18)	181 $\frac{1}{2}$	70	Gorman/Semmens	2(15)	332 $\frac{1}{2}$

Lap 3

1	Simpson/Veal	1(1)	66 $\frac{1}{2}$	=12	Stansfield/Spinks	6(1)	78 $\frac{1}{2}$
2	Martin/Gaffney	1(2)	68	15	Schimmel/Lilley	6(2)	80
3	McLaurin/Whistler	1(3)	70	16	Cantell/Cantell	1(9)	80 $\frac{1}{2}$
4	Albins/Thomassen	2(1)	70 $\frac{1}{2}$	17	Seedwell/Amos	5(2)	81
5	Adness/MacFarlane	1(4)	72	18	Ware/Ware	2(4)	81 $\frac{1}{2}$
6	Williams/Scott	1(5)	75 $\frac{1}{2}$	19	Behrendt/Behrendt	6(3)	82 $\frac{1}{2}$
=7	Wolfe/Baker	1(6)	76	=20	Blackburn/Gartshore	1(10)	83
	Martin/Martin	2(2)			Harris/Nott	2(5)	
9	Grocl/Grocl	3(1)	77		Prideaux/Hill	3(2)	
10	Hopkins/Whyte	1(7)	77 $\frac{1}{2}$		Loy/Loy	5(3)	
11	Wilson/Bellairs	2(3)	78	=24	Dow/Dow	3(3)	83 $\frac{1}{2}$
=12	Baird/Davis	1(8)	78 $\frac{1}{2}$		Daley/Daley	4(1)	
	Hogg/Maloney	5(1)			Taylor/Reeves	4(1)	

Lap 3 (Cont.)

=27	Conneely/Spring	2	(6)	84	38	Maile/Collon	5	(5)	97
	Keenan/Sheridan	4	(3)		39	Collins/Collins	1	(11)	98
29	Patterson/Kent	2	(7)	84½	40	Hinz/Hinz	5	(6)	101½
30	Dormer/Abrahamsen	5	(4)	87	41	Schreier/Bull	1	(12)	102
31	Seeger/Stringer	6	(4)	88½	42	Thomas/Mitchell	4	(5)	104½
32	O'Brien/MacMahon	6	(5)	91	=43	Standwick/Wheeler	1	(13)	105
33	Johnson/Hardie	2	(8)	92½		MacFarlane/Chilton	5	(7)	
34	Chandler/Gersch	6	(6)	93	45	Poole/Turkington	3	(4)	109½
=35	McDonald/Gatt	2	(9)	94½	46	Herbert/Crickitt	3	(5)	118
	O'Grady/Allwood	2	(9)		47	O'Connor/Todhunter	2	(11)	143½
37	Lennon/Burnet	4	(4)	96					

Positions after 3 Laps

1	McLaurin/Whisker	1	(1)	219	25	Blackburn/Gartshore	1	(10)	267½
2	Albins/Thomassen	2	(1)	224	26	Dormer/Abrahamsen	5	(3)	269
3	Martin/Gaffney	1	(2)	234½	27	Cantell/Cantell	1	(11)	270
4	Wolfe/Baker	1	(3)	235	28	Patterson/Kent	2	(6)	275½
5	Adness/MacFarlane	1	(4)	235½	29	O'Brien/MacMahon	6	(3)	276
6	Simpson/Veal	1	(5)	240	30	Seeger/Stringer	6	(4)	277
7	Williams/Scott	1	(6)	241	31	O'Grady/Allwood	2	(7)	277½
8	Grocl/Grocl	3	(1)	242	32	McDonald/Gatt	2	(8)	279½
9	Martin/Martin	2	(2)	244½	33	Wilson/Bellairs	2	(9)	280½
10	Baird/Davis	1	(7)	248	34	Standerwick/Wheeler	1	(12)	287
11	Schimmel/Lilley	6	(1)	249½	=35	Johnson/Hardie	2	(10)	287½
12	Hopkins/Whyte	1	(8)	255½		Maile/Collon	5	(4)	
13	Hogg/Maloney	5	(1)	256	37	Thomas/Mitchell	4	(4)	291½
=14	Ware/Ware	2	(3)	256½	38	Poole/Turkington	3	(4)	292
	Loy/Loy	5	(2)		39	Chandler/Gersch	6	(5)	295½
16	Taylor/Reeves	4	(1)	258½	40	Hinz/Hinz	5	(5)	302½
17	Dow/Dow	3	(2)	259	41	Herbert/Crickitt	3	(5)	304
=18	Conneely/Spring	2	(4)	260½	42	Stansfield/Spinks	6	(6)	306½
	Prideaux/Hill	3	(3)		43	McFarlane/Chilton	5	(6)	308
20	Daley/Daley	4	(2)	262	44	O'Connor/Todhunter	2	(11)	318
21	Keenan/Sheridan	4	(3)	262½	45	Lennox/Burnet	4	(5)	328½
22	Collins/Collins	1	(9)	263	46	Schreier/Bull	1	(13)	323
23	Behrendt/Behrendt	6	(2)	264	47	Seedwell/Amos	5	(7)	403½
24	Harris/Nott	2	(5)	266					

Lap 4

1	Simpson/Veal	1	(1)	67½	=23	Poole/Turkington	3	(3)	86½
2	Martin/Gaffney	1	(2)	68½		Dormer/Abrahamsen	5	(3)	
3	Albins/Thomassen	2	(1)	70½		Behrendt/Behrendt	6	(2)	
=4	Adness/MacFarlane	1	(3)	71½		Schimmel/Lilley	6	(2)	
	McLaurin/Whisker	1	(3)		27	Blackburn/Gartshore	1	(9)	88
6	Standerwick/Wheeler	1	(5)	72½	28	O'Grady/Allwood	2	(8)	89½
7	Stansfield/Spinks	6	(1)	76	29	Seeger/Stringer	6	(4)	90
=8	Cantell/Cantell	1	(6)	78	30	Thomas/Mitchell	5	(3)	91
	Martin/Martin	2	(2)		31	Chandler/Gersch	6	(5)	94½
10	Wolfe/Baker	1	(7)	78½	32	Johnson/Hardie	2	(9)	95½
=11	Baird/Davis	1	(8)	79½	33	Hinz/Hinz	5	(4)	97
	Hogg/Maloney	5	(1)		34	Prideaux/Hill	3	(4)	97½
13	Keenan/Sheridan	4	(1)	81	35	O'Brien/MacMahon	6	(6)	98½
=14	Conneely/Spring	2	(3)	81½	36	McDonald/Gatt	2	(10)	100½
	Wilson/Bellairs	2	(3)		37	Lennox/Burnet	4	(4)	102½
16	Grocl/Grocl	3	(1)	83	38	Taylor/Reeves	4	(5)	113½
17	Dow/Dow	3	(2)	83½	39	Collins/Collins	1	(10)	116
=18	Patterson/Kent	2	(5)	84	40	Schreier/Bull	1	(11)	123½
	Ware/Ware	2	(5)		41	Maile/Collon	5	(5)	615
20	Harris/Nott	2	(7)	84½					
21	Loy/Loy	5	(2)	85					
22	Daley/Daley	4	(2)	85½					

1979 BP Monroe Wylie 400

Results

		Class	City/St	Car	Mins
1st	Malcolm McLaurin/Keith Whisker	1 (1)	Sydney NSW	Cheetah	290½
2nd	Charles Albins/Ted Thomassen	2 (1)	Duncolly V	Stinger	294½
3rd	Craig Martin/Mike Gaffney	1 (2)	Melb. V	Hustler	303
4th	Jim Adness/Ian MacFarlane	1 (3)	Bris Q	Cheetah	307
5th	Paul Simpson/Ken Veal	1 (4)	Warrnbl V	Rly.Mstr	307½
6th	Gary Wolfe/Ian Baker	1 (5)	Bris Q	Cheetah	313½
7th	David Martin/Guy Martin	2 (2)	Melb V	VrcHstlr	322½
8th	Frank Grocl/Patricia Grocl	3 (1)	Mt.Ev V	Rhino	325
9th	Bob Baird/Mike Davis	1 (6)	Bris Q	Sth.Crs	327½
10th	John Hogg/Alon Maloney	5 (1)	Syd N	Jeep	335½
11th	Cor Schimmel/Ross Lilley	6 (1)	Melb V	Datsun	336
12th	John Ware/Melissa Ware	2 (3)	Geelong V	Rivmstr	340½
13th	Cedric Loy/Geoff Loy	5 (2)	Bris Q	Daihatsu	341½
14th	Terry Conneely/Peter Spring	2 (4)	Bris Q	VW	342
15th	Geoff Dow/Neil Dow	3 (2)	Melb V	SORE	342½
16th	Mike Keenan/Stuart Sheridan	4 (1)	Melb V	VW	343½
17th	Bill Daley/Carol Daley	4 (2)	GldCst Q	VW	347½
18th	Wayne Cantell/Jan Cantell	1 (7)	Syd N	Enduro	348
=19th	Don Harris/Robert Nott	2 (5)	Maitl N	VW	350½
	Peter Behrendt/Erika Behrendt	6 (2)	Melb V	VW	
=21st	Steve Blackburn/Peter Gartshore	1 (8)	Bris Q	Kelpie	354½
	Ron Dormer/Steve Abrahamson	5 (3)	Bris Q	Suzuki	
23rd	Brian Prideaux/Glenda Hill	3 (3)	Melb V	Funco	358
=24th	Peter Standerwick/Wendy Wheeler	1 (9)	Melb V	SthCrs	359½
	Owen Patterson/Wayne Kent	2 (6)	SnshtnCstQ	OzEast	
26th	Ron Wilson/Brian Bellairs	2 (7)	Bris Q	Cheetah	362
=27th	Bill O'Grady/Noel Allwood	2 (8)	Rthfrd N	VW	367
	Karry Seeger/Steven Stringer	6 (3)	Melb V	Datsun	
29th	Neville Reeve/Nicholas Taylor (Bum)	4 (3)	Bris Q	VW	372
30th	Michael O'Brien/Timothy MacMahon	6 (4)	Asgfrd N	Falcon	374½
31st	Les Poole/Rod Turkington	3 (4)	Toowm Q	Buggy	378½
32nd	Pat Collins/Michael Collins	1 (10)	Bris Q	SthCrs	379
33rd	John MacDonald/John Gatt	2 (9)	Melb V	VercHus	380
=34th	Kevin Thomas/Robert Mitchell	4 (4)	StMry N	VW	382½
	Bob Stansfield/Terry Spinks	6 (5)	Syd N	Holden	
36th	Robert Johnson/Eileen Hardie	2 (10)	Maitl N	Datsun	383
37th	Glen Chandler/Gregory Gersch	6 (6)	Bogbla N	Toyota	390
38th	John Hinz/Bill Hinz	5 (4)	Bris Q	Toyota	399½
39th	Neil Lennox/Stuart Burnet	4 (5)	Penr N	VW-Toy	431
40th	Hans Schreier/Lester Bull	1 (11)	Syd N	Pontiac	456½
41st	Jeff Maile/David Collon	5 (5)	Syd N	Toyota	902½

Fastest Laps

1	Simpson/Veal	1 (1)	66½	=15	Stansfield/Spinks	6 (1)	76
2	Albins/Orr	1 (2)	67½	=19	Grocl/Grocl	3 (1)	77
3	Martin/Gaffney	1 (3)	68		Street/Aspery	4 (2)	
4	Stack/Bates	1 (4)	69½		Schimmel/Lilley	6 (2)	
5	McLaurin/Whisker	1 (5)	70	=22	Collins/Collins	1 (15)	
6	Albins/Thomassen	2 (1)	70½		Hopkins/Whyte	1 (15)	
7	Owen/Kavanagh	1 (6)	71		Vercoulen/Howell	3 (2)	
8	Adness/MacFarlane	1 (7)	72	=25	Wilton/Norris	1 (17)	78
= 9	Standerwick/Wheel	1 (8)	72½		Cantell/Cantell	1 (17)	
	Watkinson/Goostre	1 (8)			Wilson/Bellairs	2 (3)	
11	Poole/Poole	1 (10)	73	=28	Baird/Davies	1 (19)	78½
12	Johnson/Johnson	1 (11)	74		Cachia/Ferrugia	1 (19)	
13	Poots/Guidotti	1 (12)	74½		Hogg/Maloney	5 (1)	
14	Williams/Scott	1 (13)	75½	31	Croucher/Schmied	1 (21)	79
=15	Wolfe/Baker	1 (14)	76	=32	Prideaux/Hill	3 (3)	81
	Martin/Martin	2 (2)			Keenan/Sheridan	4 (3)	
	Robertson/McCella	4 (1)			Seedwell/Amos	5 (2)	

Fastest Laps (Cont.)

=35	Conneely/Spring	2 (4)	81½	60	Wilcox/Kuipers	1 (24)	89½
	Ware/Ware	2 (4)		=62	Payne/Payne	1 (25)	90½
37	Chalk/Castles	2 (6)	82		Thomas/Mitchell	4 (6)	
=38	Taylor/Reeves	4 (4)	82½	64	Grenfell/Nowell	2 (13)	91
	Geoghegan/Hepwort	5 (3)		=65	Gorman/Semmens	2 (14)	91½
	Behrendt/Behrend	6 (3)			Johnson/Hardie	2 (14)	
=41	Blackburn/Gartsho	1 (22)	83	=67	Chandler/Gersch	6 (7)	93
	Harris/Nott	2 (7)			Hewitt/Fisher	6 (7)	
	Rea/Meller	2 (7)		69	Hinz/Hinz	5 (8)	95½
	Loy/Loy	5 (4)		70	Lennox/Burnet	4 (7)	96
=45	Dow/Dow	3 (4)	83½	=71	Stoll/Parker	5 (9)	96½
	Daley/Daley	4 (5)			Straker/Straker	5 (9)	
47	Patterson/Kent	2 (9)	84	73	McFarlane/Chilton	5 (11)	97
48	Reddy/Yates	1 (23)	84½	74	Nicholson/Richardso	5 (8)	98
49	Maile/Callon	5 (5)	85½	75	Borchardt/Itzstein	2 (16)	99
50	O'Connor/Todhunte	2 (10)	86	76	Herbert/Crickitt	3 (8)	101
=51	Chadwick/Chadwick	3 (5)	86½	77	Schreier/Bull	1 (26)	101½
	Poole/Turkington	3 (6)		78	Fenwick/Wicks	5 (12)	104½
	Dormer/Abrahamsen	5 (6)		=79	Stewart/Robinson	5 (13)	105½
	Leffler/Knott	5 (6)		80	McClintock/Chapman	5 (13)	
=55	McDonald/Gatt	2 (11)	87	81	Wilkinson/Hughes	5 (15)	111½
	O'Brien/MacMahon	6 (4)		82	MacNicol/Beech	5 (16)	147
=57	O'Grady/Allwood	2 (12)	88½	83	Nicolson/Clark	4 (9)	172
	Sams/Prescott	3 (7)		84	O'Connor/Hammet	2 (17)	177
	Seeger/Stringer	6 (5)		85	Moedt/Verbakel	5 (17)	449
60	Zacka/Ziegenfusz	6 (6)					

Sextertanaginal surveys - Overall

	1	2	3	4	5	6
Albins/Orr	1					
Simpson/Veal	1					
Martin/Gaffney	1					
Poole/Poole	1	3				
McLaurin/Whisker	1	1		2		
Albins/Thomassen	2		1	1		1
Stack/Bates	1		1		1	
Poots/Guidotti	1		1			
Street/Aspery	1		1			
Owen/Kavanagh	1					
Adness/MacFarlane	1			1	1	
Williams/Scott	1			1	1	
Standerwick/Wheeler	1					1

Class 1

	1	2	3	4	5	6
Albins/Orr	1					
Simpson/Veal	2					
Martin/Gaffney						
Poole/Poole		3				
McLaurin/Whisker		1				
Stack/Bates			2	1		1
Adness/MacFarlane			1	1		
Poots/Guidotti			1			
Owen/Kavanagh						
Williams/Scott				2		
Standerwick/Wheeler					1	
Watkinson/Goostrey					1	
Wolfe/Baker						1
Stangfield/Spinks						1

Class 2

	1	2	3	4	5	6
Albins/Thomassen	1					
Martin/Martin		2				
Chalk/Castles		3				
Wilson/Bellairs		1				
Conneely/Spring			2	1		

<u>Class 2 (Cont.)</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
O'Connor/Todhunter			1			
Rea/Meller			1			
Ware/Ware				1	3	
Harris/Nott				1	1	
Paterson/Kent					1	
Grenfell/Nowell						1
<u>Class 3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Grool/Grool	2	1	1			
Vercoulen/Howell	2					
Dow/Dow		1	1	2		
Frideaux/Hill		1	1	1		
Chadwick/Chadwick		1				
Poole/Turkington			1	1	1	1
Herbert/Crickitt					2	
<u>Class 4</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Daley/Daley	1	1	1			1
Taylor/Reeves	1	1			2	
Robertson/McCelland	1	1				
Keenan/Sheridan	1		1	2		
Street/Aspery	1					
Thomas/Mitchell			2		2	
Lennox/Burnet				2	1	
<u>Class 5</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Hogg/Maloney	3					1
Leffler/Knott	1					
Loy/Loy		2	1	1		
Geoghagen/Hepworth		1	1			
Seedwell/Amos		2				
Dormer/Abrahamsen			1	2		
Hinz/Hinz				1		1
Maile/Collon					3	
Stott/Parker					1	
<u>Class 6</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Schimmel/Lilley	2	2				
Stansfield/Spinks	2	1				
Behrendt/Behrendt		1	2	1		
O'Brien/MacMahon		1			2	1
Hewitt/Fisher		1				
Seeger/Stringer				3		1
Chandler/Gersch					1	2
Zacka/Ziegenfusz					1	

.. and that concludes the results summary before it concludes me, Greg Chalks report has been delayed by a pen strike - but it WILL appear!

For Sale

Big Eds orange Honda Civic - 1975 3 Door - Much used but never abused - Only being sold as I obtained a 1977 Civic wagon at such a bargain rate - Currently in the paper for \$3200, but the price for a card carrying club member is \$2900.

Would YOU buy a car from this Big Ed ?

Lost Property

Found at the Imbil Showground during the running of the Yokohama Rally, 1 Ladies descriptive bracelet, either solid stainless steel or pure silver, inscribed To ----- Love Peter, phone Fred Thompson with the missing name and the goods are yours (I bet the names Lee).

1979 OFFICE BEARERS

		Phone Number	
		Home	Work
PATRON .. Minister for Defence, Hon. D.J. Killen			
PRESIDENT	Garry Connelly	341 3961	221 6899
VICE PRESIDENT	Allan Lawson	44 5848	44 5848
HON. SECRETARY	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	Warren Tegg		48 9577
HON. TREASURER	Charlie Blake	38 2693	
CLUB CAPTAIN	Lee Drummond	398 7163	
COMMITTEE	Ian Bond		
	Ivan Holmes		
	Dennis Brown		
	Peter Marshall		
	Chris Goodreid		
	Glen Somerville		
	John Hall		
	Barry Torrens		
	Tony Hazeldine		
CAMS DELEGATE	Garry Connelly	341 3961	221 6899
HON. AUDITOR	Nev Johnston		
PROMOTIONS OFFICER			
BUILDING & PROPERTY OFFICER	Ian Nicholson	343 3283	343 5988
REGISTRAR	Charlie Blake	38 2693	
MAGAZINE EDITOR	Peter Smith	208 1721	
FINANCE SUB-COMMITTEE CHAIRMAN	Charlie Blake	38 2693	
MOTORKHANA AND SPEED EVENT			
SUB-COMMITTEE CHAIRMAN	Ian Fink		
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	341 1139	
RALLY SUB-COMMITTEE CHAIRMAN	John Hall	345 5751	
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 at 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 17 Oct Off-road night at the clubrooms
- Sat 20 Oct QOMSC open rally
October Magazine closes. Late items to Pete Smith,
15 Laurel Street, Woodridge 4114
- Sun 21 Oct BSCC open motorkhana (QMC 6)
- Wed 24 Oct Night run organised by Peter McMahon & Tony Hazeldine
October Magazine publication date
- Sat 27 Oct Currie Motors IWMAC Silver Anniversary Rally (QRC 5)
- Tue 30 Oct Motorkhana and Speed Event Sub-committee meeting
Off-road Sub-committee meeting
Rally Sub-committee meeting
- Wed 31 Oct Wine and cheese night at the clubrooms
***** Surprise mystery guest *****
- Fri 2 Nov Presentation of trophies for Yokohama Warana Rally
- Sat 3 Nov TSCC Parry Datsun Land Rally (Open)
- Sun 4 Nov Closed motorkhana organised by Colin Powell
- Mon 5 Nov Draw for Melbourne Cup sweep
- Tue 6 Nov Committee meeting
- Wed 7 Nov Bingo night at the clubrooms
- Sat 10 Nov LCCA Repco Alpine Rally
- Sun 11 Nov RCCQ closed autocross
- Wed 14 Nov Off-road night at the clubrooms
- Sat 17 Nov November Magazine closes. Late items to Pete Smith,
15 Laurel Street, Woodridge 4114
- Sun 18 Nov DDSCC open motorkhana (QMC 7)
- Wed 21 Nov Night run organised by John Payne & Paul Cadell
Ballot for Stones Corner Motors Rally
November Magazine publication date
- Sun 25 Nov BSCC Queensland Times Off-road Spectacular (closed)
- Tue 27 Nov Motorkhana and Speed Event Sub-committee meeting
Off-road Sub-committee meeting
Rally Sub-committee meeting
- Wed 28 Nov Annual General Meeting
- Sat 1 Dec BSCC Stones Corner Motors Rally
- Tue 4 Dec Committee meeting

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club will be held in the BSCC clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 28th November 1979 commencing at 8.00 pm. On this night the future of the club will be decided for the next twelve months, so don't miss the opportunity to come along and express your ideas.

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

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

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

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

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

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

349 MEMBERS!

A warm welcome is extended to the following people who joined the Brisbane Sporting Car Club during the last month, to bring our total membership for the year so far to 349:

Peter Garbett Camp Hill
David Hall Sunnybank Hills
Karen Williams Kingston

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position

I accept nomination (Signature)

Nominated by (Signature)

Seconded by (Signature)

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position

I accept nomination (Signature)

Nominated by (Signature)

Seconded by (signature)

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position

I accept nomination (Signature)

Nominated by (Signature)

Seconded by (Signature)

BRISBANE SPORTING CAR CLUB PROXY FORM

I, of

being a member of the Brisbane Sporting Car Club and entitled to
vote, hereby appoint of
..... as my proxy to vote for me
on my behalf at the General Meeting of the Club to be held on the
28th day of November 1979 or any adjournment thereof.

Signed

In the presence of (Witness)

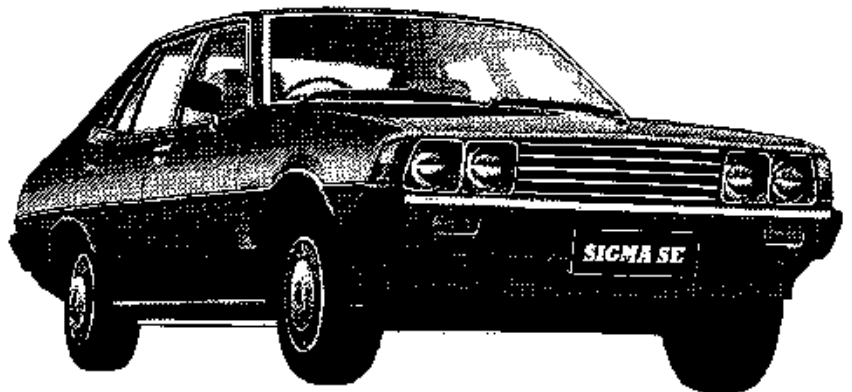


FROM THE RALLY WINNING
LANCER

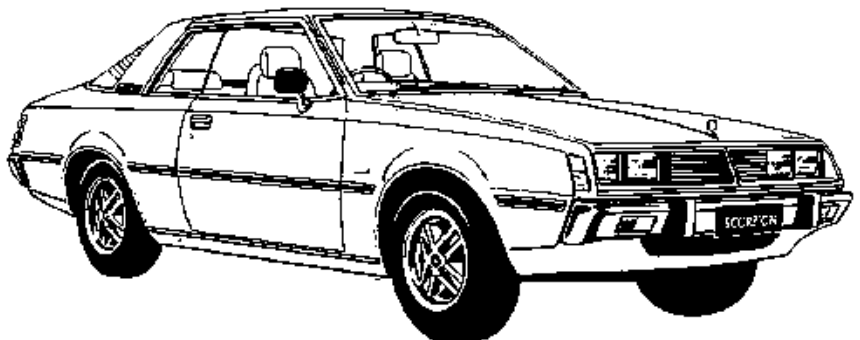
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CHRYSLER MITSUBISHI —

SIGMA

and



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Chris Gulliver for SUZUKI, MAZDA	208 4333
Colin Clacy for SUBARU	349 4166
Colin Clacy for LEYLAND.....	349 4166

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