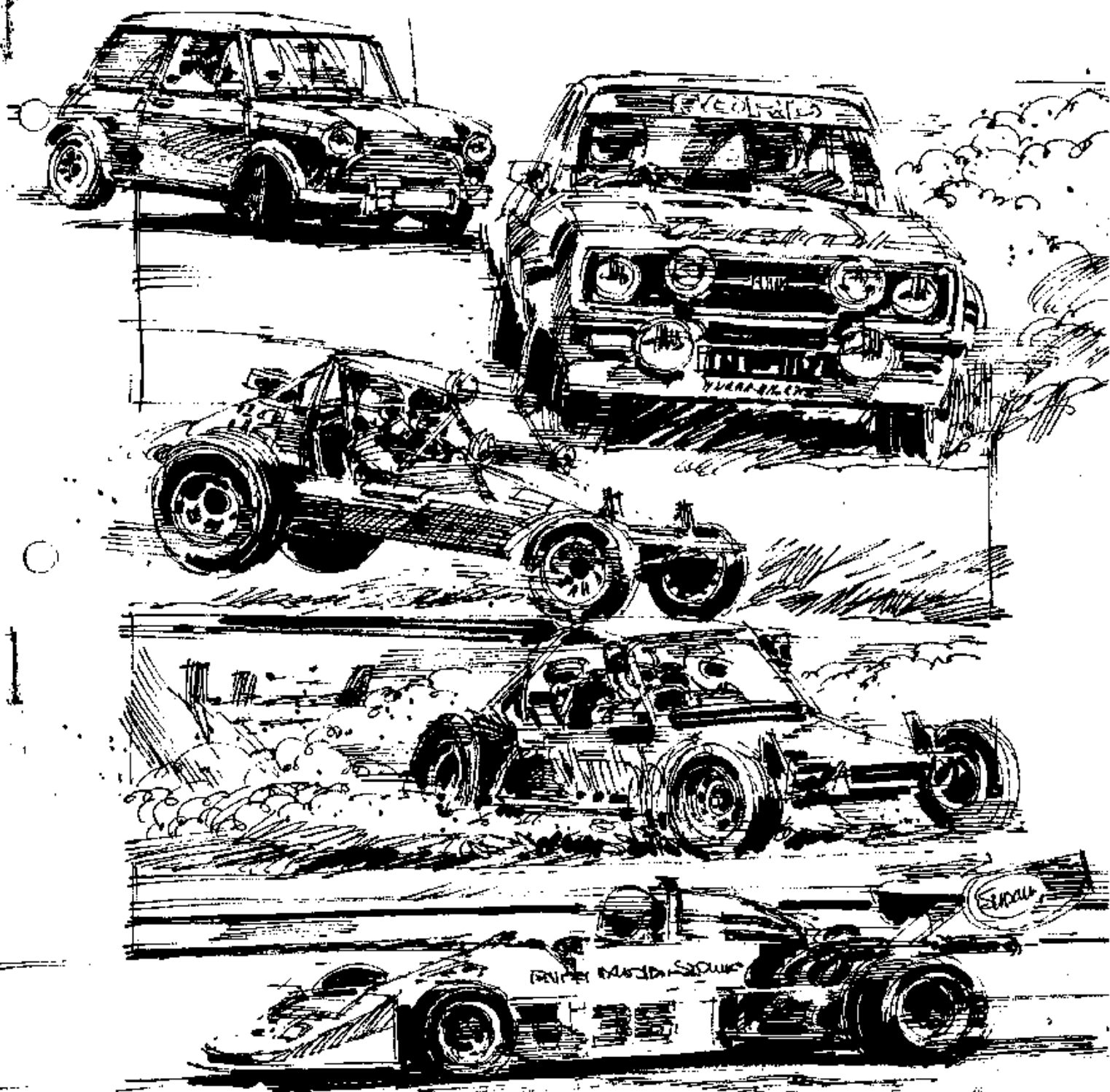




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication — Category B

NOV 1979



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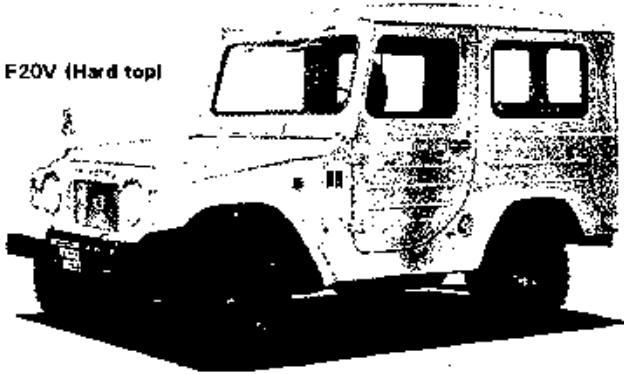
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Brisbane Sporting Car Club

Magazine - November 1979

Obituary

To Greg Chalk

Greg, your death is reality. More importantly your life was reality too. I find comfort in that reality. The images are real. You loved us. You drove with us. You drank and smoked with us. You talked lots of bull with us. You shared your family with us. You couldn't see too well but you missed nothing. Your presence is at Sealake, Hattah, Portland and on all the home tracks. It is in the clubhouse and in your home.

To ask why you died is in a sense to deny why you lived, and that would be to deny you your "self". You were intelligent and knew the risks of motoring both on and off - road. You chose a life with risks and those risks were part of you. In accepting your choice of out-door life and all that goes with it, I can accept the pain of knowing you won't be back. Good-bye Mate.

A Friend

The President Writes....

1979 is drawing to a close and the club can now look ahead into a new decade with a feeling of optimism for the future and pride in the past. I will be summarising the achievements of the club over the past twelve months in my report to the Annual General Meeting so there is no need to go into them now except to say that we have had a great year and a great decade!

Your chance to give your opinion comes on Wednesday November 28th, when we hold our Annual General Meeting and election of office bearers for 1980. Please do something very worthwhile for the club - come to the AGM!

We now have over 350 members, which is a club record and, I believe a great achievement for any car club in Australia. It may be a little cramped if you all decide to attend the AGM, but I'm sure that would be an interesting situation if it happened!

It's a bit disappointing to see that there have only been 4 nominations lodged for committee membership. We do need 6 new committee members so the 4 already lodged will be automatically elected. This means that we will be calling for nominations to fill the remaining 2 places, at the AGM. Please give some thought to these vacant positions and let's have two people who will help the committee continue the progress made in the past. The election of a committee is not a popularity contest - it is a serious exercise in determining the future of the club.

On a lighter note, don't think that the AGM is the end of the club's activities for 1979. We still have the Stones Corner Motors Rally and Peter Marshall will need the help of many control officials for that, and of course, the Christmas Party which promises to be the highlight of a great year. Details of the party are shown elsewhere in the magazine. Don't miss out!

And finally, to all of you who have done so much for the club in 1979, let's hope you can keep up the effort in 1980. Thank you for your support, co-operation and encouragement. We'll need it just as much next year as we did this year.

GARRY CONNELLY.

Major Forthcoming Event

Children's Christmas Tree

Sunday 15th December

Venue :- Sherwood Arboretum, Jolimont Street entrance at 1.30pm

Cost :- \$3.00 if one child, or \$2.50 if you go into these things wholesale (It's cheaper (per head) by the couzan).

Drinks, Ice Cream, Water Melon etc..... Bring Cricket Gear.....

Let Mrs Garth know as soon as possible or by December 1st

Club members without children may nominate up to 4 children

Brisbane Sporting Car Club

Queensland Motorkhana Championship - Round 6

NOW IT CAN BE TOLD - By Big Ed - the man they couldn't gag....

Published Results are a load of poop

Presuming that the test times published in the results are correct then several totals are incorrect....

	<u>Published</u>	<u>additions</u>
R McCloy	277.0	272.0
P Griffin	220.8	215.8
G Leigh	264.1	254.1
Harry Bosboom	300.8	301.8

Apart from that the day was a great success. The residents of the Brookside area were so pleased that the club has been forbidden to return, the Woodridge K-Mart has a huge car park with no houses near it and we can all go round to Big Eds for a nosh-up afterwards.

The event was won by Greg Wolski who was only challenged by Phil Griffin - the rest being figureitely nowhere. New member from N.S.W. Cedric Green had his special out on its first run, his times steadily improved during the day, starting at 24th fastest on the first test to a culmination of 4th fastest - on the sixth, he eventually finished 10th overall. The only B.S.C.C. to be in front of him was Graeme (Lord Leyland) Adair in his Moke. After a disastrous WD on the seventh test Graeme came 3rd in class.

Winner of Class C was Chris Harbeck in his Mazda, on the sixth test Chris was 6th overall, a great effort on his way to being 16th. Second in the class was Phil Stephan 5.8 seconds behind, and then Colin Powell - a man who does very well on club events then disintergrates on the big ones. Next up in the class were Harry Bosboom and Johnny Ward in his recently painted Mazda. John needn't despair at being last in class, 13th overall on the second test augurs well for the future.

In Class B Ken Bosboom took his little Mazda to 4th in class just out of the pot polishers. New member Karen Williams was driving a Mimi in class A, this is possibly a french built Mini, anyway Karen didnt have a brilliant day but did manage 16th overall on one test.

Results Summary (Position overall, time, class position)

<u>9th Graeme Adair A Moke</u>												
14	22.0	2	8	32.5	3	8	54.5	3	4	34.5	1	
7	89.0	3	7	35.6	2	8	122.6	3	11	52.8	4	
11	22.5	3	5	197.9	2	26	35.6	6	8	233.5	3	12
10th	<u>Cedric Green F Special</u>											
24	25.3	10	22	40.7	9	27	66.0	10				
10	35.7	6	18	101.7	8	9	36.5	6	15	138.2	8	5
4	21.1	3	9	209.8	6	8	25.1	8	10	234.9	6	10
16th	<u>Chris Harbeck C Mazda</u>											
10	21.4	1	11	33.5	8	54.9	1	17	39.7	2		
11	94.6	1	12	37.8	2	11	132.4	1	23	62.0	2	15
13	216.3	1	17	28.6	2	12	244.9	1	23	30.9	3	16

<u>18th Ken Bosboom - B Mazda</u>									
18	23.1	3	24	36.8	5	18	59.9	5	
	³	⁺³	⁴	⁺⁴	⁵	⁺⁵	⁶	⁺⁶	
16	39.9	2	13	99.5	3	11	37.5	1	12
	⁶	⁺⁶	⁷	⁺⁷	⁸	⁺⁸	⁹	⁺⁹	¹⁰
16	24.4	3	18	222.4	4	17	28.6	3	17
	¹	⁺¹	²	⁺²	³	⁺³	⁴	⁺⁴	⁵
<u>19th Phil Stephan O Datsun</u>									
11	21.7	2	24	40.9	5	23	62.6	4	12
	³	⁺³	⁴	⁺⁴	⁵	⁺⁵	⁶	⁺⁶	⁷
15	100.5	2	9	36.5	1	12	137.0	2	25
	⁺⁸	⁺⁷	⁺⁸	⁺⁸	⁸	⁺⁸	⁸	⁺⁸	⁸
19	233.5	2	22	27.5	1	17	251.0	2	22
	⁺²	⁺²	⁺²	⁺²	⁺²	⁺²	⁺²	⁺²	⁺²
<u>21st Colin Powell - O Mazda</u>									
6	22.2	3	20	36.7	3	16	58.9	2	23
	⁺³	⁺⁴	⁺⁴	⁺⁴	⁵	⁺⁵	⁺⁵	⁶	⁺⁶
22	103.4	3	13	38.1	3	19	147.5	3	25
	⁺⁶	⁷	⁺⁷	⁺⁷	⁸	⁺⁸	⁺⁸	⁺⁸	⁺⁸
21	226.8	3	20	29.9	3	21	256.7	3	15
	⁺¹	⁺¹	⁺¹	⁺¹	⁺¹	⁺¹	⁺¹	⁺¹	⁺¹
<u>24th Harry Bosboom - O Mazda</u>									
19	23.4	4	23	40.8	4	24	64.2	5	
	³	⁺³	⁴	⁺⁴	⁵	⁺⁵	⁶	⁺⁶	
77	39.7	2	23	103.9	4	21	43.4	4	22
	⁺⁵	⁶	⁺⁶	⁺⁶	⁷	⁺⁷	⁺⁷	⁺⁷	
21	203.5	3	23	27.5	4	22	231.0	4	24
	⁸	^{Finish}	⁸	⁸	⁸	⁸	⁸	⁸	
27	35.9	4	24	301.8	4				
<u>25th Karen Williams - Mini</u>									
24	24.1	6	26	41.5	6	26	65.6	7	
	³	⁺³	⁴	⁺⁴	⁵	⁺⁵	⁶	⁺⁶	
21	44.4	6	25	109.7	7	26	48.0	6	16
	⁺⁵	⁶	⁺⁶	⁺⁶	⁷	⁺⁷	⁺⁷	⁺⁷	
26	215.8	7	16	24.4	4	25	240.2	7	22
	⁸	^{Finish}	⁸	⁸	⁸	⁸	⁸	⁸	
26	35.0	7	25	305.8	7				
<u>28th John Ward - O Mazda</u>									
27	28.0	5	13	34.2	2	20	62.2	2	27
	⁺³	⁴	⁺⁴	⁺⁴	⁵	⁺⁵	⁺⁵	⁶	
27	114.7	5	25	46.5	5	27	158.2	5	24
	⁶	⁺⁶	⁷	⁺⁷	⁺⁷	⁺⁷	⁺⁷	⁺⁷	
27	32.5	5	28	253.1	5	24	34.9	4	28
	⁸	⁸	⁸	⁸	⁸	⁸	⁸	⁸	

Stand by your beds

From: QUSEC (CAMS)

Subject: Binding a training officer.

I feel you would all agree with me in that all Clubs would benefit from some smoothing of the edges in both Club and Event organisation and administration. Indeed State Council some time ago requested that something along these lines be done. Your State Office may be eligible for a subsidy towards the parttime employment of a person to undertake such training, hence the following :-

- 1) The Queensland State Council is looking for a person willing, to undertake on a part-time basis, training in the field of Club and Event administration;
- 2) Remuneration would be available for such an appointment, this to be negotiated, and the boundaries of the training program are also to be established.
- 3) Any person interested should reply to The Secretary, CAMS, 11 Nash Street, Rosalie providing personal details, and experience in this field.
- 4) Replies should be in the hands of the Secretary by 15th December, 1979.

A Cross we have to bare

By Big Ed

Our annual trip to add lustre to the Southern Cross International Rally, even if only by swelling the ranks of spectators.

Saturday

After a fruitful morning in the shop (I eat two oranges, Octobers customer decided to stay away) we set off in the Civic Wagon at 11.45. Unlike Goondiwindi when I'd put The Incredible Mrs Smith in the kennels, and left Harry the faithless hound knitting and chopping the heads off white mice with the model guillotine, I'd managed to get things right and I'd even bought the correct maps with me. The trip down via the Lions Road, Kyogle, Casino, Grafton and Coffs Harbour was very fast. I can particularly recommend the inland road that runs from 5km west of Grafton (on the Armidale Road) to Coffs Harbour, it is 99% bitumen, deserted, very fast and the chances of being radared must be a billion to one. So we were in Coffs Harbour by 4pm then I turned the car over to TIMS as I feel that the head of the house should do the highway (boring) bits.

One disadvantage of the Civic Wagon over the old 3 door Civic is that it has rather coarse carpets and not rubber mats, so by the time TIMS had got us to Port Macquarie my knees were quite sore as I prayed for our deliverance, incipient shunts in the 3 door, and my calls on the All Mighty, only led to black marks on the knees which were easily soaped off every Friday night.

Wendy Marshall had chosen the unit and it was hideous, a jumble of overpriced brick veneer, Belsen by sea, when TIMS and I saw the caretaker he sprang to attention and said "I vose only following orders". Anyway I found what I thought was our cell but not being sure I opened the door cautiously and I could hear the shower going, this at least confirmed that an Australian female was in residence, so I retreated and loaded the old mare up with the suitcases, esky, Mrs Bloggins pet tortoise (We'd Offered to look after it, Lee at it Monday morning in the belief that it was a pommy cold pie), my half completed matchstick model of Ian Finks feet, a filing cabinet containing all the magazine articles we've had from Townsville and my mothers latest letter in 24 morocco bounds volumes, and we ascended to the top floor and let ourselves in.

The first thing to greet us was Lee Drummond, he was bleeding to the thighs and two hairy things held him to the floor. It took a second glance to ascertain that he was wearing a short red smoking jacket - the oriental revenge for Hiroshima, and those hairy things were his legs, I haven't seen so much hair on anything living (this is living ?) since we had the Mayor of Bayswaters daughter round for tea. Shortly we were joined by Noelle, clad, as always, by Dulux. In our previous visit to the Cross we'd never sampled the delights of the RSL, but we were very pleased to join Lee and Noelle for dinner, of the Marshalls there was no sign but with the Cross in its first night Port Macquarie would be the last place to find them.

I managed to obtain temporary membership to the RSL by shooting the two blokes on the desk, for this I was given the Iron Cross second class and the sheet music to "Bomben auf Engerland". Initially as RSL members we had some trouble with Lees oriental jacket, but after giving it some chewing gum and a pair of stockings it came across. As the dining room was full we had a couple of drinks in the bar. This was a huge room half occupied by fruit machines, hopeless symbols of the unacceptable face of capitalism, everybody calls them "One armed bandits" but that doesn't stop them shovelling their 20 cents in as fast as they can, and all in hope of something for 'nothing'.

And whilst we are on this vein where did the Pools people dig up that ghastly, cretinous woman who does the results announcement during '60 Minutes' on Sunday? However I'm all for fruit machines as they pay the overheads and one can get a damn good meal for a small payment.

So after the D.G.M.F.A.S.P. we returned to the flat where we dropped Lee off, he had a virulent attack of a contagious epidemic catarrhal fever with great prostration and varying symptoms and sequels; grip (It says here) or Flu to you mate, so he was tucked up in the best bed and the three of us went out to our first stage.

I think this was near Herons Creek. As was to be expected the site was overflowing with people, many of them from the BSCC. Geoff Smallman and Warren McKewen were there with Ralph the glassy eyed croc sitting on the dash, the Marshalls were in attendance plus OOTM's of Paynes, Wayne Black, Peter McMahon and others. After the inevitable 'where do we stand' competition we waited patiently (you haven't seen the way I stand) for the first car. Soon Walden's Escort burst through the 90 left and boy was he moving, had there been a ditch on the outside he would have been in it. All the other aces were noticeably slower, although this, like sister, is a relative term. This spectator point was the only time we saw Wayne Bell in the works turbo-charged Gemini, a great shame this as he was very good last year. When we left those indefatigable Marshalls went to wallow in the atmosphere of the Sandcastle rally h.q. whilst us mere mortals went to sleep. Sleep mind you not bed as TIMS and I were on the floor, the other bedroom being left for the Marshalls, these young people need their privacy more than we do. This was the most comfortable night I had there despite the infuriating noise of the sea walloping the beach every few seconds.

Sunday

Sunday morning it was up with the lark at 10am (theres nothing like a late lark) and en masse to The Sandcastle. The Wayne Payne set with Paul Cadell were dominating the terrace, Wayne Black had a cut within millelitres of his eye, which he'd gained from Aaltonen the night before, what a year this has been for Wayne, Queensland Rally Champion and monoeyed by Rauno Aaltonen all in one year, sic transit gloria - the rest of his life will be an anti-climax. Actually the thought of Aaltonen screeching to a halt at a spectator point, jumping out of the car, thumping the Queensland Champ in the eye (with a Finnish oath) and leaping off again was quite attractive, but in fact a stone was the cause. Old Marshall was mooning about selling tickets for people to speak to him - it was after all his 14th Cross. He stuck his nose in the wrong place at the right time and we found ourselves with a roadblock to run and a passage control to help at.

Time was of the essence so we raced back to the flat so that, wait for it, we could all have a bleeding shower. Australian women are barmy, as if not washing for 24 hours would make your knackers drop off, and I am perfectly willing to go without a shower at any time to prove that my under-garments remain fresh smelling. So by the time the feminine hordes had gone through the dip we were well and truly late. So we scuttled off in the Civic with Lee's Mazda behind. We tried to have a quick stop for petrol but I gave the girl the bankcard and this threw her, by the time she'd found the machine and read the instructions, I think it was nearing midnight. We finally shot off and after a strange episode turning off the highway - when I indicated right eight cars behind all promptly shot into the right hand lane so we could overtake the car in front of me together, when I braked there were cars everywhere, Range Rover here, Lee D there. We were too late for the rendezvous but we headed into the woods till we found our roadblock all covered by what seemed to be a football crowd, so we became spectators.

And a damn good afternoons watching too. After playing 'whats round the next corner' for a bit, Noelle found a super spot on a bank. We were on the apex of an almost '90 right', then there was a short straight, very fast left, very short straight, '90 right and how', the beauty of the situation was that the final slow corner was obscured by bushes until you were almost on it. After an hours wait we could hear Waldegard rushing through the trees, he went round the corner below us, not 20 feet away, totally sideways, then he rocketed round the left-hand bend and when he found himself far too fast, and on the wrong side of the road for the slow right, the brakes were banged on and the works Escort slid round, the power being used to bring the back round in a hurry - a World Championship performance by the World Champion. After that even a 99.9% performance just wouldn't be the same, so whilst admiring Furry, Dunkerton and the rest I could only regret Greg Carrs early retirement, which reminds me, around the foyer of the Sandcastle were large Escort photo's with the caption "Watch the Escorts go", which was just asking for trouble, beneath Carrs picture somebody had written "BANG".

When we estimated that the last car had been through we returned down the stage. Peter Marshall, whos' a loony on the quiet, took a big stick and began pole vaulting down the road, planting the stick on the ground and using his strong arms to elevate himself gracefully through the air. Instantly the road was covered in imitators, but none of us had the strength and sang-froid to be more than pale copies of The Master. We finished the stage with Peter holding the front of a stick as an Escorts front wheels, with me as the rear wheels. After a brilliant exhibition of skill we pulled into the passage control to be met with The Blank Stare, not a titter.

Off to dinner at the Wauchope RSL. This isn't as palatial as the one at Port MacQuarie but they have fewer fruit machines. So I bought Lee a drink (the receipt is at the shop) and we ate each others dinners. Then we had a minor revolt, Peter wanted to go to a stage that was miles away, so he was joined by Noelle and the rest of us went back to PMc for a kip.

We had a couple of hours sleep in a BED, then out again (leaving Lee without rum, but with the earache) to help with the passage control. At the arranged rendezvous Peter and Noelle didn't show, so we trod cautiously into the woods and despite Peters map we found our man. He was English, very much so, and I wish people wouldn't expect us to fall into each others arms. After he'd said something about aircraft, I shone a bright light into his eyes and questioned him closely on the Northrop Black Widow, he knew nothing, but still I wasn't happy, Peter Marshall had the stove (and Noelle). Our Pommie team leader set up the Passage Control on the outside of a right hand bend (!), I don't know how long he'd been in the woods but he said he was waiting for Kallstrom - who'd been in the rally last year, so having set his control in a place where we'd all be killed if the control board fell down, he dealt out the sacrificial coat, a white garment that made one look like the men who walks the greyhounds up to the traps. In the meantime Peter and Noelle had turned up, Peter said they'd gone to another stage, Noelle said they'd had a puncture, then Peter said they'd had a puncture, and Noelle said they'd gone to another stage - you can picture the confused stammering of a worthless tissue (wet strength?) of lies. The first car bore down onto our corner with yours truly standing in the most ridiculous spot possible, on the road, on the outside of a blind bend. It was George Fur y, I delicately handed them their punch-card and Monty Suffern screwed it into a blob as he snatched it. Raunos man made a momentary wrong choice of road and then came the big excitement. Down the side road

where our cars were parked came a car rolling down the hill without the engine actually running, its passage being illuminated by the navigators torch. "Have you got any jumper leads?" came the cry, our English friend was equal to any task and with a crash the contents of his boot were heaved out and the leads thrust into my hands. TIMS and I raced up the road then she said "Its Colin Bond" and fell forward on her face, trying desperately to lick his boots. I jumped over the prostrate figure and prepared to help, lucky for them their electrical problems were solved before I could connect power to earth. Peter Marshall materialised doing something strange to a bald Wombat, we put our shoulders to the car, turned it round, gave a mighty heave, the engine fired and away it went. After that even a Peter Marshall sausage sandwich was an anti-climax.

Monday

TIMS and I thought we'd have Monday to ourselves, especially after I'd seen what ~~Noel~~ ^{Noel} was cooking for lunch, so after being delightfully vague as to our plans we went to see the cars leaving so TIMS could have a close look at the drivers (a very disturbing experience for them), then we went to a stage north of Kempsey.

This well populated stage was great fun, we chose to stand about 100 yards up the road from the spectator point 90 left, at a fast right on top of a short, sharp hill. This gave us the opportunity to watch the cars go round the corner, then when they disappeared from view below the crest it was a case of "Run Away" before they swung round the fast right and then veered right downhill. As Waldegard burst round the corner and raced towards us, TIMS turned to me and said "Cor look at that...", but by then I was already on the bank mentally spending her superannuation. The car ^{that} caused the most trouble for spectators throughout the event was Geoff Portmans Ford Cortina, it was so quiet, on this occasion people were walking up the road, and us hill-toppers were lounging around in groups paying only half attention, when he arrived with horns blaring, "The sheep scattereth before Jehu". We walked further up the stage, on a long right bend a red Celica came past with the O/S rear tyre in shreds, I pointed to it and got ready to help with the change, but they crunched on at undiminished speed.

We'd originally intended to go no further north but we were only a few Km from Macksville so we turned left over the bridge and went another 30 km in the deepening dusk. Now I've always been a hopeless driver and on the 'race' upto the stage I was given a really hard time by a rusty 1962 Falcon Wagon. This stage wasn't so good, the dark had emboldened the weaker spirits and the night air rang with their inane comments. The spot was a hairpin left, easily on for anybody with a handbrake and rather dull.

TIMS stomach began bellowing its mating cry, so we returned to Port Macquarie for a chinese nosh-up. While she was tucking into something totally awful and I eat my chicken and chips (You always get nice big chips from a chinese restaurant) we were joined by ex-president and former Southern Cross Rally Director Allan Lawson accompanied by Joyce (The name of Joyce Lawson in Birdsville still brings a respectful silence). Big Al had entered the rally but his TR7-V8 had non started after burning out its fan and flattening the battery overnight. This was Joyces 14th Cross in an official capacity, this year she was helping transform the time cards into something sensible. When we'd all finished we returned to Belsen and I spent another night on the 'rack'! This was a put-you-up(down!) sofa invented by the chinese in the Pong Dynasty. One half was too soft and gave an excruciating pain in the back and through the thin cushions you could feel the wooden slats of the other side. By 5am I would have confessed to anything, even to liking The Thorn Birds or

a nice big bag of flake.

Tuesday

When everybody had joined me in wakefulness we couldn't escape the fact that a day in bed hadn't made Lee any better, so Noelle exerted her authority and took him to the doctor, from there he followed official advice and became an inmate of the local hospital. He stayed there for 5 days, which isn't exactly overnight is it, at this point I'm supposed to say that now he's fine but reliable sources suggest otherwise.

The Marshalls and us then went to town. I bought a carton of books from the charity shop, and as always their fixed price of 10 cents is ridiculously cheap in this day and age, I'm making 10,000% profit on some items, then we went to the Hastings and District fine museum.

For lunch we treated ourselves to a meal at The Sandcastle. Such are the strange hours of rallying that at 1pm one could have a choice of breakfast or lunch. Being the man on the spot again Peter Marshall was asked to go to an evening control in Kempsey and add the scores up, but before then we had a couple of stages to look at.

The rain was lashing down so TIMS set out to bring the Civic round, then we collected Noelle from the flat and we all piled into the Marshalls Galant. After travelling in the back of the Civic Peter had made a great show of being numb in the legs, so with three of us packed into the back of the Galant ("It is registered as a five seater") I began breathing by numbers and trying to get Noelles hand out of my trouser pocket.

As we reached the first stage Wayne Paynes said "It had been scrubbed" thereby making it all the easier to clean, so we carried on via Wauchope. There was much excitement on the main road and we stopped the car for a look at the end of a stage. As the timing marker was on the final corner only a few people were trying, although in fact for the last night of a five day rally things were jolly exciting, Waldegard was desperate to catch Fury and Aaltonen was equally determined to keep ahead of Bond. It was Aaltonen who provided the great excitement here, the car lurching through the final downhill bend and the power having to be used to keep it balanced.

Everybody was at the next spectator stage, Peter McMahon was letting somebody play with his bugle, Ruth and Laurie Tindal were hidden in the thick bushes, Paul Cadell had the tale of his latest inversion. After watching a couple of cars through a set of legs we walked up the stage to the bit where they started braking. On our way out of this stage Mr Marshall had a chance to bounce us through the woods for about 4km, with three of us in the back we lurched round in considerable pain and discomfort - I'm glad to say.

On the Kempsey we stopped at another spot next to the highway for a look, one thing about going out with the pole vaulter is he certainly knows where everything is.

The control at Kempsey was grate fun. The organisers had sent two teams to add the results and nobody to run the control. The head official on the spot (a man who was objectly evaluated by Peter, after conversation and observation, as a wacker) gave us the job of running the control. So we wrapped a white light in TIMS's beany, the official clock was on Peters wrist and the control table was the Galants bonnet. As the cars came in I led the navigators to the Official table and it wasn't long before we had a first class stuff up in progress, and all because the time sheets do not contain the running order on them. You just don't realise what a super job Garry

Donnelly makes of the Lutwyche Shopping Village Rally until moments like these. Anyway a ressemblance of order was restored, like my experiences on the Lutwyche it was in some peoples interest to cause time wasting dissent, they changed Furys gearbox in 12 minutes and Portmans clutch master cylinder in less.

When the excitement was over a Mr Suzuki came in to say he would have retire his Lancer. He became the centre of a small crowd which included the King of the Wackers, or Kempseys answer to Norm Gunston. He was a tall old boy wearing a checked hat with feathers in it, check coat, blue trousers and white shoes. He shook hands with all the orientals and shouted "You no speakee English, me no speakee Japanee", there was a strong rumour that he'd been sent to New South Wales by the Queensland Tourist Bureau. Just when Mr Suzuki reached rock bottom a local radio announcer offered the stub axle off of his car, so they unretired themselves and set to. And we set to off home, stopping at a picnic spot for a jaffle dinner, and very nice too.

I spent the last night on the 'rack' again, I just didn't believe it had been as uncomfortable as I remebered, but it was, I finished sleeping sitting up, listening with envy to Tricias snores.

We said farewell to Port MacQuarie at 9am, and apart from a heart stopping moment when two heifers leapt over a guard rail we had an almost uneventful trip.

The Cross is a very tiring holiday, but very worthwhile, we only wish the 'kids' didn't drink themselves blotto so much - is it really necessary ?

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December 8th

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THE SECRETARY,

BRISBANE SPORTING CAR CLUB

221 6899 or 38 4858 A./H.

The following is the first of what is intended to be a regular column in the magazine. While most of the material has a tendency towards rallying it may well include information - rumour or fact - relating to all activities of motor sport generally and its associated social activities and may not necessarily be confined to ESCC members or events. The correspondent shall be known simply as 'Observer'.

If you feel you may have something to contribute to the column, please put it in an envelope and hand, or post it, to me and I will pass it on. Any snippet of information will be welcomed. No Irish jokes please, Warren McKewen has told them all in the bar out back during the last year.

Big Ed

Congratulations are certainly in order for Wayne Black and Dale Payne in taking out the Queensland Rally Championship for 1979, their record of consistency including a first, two seconds, a third and a fifth giving them the title. Wayne and Dale also succeeded in repeating the Worthington/Fullerton effort of 1978 by winning the 'Recognized' series also.

Having competed in only three rounds of the QRC - Stanthorpe, Warana and the Currie Motors, for three wins, Toowoombas Ray Vandersee is the next highest pointscorer and perhaps the moral victor. Ray contested several ARC events earlier this year missing one QRC round because of a date clash, and was involved in the organizing of the recent John Humphrey Memorial Rally. His Datsun 20Y now appears to be well developed judging by its performances in the Yokohama Tyres/Warana Rally and the Currie Motors Rally, indicating that this combination is destined for more success in the future.

Two Repco Reliability Trial factory backed cars have found new homes in Queensland. The Harry Jensen works Volvo, complete with spares, has been bought by Noel Horton of Townsville. Noel intends to run it in the proposed North Qld Rally Series next year, while his former mount, an Escort RS2000 will be retained and is to be driven by a local.

One of the Ford Motor Company, Colin Bond prepared Cortinas has apparently been snapped up by a large North Qld Ford dealer. Delivery was taken after the Southern Cross Rally. It is not yet definite who will be driving the Cortina in future rallies but it just maybe a well known former punter of G.M. vehicles, who has competed in more than one round Australia trial.

Making its debut in the Yokohama/Warana Rally, Rod Brownings Gemini certainly impressed, especially as its almost a year since Rod has driven in a rally and the Gemini is as yet far from 'sorted'. The engine is almost stock, as Rods intention is to get the suspension working to his liking, before he looks for more horsepower. Unfortunately when it looked as though Rod was looking good for a place in the rally, the Geminis oil filter decided to unscrew itself depositing nearly as much oil on the road, as Alan Moffatts Falcon did at Bathurst during the Hardie Ferodo 1000.

Speaking of Bathurst, a good day was had by all who attended the 'Bathurst Party' at Ross and Jeanette Moirs home on the day. John Hall took his usual place as bar attendant, with Warren McKewen as his best customer. The usual Ford and Holden supporters were present, each having their answers to the problems at the end of the day. The only answer to the Brock/Richards result was 'I told you so'. Sitting in the corner drinking that horrible red stuff he insists was wine, Keith Tapsall was overheard to say - he wondered if Peter Williams's Celica was available for hire for the next Stones Corner Motors Rally.

Fitted with a set of rally tyres, a couple of Cibies and a Halda, he reckons anything that goes down a mountain as quick as Willies Celica would have to be a chance in the Jimna forests.

Escorts: with Ford of Great Britain withdrawing from rallying next year it seems that Queensland, Australia is taking over with no fewer than five known Escort Rally Cars presently being constructed, plus the ones actually running, it doesn't take a mathematician to assess there could be a total of ten of these cars competing throughout the state next year. Murray Coote and Dennis Brown have their cars at various stages of construction. Peter Kelly from Bundaberg is about to start his project. Glen Somerville who has the ex-Fred Thompson RS2000 is completely rebuilding same, adding some further modifications, Rex Faldt is fitting a much modified engine to his, having completed in several rallies now with a stock unit, and Neil Swaysland is ready to go. Flying the flag during the last few rallies have been Geoff Smallman and Paul Eggesfield, both having put up some good performances. Eggesfield's car is of Mk1 era and powered by a EDA engine, the others mentioned are all using the familiar 2000 OHC engine.

Just twelve months ago it was Mazda, Torana XU-1 and Datsun 1600's dominating rallies in Qld. 1980 will be very interesting with Gemini, Escort, Toyota, Lancer, Fiat and Datsun Stanza—all looking like major contenders for outright honours in the Q.R.C. Mazdas and Datsun 1600's will be there of course. Perhaps there will be a 'team' of Mazdas running soon!

More than rumours indicate a former Queensland Champion rally driver, who has been spectating for a few years, will return to the scene before much longer. Perhaps even for the Stones Corner Motors Rally.

Till the next issue

Observer.

Closed Motorkhana - Nov. 4th

Closed Motorkhana organised by Col Powell held at the property off Donaldson Road, Rocklea on Sunday the 4th November.

The event started right on time at 12.30, and even at this time we had the usual number of late comers. Prior to taking the entries I was sure we were in for a large number of starters, but we had a lot of spectators - unusual for a motorkhana. The ground used was as normal bumpy and dusty, even though we were blessed by a good, heavy downpour of rain.

We were pleased to have more entrants than our normal turn up, with Mark Taylor driving Warren Teggs white(?) Mazda 323 very fast for a well deserved 3rd place. Ian Fink drove very well (especially this being a closed motorkhana, where he hits lots of flags) and was by far the fastest competitor. Harry Bosboom is getting used to his RX4 Mazda and placed well in 4th spot.

We had several car problems, John Blakes Datsun 180B had a flat battery, Ken Bosbooms Mazda R100 developed fuel pump troubles, and John Paynes Datsun 180B blew up the diff in the second run of the third event.

Test 1 Col Powells times are in brackets because he couldn't run.

1 Ian Fink	VW	20.0	5 Ken Bosboom	Mazda	22.5
2 Warren Tegg	Mazda	22.0	6 John Payne	Datsun	23.5
= 3 (Col Powell	Mazda	22.4)	7 Gary Kabel	Mazda	23.9
Mark Taylor	Mazda	22.4	= 8 Harry Bosboom	Mazda	24.0

Test 1 (cont)

= 8 Rob Cowan	Commod	24.0	13 David Martin	Datsun	25.0
10 Mike Mitchell	Datsun	24.1	14 Graeme Adair	LeyP76	25.5
11 Paul Goopy	Mazda	24.4	15 John Blake	Datsun	26.0
12 Tony Hazeldine	Datsun	24.5	16 Karen Williams	LeyP76	32.0

Test 2

1 Ian Fink	VW	25.4
2 (Col Powell)	Mazda	27.3
= 3 Harry Bosboom	Mazda	28.0
Mark Taylor	Mazda	
5 Tony Hazeldine	Datsun	29.8
6 Warren Tegg	Mazda	29.2
7 Ken Bosboom	Mazda	30.5
8 Mike Mitchell	Datsun	30.8
9 John Blake	Datsun	30.9
10 Paul Goopy	Mazda	31.0
11 Gary Kabel	Mazda	31.5
12 Rob Cowan	Commod	31.9
13 David Martin	Datsun	32.5
14 John Payne	Datsun	35.0
15 Graeme Adair	LeyP76	37.9
16 Karen Williams	LeyP76	39.5

Positions after 2 Tests

1 Ian Fink	VW	45.4
2 (Col Powell)	Mazda	50.1
3 Mark Taylor	Mazda	50.4
4 Warren Tegg	Mazda	51.2
5 Harry Bosboom	Mazda	52.0
6 Ken Bosboom	Mazda	53.0
7 Tony Hazeldine	Datsun	53.5
8 Gary Kabel	Mazda	54.5
9 Mike Mitchell	Datsun	54.9
10 Paul Goopy	Mazda	55.4
11 Rob Cowan	Commod	55.9
12 John Blake	Datsun	56.9
13 David Martin	Datsun	57.5
14 John Payne	Datsun	58.0
15 Graeme Adair	LeyP76	63.4
16 Karen Williams	LeyP76	71.5

Test 3

1 Ian Fink	VW	29.7
2 (Col Powell)	Mazda	31.2
3 Mark Taylor	Mazda	32.0
4 Mike Mitchell	Datsun	32.3
= 5 Harry Bosboom	Mazda	32.8
Warren Tegg	Mazda	
= 7 Tony Hazeldine	Datsun	33.4
John Blake	Datsun	
9 Paul Goopy	Mazda	33.7
10 Gary Kabel	Mazda	35.5
11 Rob Cowan	Commod	35.6
12 Graeme Adair	LeyP76	35.8
13 John Payne	Datsun	39.1
= 14 Ken Bosboom	Mazda	44.1
Karen Williams	LeyP76	
David Martin	Datsun	

Positions after 3 tests

1 Ian Fink	VW	75.1
2 (Col Powell)	Mazda	81.3
3 Mark Taylor	Mazda	82.4
4 Warren Tegg	Mazda	84.0
5 Harry Bosboom	Mazda	84.8
6 Tony Hazeldine	Datsun	86.9
7 Mike Mitchell	Datsun	87.2
8 Paul Goopy	Mazda	89.1
9 Gary Kabel	Mazda	90.0
10 John Blake	Datsun	90.3
11 Rob Cowan	Commod	91.5
= 12 Ken Bosboom	Mazda	97.1
John Payne	Datsun	
14 Graeme Adair	LeyP76	99.2
15 David Martin	Datsun	101.6
16 Karen Williams	LeyP76	115.6

Test 4

1 Ian Fink	VW	35.8
2 (Col Powell)	Mazda	38.4
3 Harry Bosboom	Mazda	40.1
4 Mark Taylor	Mazda	40.2
= 5 Mike Mitchell	Datsun	40.5
Tony Hazeldine	Datsun	
7 Graeme Adair	LeyP76	40.8
8 John Blake	Datsun	41.2
9 Warren Tegg	Mazda	41.5
= 10 Ken Bosboom	Mazda	42.0
Paul Goopy	Mazda	
Rob Cowan	Commod	
13 Gary Kabel	Mazda	42.6
14 David Martin	Datsun	44.8
= 15 John Payne	Datsun	49.8
Karen Williams	LeyP76	

Results

1 Ian Fink	VW	110.9
Col Powell	Mazda	119.3
2 Mark Taylor	Mazda	122.6
3 Harry Bosboom	Mazda	124.9
4 Warren Tegg	Mazda	125.5
5 Tony Hazeldine	Datsun	127.4
6 Mike Mitchell	Datsun	127.7
7 Paul Goopy	Mazda	131.1
8 John Blake	Datsun	131.5
= 9 Rob Cowan	Commod	133.5
Gary Kabel	Mazda	
11 Ken Bosboom	Mazda	139.1
12 Graeme Adair	LeyP76	140.0
13 David Martin	Datsun	146.4
14 John Payne	Datsun	147.4
15 Karen Williams	LeyP76	165.4

Did you hear about the Irishman who thought that pubic hair was Bugs Bunnys cousin...or the Irishman who said that of all his relations he liked sex best...or the Irishman, suspected of rape, who stood in an identification parade, and when the victim came along he jumped out and said "Dats der women".

CURRIE MOTORS/I.W.M.A.C. SILVER ANNIVERSARY RALLY

By Dale Payne

The final round of this years championship and Round 4 of the Recognised Series, the rally was conducted over the weekend of the 27/28th of October. The event was shortened somewhat from the original length of 700kms to about 260 kms of competitive in a total of 600 kms. This was due to the fluctuating weather in the weeks prior to the event.

Scrutineering for the event took place at Currie Motors at Bundamba on the Tuesday before the event under rather adverse conditions, due to the power strike. However Stuart Ware and his team managed commendably by lead lights run off a small generator and a number of torches to complete a thorough check on the cars.

The start of the event was in bright sunshine from Nicholas Street, Ipswich. A notable absentee from the starting line-up was John Barr after he inverted his Lancer during the preparation for the event. A flurry of activity erupted when it was Ray Vandersee and Ian Youngs turn to move to the start. Someone had removed the rotor from the distributor and neglected to replace it. Ray found the rotor resting under the bonnet somewhere and got away on time with the rest of the field on the transport to the Tivoli Speedway for the first of the daylight Spectator Stages.

The first competitive was just over 1km in length to complete in 1 minute around parts of the motocross circuit at Tivoli. Every competitor to contest the section dropped one, with the main interest centering on how high a rally car can yump over a motorcycle jump. From what I have been told, Robert Mann's Datsun got a huge roar from the crowd (He also retired later in the night - could the two incidents have been related somehow?).

Following a long transport from the speedway, we undertook another daylight spectator stage on private property near Atkinsons Dam. Almost 8km in 6 minutes, including a long, long run down beside a grass airstrip. Most crews dropped threes and fours. The section saw the demise of Norm Singleton/Alan Howlett in their Fiat and Warren McKewen swears he couldn't read the blurring Halda in Gerry Reynolds Torana going down beside the airstrip. (It really was Torana territory).

The next competitive was 8km on good forestry roads. Most crews cleaned including a good number of Novice crews. Fourth competitive in Division 1 was "Mt. Binga", 40km in 31 minutes. Vandersee/Young dropped 9 to be fastest by a minute from Downing/Sams, Worthington/Fullerton, Neumann/Young and Black/Payne all down 10.

Final competitive in Division 1 was 38km in 29 mins. Quickest were Downing/Sams and Worthington/Fullerton down 20. Black/Payne led the Recognised class down 21. Jones/Jeffreys and Roslan/Gilson were equally leading the Clubman down 25, with Bailey/Blake leading the Novices also down 25.

The start of the second Division saw the field depleted from the original 43 starters down to 31.

The first competitive of the division was just over 23km in 18mins. Vandersee/Young and Worthington/Fullerton were quickest, down 2 with a number of crews a further minute down.

Next competitive, Vandersee/Young showed their class by dropping only 6 to Worthington/Fullerton and the Garbett brothers 8. Tapsall/Moir continued their consistent run to drop 9 with Black/Payne. The section also saw Boyd Ovens find how deep Wallaby Creek was after

Graham Rollinsons Datsun tried to detour around a stranded Cor-tina. Boyd still isn't sure whether the deepest part was the water or the mud beneath.

Next competitive was 42km in 32 mins and was probably the rough-est section of the rally. Black/Payne, stirred by a big "off" in a previous section, dropped 3 to equal Vandersee/Young. These two crews were 2 mins. clear of Worthington/Fullerton with a number of crews another minute further down.

Another 39km over the rocky and grassy Mt. Binga came next. Results showed Vandersee/Young down 7, Black/Payne 8, Worthington/Full-erton and Tapsall/Moir 9. This section highlighted the enthusiasm shown by a good number of spectators who had been following the rally all night, as they were really giving the surviving com-petitors a big "rev" as we passed them at 1am in the morning.

The final competitive showed us that Ray Vandersee and Ian Young had what might be termed a "bit of local knowledge": This became evident as Ian described just about every rock, rut, bend and bump of the section, while we were waiting for the end of section to be set correctly. It was a "magic" 25km, mostly downhill on good, fast, winding roads. Most crews cleaned after driving their hearts out; a great section to finish the rally.

Outright placings are evident from the following results, however, I would like to offer congratulations to Paul Jones and Dale Jeffreys who won the Clubman class after a rather 'eventful' year and special congratulations to Bernie Derksen and Graham Kidd from Gympie, who took out the honours in the Novice category.

Many thanks to Stuart Ware and his great throng of helpers from I.W.M.A.C. for a very professionally conducted and more importantly, extremely competitive rally.

Dale Payne

A commercial break and then the Results Summary.....

Major Forthcoming Events

25th November - Queensland Times Off Road Spectacular

To be held at Minden on the Brisbane - Toowoomba Road (near Gatton) - the venue will be signposted off the highway. A new short course will display all the action, and they'll be fighting for big money - \$3000 in all and thats \$350 per class and over \$1000 for the grand finale.

A great day out for the whole family

15th Stones Corner Motors Rally

December 1st and 2nd

The event starts from BELLBOWRIE SHOPPING CENTRE, MOGGILL ROAD, BELLBOWRIE, BRISBANE at 2pm where Spectator Instructions will be available. The event covers 400 km on the Ipswich and Gympie maps, the Division break will be at Jimna. Organised by Peter Marshall and Tony Hazeldine.

1st Feb - 1980. CAMS Dinner

Venue to be announced. A top night at which B.S.C.C. featured largely in 1979. An evening giving you an opportunity for fine food, drinks and club representation. Lets see you there. Further details from any Social Sub-Committee or Club Committee member.

Carrie-Motors Rally - Times of competitive stages

Div 1 Sec 8 - 40.3 Km 31 mins

= 2	Worthington/Full	10	=14	Thomson/McNe	14	=28	Reynolds/McKewen	20
	Black/Payne			Garbett/Garb		=30	Harvey/Burgin	21
= 6	Kabel/Kabel	11	=19	Rollinson/Ov	15		Goldsworthy/Boock	
= 8	Bailey/Blake	12	=21	Tapsall/Moir	16	32	Harvey/Carter	22
=14	Cross/Ambrose	14	27	Heales/Trigg	19	=33	Garth/Banks	24

Div 1 Sec 10 - 37.9 km 29mins

= 1	Worthington/Full	6	=13	Bailey/Blake	9	=28	Thomson/McNeil	13
= 4	Kabel/Kabel	7	=19	Cross/Ambros	10		Heales/Trigger	
	Black/Payne			Rollinson/Ov			Goldsworthy/Boock	
=10	Tapsall/Moir	8	=22	Garth/Banks	11	35	Harvey/Carter	15
=13	Harvey/Burgin	9	=25	Garbett/Barb	12			

Division 1

= 2	Worthington/Fuller	Mazda	20	=19	Thomson/McNeil	Torana	33
4	Black/Payne	Mazda	21		Garbett/Garbett	Datsun	
5	Kabel/Kabel	Mazda	22	25	Heales/Trigger	Mazda	39
= 8	Bailey/Blake	Datsun	25	=26	Goldsworthy/Boock	Cortin	40
15	Tapsall/Moir	Celica	28	=28	Harvey/Burgin	Datsun	42
=16	Rollinson/Ovens	Datsun	30	=30	Garth/Banks	Mazda	43
=19	Cross/Ambrose	Mazda	33	33	Harvey/Carter	Torana	45

Div 2 Sec 2 - 23.2 km 18 mins

= 1	Worthington/Fuller	2	=13	Black/Payne	4	=21	Heales/Trigger	5
= 3	Kabel/Kabel	3		Cross/Ambrose		30	Harvey/Carter	13
	Tapsall/Moir			Harvey/Burgin		31	Goldsworthy/Boock	16
	Garbett/Garbett			Rollinson/Ove				
	Bailey/Blake		=21	Thomson/McNeil	5			

Div 2 Sec 3 - 35.4km 27 mins

= 2	Worthington/Fullert	8	= 6	Kabel/Kabel	10	=25	Rollinson/Ovens	20
	Garbett/Garbett			Cross/Ambrose			Heales/Trigger	
= 4	Black /Payne	9	=22	Harvey/Burgin	12	29	Goldaworthy/Boo	28
	Tapsall/Moir		=20	Thomson/McNeil	15	30	Harvey/Carter	47

Div 2 Sec 6 @ 42.2 km 32 mins

= 1	Black/Payne	3	= 4	Cross/Ambrose	6	=19	Harvey/Burgin	10
3	Worthington/Fullert	5		Garbett/Garbet			Heales/Trigger	
= 4	Kabel/Kabel	6		Rollinson/Oven				
	Tapsall/Moir		=17	Thomson/McNeil				

Div 2 Sec 8 - 39.0 km 30 mins

2	Black/Payne	8	= 5	Garbett/Garbet	10	=20	Heales/Trigger	14
= 3	Worthington/Fullert	9		Rollinson/Ove		=23	Cross/Ambrose	17
	Tapsall/Moir		=15	Thomson/McNeil	13			
= 5	Kabel/Kabel	10		Harvey/Burgin				

Division 2

2	Black /Payne	Mazda	24	=14	Harvey/Burgin	Datsun	40
3	Worthington/Fullert	Mazda	25		Rollinson/Ovens	Datsun	
= 4	Tapsall/Moir	Celica	27	19	Thomson/McNeil	Torana	44
	Garbett/Garbett	Datsun		23	Heales/Trigger	Mazda	55
6	Kabel/Kabel	Mazda	29	27	Harvey/Carter	Torana	429

Results

1st	Ray Vandersee / Ian Young	Datsun	37
= 2nd	Russell Worthington / Bruce Fullerton	Mazda	45
	Wayne Black / Dale Payne	Mazda	
4th	Hank Kabel / Simon Kabel	Mazda	51
6th	Keith Tapsall / Ross Moir	Celica	55
10th	Trevor Garbett / Peter Garbett	Datsun	60
13th	Alan Rollinson / Boyd Ovens	Datsun	70
16th	Ann Thomson / Neil McNeil	Torana	77
19th	Kevin Harvey / Paul Burgin	Datsun	82
23rd	Noelle Heales / Bob Trigger	Mazda	94
27th	Barry Harvey / Russell Carter	Torana	474

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club to be held in the BSCC clubrooms, corner of Reid & Hawthorne Streets, Woolloongabba, on Wednesday 28th November 1979, commencing at 8.00 pm.

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.

SECRETARY'S REPORT

Twelve committee meetings were held during the past year. The following is a list of attendance at committee meetings:

President	* Garry Connelly	11
Vice President	* Allan Lawson	8
Immediate Past President		
Honorary Secretary	* Jeff Tremain	12
Assistant Secretary	* Warren Tegg	12
Honorary Treasurer	* Charlie Blake	10
Club Captain	* Lee Drummond	8
Committee	Ian Bond	12
	Dennis Brown	10
	*** Paul Cadell	4
	*** Chris Goodreid	8
	John Hall	11
	Tony Hazeldine	10
	*** Ivan Holmes	5
	**** Peter Marshall	7
	**** Glen Somerville	7
	*** Laurie Tindal	0
	Barry Torrens	10

- * Retiring in accordance with Rule 31
- ** Retiring in accordance with Rule 32
- *** Retired during the year
- **** Appointed during the year and retiring in accordance with Rule 35

In accordance with the Rules the President, Vice President, Honorary Secretary, Assistant Secretary, Honorary Treasurer, Club Captain and half the committee men shall retire from office at the Annual General Meeting, but are eligible for re-election. The committee members who will automatically remain in office for 1980 in accordance with the Rules are Ian Bond, Dennis Brown, John Hall, Tony Hazeldine and Barry Torrens.

SECRETARY'S REPORT (continued)

The following nominations have been received:

President	Garry Connelly
Vice President	Mike Mitchell
Honorary Secretary	Jeff Tremain
Assistant Secretary	Warren Tegg
Honorary Treasurer	Charlie Blake
Club Captain	Tony Hazeldine
Committee	Errol Bailey)
	Peter McMahon)
	Peter Marshall) 5 to be elected
	Wendy Marshall)

Membership for the year stands at 354, consisting of 307 ordinary members, 34 associate members, 4 life members and 9 honorary members. 1979 has been by far our best year for membership numbers, the previous best being 315 in 1977.

The major events organised by the club during the past twelve months were the 14th Stones Corner Motors Rally, the BSCC Novice Clubman Rally, the 1979 Lutwyche Shopping Village Rally, the Yokohama Tyres Warana Festival Rally and the 1979 BP Monroe Wylie 400. Our major social function during the year was the 1978 Christmas Party.

Other events organised by the club included a championship motorkhana and 6 club motorkhanas, a closed autocross and 5 closed off-road events, 12 night runs and 36 indoor nights at the clubrooms. Other social functions included the Childrens Christmas Tree and the Annual Presentation Dinner, and one day run was held during the year. For the first time we held a rally driving school, and the navigation school was conducted again. The clubrooms were used on numerous other occasions for functions such as committee meetings, sub-committee meetings, rally briefings and presentations.

NOTICE OF MOTION

In accordance with the Rules, notice is given of the following motion for consideration at the Annual General Meeting:

That Rule 32 be amended to read as follows:

"Committeemen shall be elected each year at the Annual General Meeting of the Club and shall hold office until the following Annual General Meeting when they shall be eligible for re-election."

NEW MEMBERS

A warm welcome is extended to the following people who became members of the club during the last month:

Eric Bond	Coopers Plains
John Collins	Rocklea
John Gilbert	Bulimba
Brian Keogh	Southport
Rod Sams	New Farm

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 3889	48 9577
HON. TREASURER	Charlie Blake	38 2693	
CLUB CAPTAIN	Lee Drummond	398 7163	
COMMITTEE	Ian Bond		
	Dennis Brown		
	John Hall		
	Tony Hazeidine		
	Peter Marshall		
	Glen Somerville		
	Barry Torrens		
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	
MOTOCHEKANA AND SPEED EVENT			
SUB-COMMITTEE CHAIRMAN	Ian Fink		
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	345 7828	
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 21 Nov Night run organised by John Payne & Paul Cadell
Ballot for Stones Corner Motors Rally
- 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
Scrutineering for Stones Corner Motors Rally
- Wed 28 Nov Annual General Meeting, 8.00 pm
- Sat 1 Dec BSCC Stones Corner Motors Rally
- Tue 4 Dec Committee meeting
- Wed 5 Dec Games night at the clubrooms
- Sat 8 Dec Christmas Party, Dennis Brown's
- Wed 12 Dec Open night at the clubrooms - final for 1979
- Sun 16 Dec Children's Christmas Tree
- ***** The clubrooms will be closed on Wednesday nights
on the 19th and 26th December and on the 2nd and
9th January 1980
- Tue 8 Jan Committee meeting
- Wed 16 Jan Club re-opening night
-

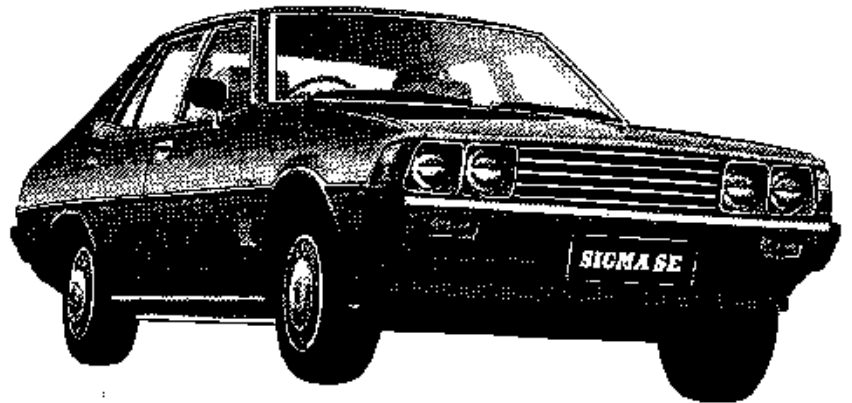


FROM THE RALLY WINNING
LANCER

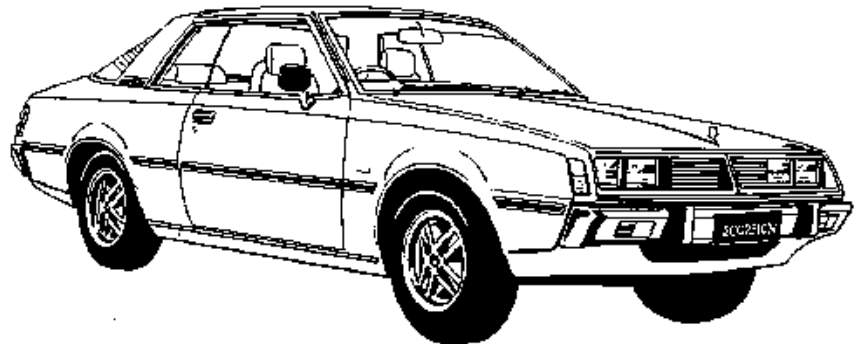
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SIGMA

and



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