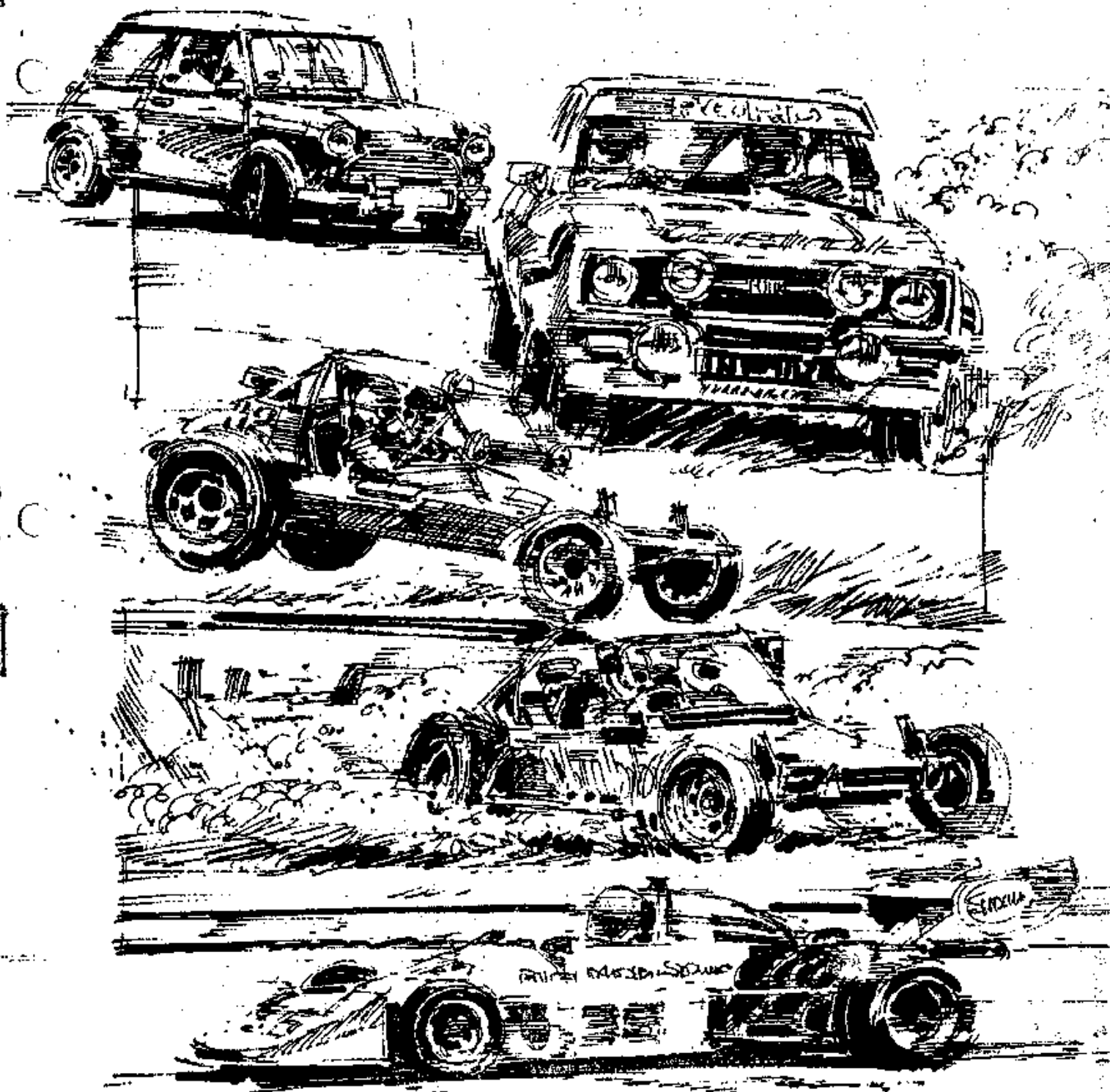




BRISBANE SPORTING CAR CLUB MAGAZINE

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Erisbane Sporting Car Club

Magazine - December 1979

Editorial

A Merry Christmas and a Happy New Year
to all our readers

This copy of the rag has come out a week early, so that as many copies as possible can be collected by members on the final club-night before the Christmas / New Year break. Each copy we don't have to post saves the club 12 cents, and if you save enough of those you have Big Bikkies (and a kilo of Coon to go on them).

I'm delighted to say that there will be no January magazine. Although I've no doubt that by January 5th I'll be sitting in my all-to-quiet shop going steadily, out of what the archaeologist call, my brain. So this magazine contains details of forthcoming events so far ahead that you'll have to see Star Wars 11 for full details. However if you want more information phone the Chairman of the appropriate sub-committee.

Big Ed

Major Forthcoming Event

Greg Chalk Memorial Enduro

Sunday 27th January

This Off Road event will start at 9am, although the prologue will be run on Saturday afternoon the 26th. Unlimited camping space, a fine weekend away from it all for the whole family. The property on which the event will be held will be signposted from Dalby. Doubtless Tara Lions will be in charge of the refreshments tent and we can guarantee a good time will be had by all.

Christmas Tree - December 16th

The More the Merrier at the Clubs annual Childrens Christmas gathering. The fun starts at the Jolimont Street entrance to the Sherwood Arboretum at 1.30pm. They'll be Drinks, Ice Cream, Water Melon etc. Any Crick et gear you have bring along, TIMS says that the Editor needs a big box (to stick his head in).

A Fun Day under the trees!

Queensland Times Off Road Spectacular

Sunday 25th November

A hearty welcome back to Pat McCreery who tells us

We went to the Minden Off Road Event on Sunday with the expectation of working, but lack of power made me a non-starter in the typing field, so I decided to let you have an exhibition of my journalistic skills in a short article.

Arriving at about 8 am on Sunday morning, we were greeted by the tale that, if we wanted to use the competitors car park we had better use four wheel drive. Quite a number of vehicles of all shapes and sizes were already parked in the enclosure - not many four wheel drives in this lot, so we gently put ourselves in a commanding position - close to food - drink - toilets etc. and watched the fun. Most of the later arrivals had some trouble in getting into the parking enclosure, some had the use of several pairs of hands (and muddy feet), Cedric Loy unloaded his Daihatsu and pushed his tow vehicle and trailer up into the pits, Gary Moedt had to unload his Subaru before his Toyota (4WD) could get into the pits - much fun.

I won't go into technicalities such as placings etc. as I am sure that aspect of the day will be covered elsewhere. I must admit to being mainly interested in the spectator point of view.

The practice laps gave us some idea of the action to take place later in the day, with quite a lot of slipping and sliding round the corners - unfortunately the previous night's rain had made the dam too deep for safety, but the outskirts of it proved to be the downfall of several vehicles later in the day.

For sheer audience participation I think the fourwheel drive laps had it made (maybe I am biased - MAYBE) with the little Suzuki - supercharged though it may have been - putting on a great show. Cedric Loy's Daihatsu hasn't quite recovered from its upending at Currumbin, and appeared distinctly sluggish throughout the day. Gary Moedt and his Subaru put on quite an exhibition of Bathurst type tyre changing - in the middle of a lap - and also had some problems with spark plug leads. Seems to happen to the best of them, THAT problem stopped Cedric at Goondiwindi.

Paul Swensons blue Jeep seems to be going pretty well - even though he needed a helping hand up the hill by Cedric's Daihatsu - that man hates to have anyone in front doesn't he, although Paul complained of a near thing being caused by his wrist restraint (shades of Cedric at Currumbin - that's what caused his upset). The newcomer (to me) Mr Hinz looks as though he has his act together also, and should be a worthy opponent in future Off Road things.

However the worst luck of the day must go to Ian Bond - who got to about 10 yards from the finish line and did some nasty things to his gearbox - and it had to be in the big finale. It wouldn't have been so bad if it had happened earlier in the day, but Ian put on a terrific show, driving two faultless heats, and then to have had a mechanical - would have been the very end.

The spectators lapped it up (pardon the pun) and I didn't hear any complaints, and everyone seemed to be highly entertained, and quite a few asked when the next one was to be held. Well Mr Director, how about it. The public loved it and so did I - well run, well organised and great entertainment. Many thanks to the Queensland Times and we look forward to the next time.

Pat McCreery

Results Summary

Practice

1 Tom Poots	1	124.6	14 Laurence Svenson	3	143.5
2 Ian Bond	1	131.6	15 Hector Larson	2	143.9
Bob Baird	1	131.6	16 Walpole Nicholson	4	148.4
4 Col Wilton	1	131.7	17 Terry Conneely	2	150.3
5 Paul Watkinson	1	132.2	18 Eric Bond	2	151.1
6 Pat Collins	1	134.2	19 Mark Forster	2	154.2
7 Steve Blackburn	1	135.3	20 Nev Taylor	4	157.9
8 Will Rodgers	1	136.1	21 Stephen Barbe	1	164.8
9 Dave Chadwick	3	137.1	22 Col Blackburn	1	166.0
10 Gary Wolfe	1	138.6	23 Cedric Loy	5	167.6
11 Ron Dormer	5	141.5	24 Paul Swenson	5	170.4
12 Ron Wilson	2	143.3	25 Rod Sams	3	172.4
13 Brian Keogh	4	143.4	26 Gary Moedt	5	174.7

Lap 1

1 Tom Poots	1	118.9	14 Terry Conneely	2	140.3
2 Bob Baird	1	125.5	15 Hector Larson	2	140.9
3 Pat Collins	1	125.7	16 Ron Dormer	5	141.1
4 Steve Blackburn	1	130.0	17 Nev Taylor	4	147.4
5 Ian Bond	1	130.4	18 Col Blackburn	1	147.5
6 Paul Watkinson	1	130.7	19 Norm Rogers	1	148.4
7 Gary Wolfe	1	131.4	20 Walpole Nicholson	4	151.9
8 Col Wilton	1	132.1	21 Cedric Loy	5	159.0
9 Laurence Svenson	3	133.5	22 Paul Swenson	5	160.9
10 Dave Chadwick	3	134.5	23 John Hinz	5	172.9
11 Ron Wilson	2	136.3	24 Rod Sams	3	184.7
12 Eric Bond	2	138.0	25 Gary Moedt	5	800.6
13 Brian Mannion	1	138.2			

Lap 2

1 Tom Poots	1	122.0	14 Ron Dormer	5	139.3
2 Norm Rogers	1	124.9	15 Brian Mannion	1	140.4
3 Steve Blackburn	1	125.9	16 Terry Conneely	2	141.0
4 Bob Baird	1	126.0	17 Col Blackburn	1	142.0
5 Dave Chadwick	3	126.7	18 Nev Taylor	4	147.9
6 Ian Bond	1	127.6	19 Walpole Nicholson	4	153.4
7 Paul Watkinson	1	128.1	20 Cedric Loy	5	156.0
8 Gary Wolfe	1	129.6	21 Paul Swenson	5	158.8
9 Col Wilton	1	131.6	22 Rod Sams	3	160.3
10 Pat Collins	1	131.9	23 Laurence Svenson	3	163.7
11 Ron Wilson	2	134.8	24 John Hinz	5	167.3
12 Hector Larson	2	136.8	25 Gary Moedt	5	169.0
13 Eric Bond	2	139.2			

Positions after 2 Laps

1 Tom Poots	1	240.9	10 Wilson	2	271.1	19 Svenson	3	297.2
2 Bob Baird	1	251.5	11 Rogers	1	273.3	20 Nicholson	4	305.3
3 Steve Blac	1	255.9	12 E Bond	2	277.2	21 Loy	5	315.0
4 Pat Collin	1	257.6	13 Larson	2	277.7	22 Swenson	5	319.7
5 Ian Bond	1	258.0	14 Mannion	1	278.6	23 Hinz	5	340.2
6 P Watkinso	1	258.8	15 Dormer	5	280.4	24 Sams	3	345.0
7 Wolfe	1	261.0	16 Conneely	2	281.3	25 Moedt	5	969.6
8 Chadwick	3	261.2	17 C Blackburn	1	289.5			
9 Col Wilton	1	263.7	18 Taylor	4	295.3			

Lap 3

1 Poots	1	122.9	9 Wilson	2	133.5	17 Mannion	1	146.5
2 Baird	1	123.2	10 Wolfe	1	135.1	18 Nicholson	4	151.4
3 S Blackburn	1	124.2	11 Larson	2	135.3	19 Swenson	5	157.9
4 Collins	1	125.5	22 Conneely	2	137.4	20 Loy	5	158.7
5 Watkinson	1	127.2	13 C Blackburn	1	139.8	21 Sams	3	161.1
6 Wilton	1	128.7	14 E Bond	2	141.2	22 Hinz	5	178.2
7 Chadwick	3	129.4	15 Dormer	5	143.5			
8 I Bond	1	131.5	16 Taylor	4	144.9			

Positions after 3 Laps

1 Poots	1	363.8	9 Wolfe	1	396.1	17 Taylor	4	440.2
2 Baird	1	374.7	10 Wilson	2	404.6	18 Nichol	4	456.7
3 S Blackburn	1	380.1	11 Larson	2	433.0	19 Swenso	5	477.6
4 Collins	1	383.1	12 E Bond	2	418.4	20 Loy	5	473.7
5 Watkinson	1	386.0	13 Conneely	2	418.7	21 Sams	3	506.1
6 I Bond	1	389.5	14 C Blackburn	1	419.3	22 Hinz	5	518.4
7 Chadwick	3	390.6	15 Dormer	5	423.9			
8 Wilton	1	392.4	16 Mannion	1	425.1			

Lap 4

1 Baird	1	124.1	8 Larson	2	134.8	15 Taylor	4	145.6
2 S Blackburn	1	124.7	9 Chadwick	3	135.1	16 Dormer	5	147.4
3 Wilton	1	127.4	10 Poots	1	135.3	17 Nichol	4	152.8
4 Watkinson	1	127.9	11 Collins	1	135.6	18 Swenso	5	153.0
5 Wolfe	1	130.8	12 Conneely	2	138.1	19 Sams	3	154.4
6 I Bond	1	132.8	13 E Bond	2	138.4	20 Loy	5	156.7
7 Wilson	2	134.4	14 C Blackburn	1	142.0	21 Hinz	5	170.3

Positions after 4 Laps

1 Baird	1	498.8	8 Chadwick	3	525.7	15 Dormer	5	571.3
2 Poots	1	499.1	9 Wolfe	1	526.9	16 Taylor	4	585.8
3 S Blackburn	1	505.4	10 Wilson	2	539.0	17 Nichol	4	609.5
4 Watkinson	1	533.9	11 Larson	2	547.8	18 Loy	5	630.4
5 Collins	1	518.7	12 Conneely	2	556.8	19 Swenso	5	630.6
6 Wilton	1	519.8	E Bond	2		20 Sams	3	660.5
7 I Bond	1	522.3	14 C Blackburn	1	561.3	21 Hinz	5	688.7

Lap 5

1 S Blackburn	1	124.5	8 Wilson	2	134.7	15 Taylor	4	159.1
2 Baird	1	126.2	9 Collins	1	136.1	16 Loy	5	159.6
3 Watkinson	1	128.0	10 E Bond	2	138.1	17 Hinz	5	167.8
4 Wolfe	1	128.6	11 Larson	2	145.3	18 Dormer	5	171.8
5 I Bond	1	130.1	12 Sams	3	149.0	19 C Blac	1	176.9
6 Wilton	1	131.8	13 Nicholson	4	150.2			
7 Chadwick	3	132.4	14 Swenson	5	152.2			

Positions after 5 Laps

1 Baird	1	625.0	8 Chadwick	3	658.1	15 Nichol	4	759.7
2 S Blackburn	1	629.9	9 Wilson	2	673.7	16 Swenson	5	782.8
3 Watkinson	1	641.9	10 Larson	2	693.1	17 Loy	5	790.0
4 Wilton	1	651.6	11 E Bond	2	694.9	18 Sams	3	809.5
5 I Bond	1	652.4	12 C Blackburn	1	738.2	19 Hinz	5	856.5
6 Collins	1	654.8	13 Dormer	5	743.1			
7 Wolfe	1	655.5	14 Taylor	4	744.9			

Lap 6

1 Baird	1	123.4	8 Collins	1	140.8	15 Larson	2	153.3
2 S Blackburn	1	125.3	Chadwick	3	140.8	16 Watkins	1	154.9
3 I Bond	1	129.1	10 Sams	3	148.7	17 Loy	5	156.0
4 Wolfe	1	132.0	11 Taylor	4	149.2	18 C Blac	1	176.7
5 Wilson	2	132.1	Dormer	5	149.2	19 Hinz	5	209.8
6 Wilton	1	133.2	13 Swenson	5	149.8			
7 E Bond	2	137.6	14 Nicholson	4	150.5			

Positions at the rest halt

1 Bob Baird	1	748.4	10 Hector Larson	2	846.4
2 Steve Blackburn	1	754.7	11 Ron Dormer	5	893.2
3 Ian Bond	1	781.5	12 Nev Taylor	4	894.1
4 Col Wilton	1	785.8	13 Walpole Nicholson	4	909.2
5 Gary Wolfe	1	787.5	14 Col. Blackburn	1	914.9
6 Fat Collins	1	795.6	15 Paul Swenson	5	932.6
7 Dave Chadwick	3	798.9	16 Cedric Loy	5	946.0
8 Ron Wilson	2	805.8	17 Rod Sams	3	1018.2
9 Eric Bond	2	832.5	18 John Hinz	5	1066.3

Lap 7

1 Poots	1	126.3	9 E Bond	2	132.5	17 Wilson	2	143.5
2 Watkinson	1	122.9	10 Rogers	1	134.1	18 Swenson	5	156.5
3 I Bond	1	123.9	11 Baird	1	134.2	19 Sams	3	157.7
4 Collins	1	125.9	Mannion	1	134.2	20 Taylor	4	158.2
5 S Blackburn	1	126.3	13 Chadwick	3	134.8	21 Loy	5	159.1
6 Wilton	1	126.6	14 Dormer	5	139.1	22 Hinz	5	161.4
7 Wolfe	1	127.2	15 C Blackburn	1	140.3	23 Moedt	5	170.6
8 Conneely	2	128.8	16 Larson	2	142.1	24 Nicholson	4	605.9

Lap 8

1 S Blackburn	1	122.5	9 Conneely	2	128.4	17 Sams	3	153.9
2 Baird	1	122.6	10 E Bond	2	130.4	18 Loy	5	154.3
3 Wilton	1	123.3	11 Rogers	1	131.3	19 Swenson	5	156.3
4 I Bond	1	123.4	12 C Blackburn	1	134.0	20 Taylor	4	158.2
5 Wolfe	1	126.0	13 Wilson	2	134.4	21 Moedt	5	165.4
6 Poots	1	126.3	14 Chadwick	3	134.5	22 Hinz	5	168.7
7 Collins	1	127.4	15 Dormer	5	141.7			
8 Watkinson	1	127.5	16 Mannion	5	144.0			

Positions after two laps of the second lot,
it was these laps only that counted for awards (why?)

1 Poots	1	247.1	9 Conneely	2	257.2	17 Sams	3	311.6
2 Ian Bond	1	247.3	10 E Bond	2	262.9	18 Swenson	5	312.8
3 S Blackburn	1	248.8	11 Rogers	1	265.4	19 Loy	5	313.4
4 Wilton	1	249.9	12 Chadwick	3	269.3	20 Taylor	4	366.4
5 Watkinson	1	250.4	13 C Blackburn	1	274.3	21 Hinz	5	330.1
6 Wolfe	1	253.2	14 Wilson	2	277.9	22 Moedt	5	336.0
7 Collins	1	253.3	15 Mannion	1	278.2			
8 Baird	1	256.8	16 Dormer	5	280.8			

Lap 9

1 S Blackburn	1	121.1	8 E Bond	2	129.0	15 Swenson	5	153.4
= 2 Poots	1	122.1	9 Watkinson	1	129.9	16 Loy	5	157.7
Rogers	1	122.1	10 Wilson	2	131.5	17 Taylor	4	166.9
4 Baird	1	124.5	11 Chadwick	3	132.8	18 Hinz	5	167.0
5 Collins	1	126.4	12 Conneely	2	133.4	19 Moedt	5	173.8
6 I Bond	1	126.8	13 C Blackburn	1	133.9	20 Sams	3	219.3
7 Wolfe	1	128.6	14 Dormer	5	147.4	21 Wilton	1	657.6

Positions after 3 Laps

1 Poots	1	369.2	8 Rogers	1	387.5	15 Swenson	5	466.2
2 S Blackburn	1	369.9	9 Conneely	2	390.6	16 Loy	5	471.1
3 I Bond	1	374.1	10 E Bond	2	391.9	17 Taylor	4	483.3
4 Collins	1	379.7	11 Chadwick	3	402.1	18 Hinz	5	497.1
5 Watkinson	1	380.3	12 C Blackburn	1	408.2	19 Moedt	5	509.8
6 Baird	1	381.3	13 Wilson	2	409.4	20 Sams	3	530.9
7 Wolfe	1	381.8	14 Dormer	5	428.2	21 Wilton	1	907.5

Lap 10

1 S Blackburn	1	120.9	8 E Bond	2	131.3	15 Loy	5	156.6
2 I Bond	1	123.8	9 Wilson	2	134.7	16 Taylor	4	185.7
3 Baird	1	124.2	10 Chadwick	3	135.5	17 Sams	3	218.3
4 Rogers	1	125.1	11 Conneely	2	136.3	18 Hinz	5	328.6
5 Collins	1	126.1	12 C Blackburn	1	137.5	19 Moedt	5	375.5
6 Poots	1	127.4	13 Dormer	5	149.8			
7 Wolfe	1	130.8	14 Swenson	5	150.7			

Positions after 4 Laps

1 S Blackburn	1	490.8	8 E Bond	2	523.2	15 Loy	5	627.7
2 Poots	1	498.6	9 Conneely	2	526.9	16 Taylor	4	669.0
3 I Bond	1	497.9	10 Chadwick	3	537.6	17 Sams	3	749.2
4 Collins	1	504.8	11 Wilson	2	544.1	18 Hinz	5	825.7
5 Baird	1	505.5	12 C Blackburn	1	545.7	19 Moedt	5	885.3
= 6 Rogers	1	512.6	13 Dormer	5	578.0			
Wolfe	1	512.6	14 Swenson	5	616.9			

Lap 11

1	S Blackburn	1	120.2	=	7	Wolfe	1	130.4	13	Loy	5	158.9
2	Poots	1	120.4			E Bond	2	130.4	14	Hinz	5	162.5
3	Rogers	1	122.7		9	Collins	1	133.0	15	Taylor	4	172.9
4	I Bond	1	123.7		10	Wilson	2	133.7	16	Dormer	5	211.5
5	Baird	1	125.0		11	Chadwick	3	136.1	17	Sams	3	212.6
6	Conneely	2	129.6		12	Swenson	5	151.6	18	Moedt	5	303.3

Positions after 5 Laps

1	S Blackburn	1	611.0		7	Wolfe	1	643.0	13	Loy	5	786.6
2	Poots	1	617.0		8	E Bond	2	653.6	14	Dormer	5	789.5
3	I Bond	1	621.6		9	Conneely	2	656.5	15	Taylor	4	841.9
4	Baird	1	630.5		10	Chadwick	3	673.7	16	Sams	3	961.8
5	Rogers	1	635.3		11	Wilson	2	677.8	17	Hinz	5	989.2
6	Collins	1	637.8		12	Swenson	5	768.5	18	Moedt	5	1188.6

Lap 12

1	S Blackburn	1	122.8		7	E Bond	2	127.6	13	Loy	5	167.2	
2	I Bond	1	123.2		8	Wolfe	1	132.1	14	Dormer	5	172.9	
=	3	Baird	1	126.5		9	Wilson	2	132.6	15	Taylor	4	173.8
		Conneely	2	126.5		10	Chadwick	3	137.0	16	Sams	3	215.6
	5	Rogers	1	126.7		11	Swenson	5	153.3				
	6	Collins	1	127.2		12	Hinz	5	157.1				

Round 2 Times

1	S Blackburn	1	753.8		7	E Bond	2	781.2	13	Sams	3	937.4
2	I Bond	1	747.8		8	Conneely	2	783.0	14	Loy	5	953.8
3	Baird	1	757.0		9	Wilson	2	810.4	15	Taylor	4	1015.7
4	Rogers	1	762.0		10	Chadwick	3	810.7	16	Hinz	5	1145.3
5	Collins	1	766.0		11	Dormer	5	902.4				
6	Wolfe	1	775.1		12	Swenson	5	921.8				

Final : Lap 1

1	I Bond	1	120.2
2	S Blackburn	1	122.6
3	Chadwick	3	127.1
4	Conneely	2	127.3
5	Taylor	4	120.2
6	Dormer	5	122.5

Lap 2

1	I Bond	1	122.0
2	S Blackburn	1	124.5
3	Chadwick	3	127.0
4	Conneely	2	129.0
5	Taylor	4	137.3
6	Dormer	5	140.2

Lap 3

1	I Bond	1	122.2
2	S Blackburn	1	123.8
3	Conneely	2	132.5
4	Taylor	4	140.5
5	Dormer	5	164.3

Lap 4

1	I Bond	1	122.6
2	S Blackburn	1	123.4
3	Conneely	2	129.2
4	Dormer	5	139.5
5	Taylor	4	142.7

Lap 5

1	I Bond	1	122.2
2	S Blackburn	1	123.4
3	Conneely	2	128.2
4	Taylor	4	139.9
5	Dormer	5	142.4

Lap 6

1	S Blackburn	1	121.4
2	Conneely	2	127.1
3	Taylor	4	142.1
4	Dormer	5	149.0

The addition of Round 1 Times to Round 2 Times

1	S Blackburn	1	1488.5		6	Chadwick	3	1609.6	11	Loy	5	1890.8
2	Baird	1	1505.4		7	E Bond	2	1613.7	12	Taylor	4	1909.8
3	I Bond	1	1529.3		8	Wilson	2	1666.2	13	Sams	3	1975.6
4	Collins	1	1561.6		9	Dormer	5	1795.6	14	Hinz	5	2211.6
5	Wolfe	1	1562.6		10	Swenson	5	1852.5				

Fastest Laps

1	Poots	1	118.9		10	Conneely	2	126.5	19	Dormer	5	139.1	
=	2	I Bond	1	120.2		11	Chadwick	3	126.7	20	Sams	3	148.7
		S Blackburn	1	120.2		12	Bond E.	2	127.6	21	Swenson	5	149.8
	4	Rogers	1	122.1		13	Wilson	2	131.5	22	Nicholson	3	150.2
	5	Baird	1	122.6		14	Swenson	3	133.5	23	Forster	2	154.2
	6	Watkinson	1	122.9		15	S Blackburn	1	133.9	24	Loy	5	154.3
	7	Wilton	1	123.3		16	Mannion	1	134.2	25	Hinz	5	157.1
	8	Collins	1	125.9		17	Larson	2	134.8	26	Barbe	1	164.8
	9	Wolfe	1	126.0		18	Taylor	4	137.3	27	Moedt	5	165.4

Sextertanaginal Survey (Rounds 1 and 2 only)

		1	2	3	4	5	6
Steve Blackburn	1	6	2	2	1	1	
Tom Poots	1	4	2				2
Bob Baird	1	2	4	2	2	1	
Ian Bond	1		2	2	2	2	3
Will Rogers	1		2	1	1	1	
Paul Watkinson	1		1	1	1	1	1
Col Wilton	1			2			4
Gary Wolfe	1				2	2	
Terry Conneely	2			1			1
Ron Wilson	2					1	
Dave Chadwick	3					1	

The Wayne Payne Interview

When members of the B.S.C.C. win the Queensland Rally Championship I usually have an interview with them in the December magazine, however I haven't seen either Wayne Black or Dale Payne to talk to for weeks so I've interviewed a friend of theirs, and I've asked him to supply the answers to my questions that Wayne would have given.....

BE..How long have you had such lovely legs ? IWP..Since I was a pup. BE..Who were your sponsors during the 1979 Rally Season ?

IWP.. K J Car Electrics, Ensign Tyre Stores, Rustrid Australia, Stones Corner Motors and for a few events Taringa Mazda. BE.. For a championship winning performance your team seemed to be very low keyed, you even ran throughout the year without a Limited Slip Diff, one of the things I would have had down as a first priority for a forest racer. IWP.. Yes we tried to keep costs down and

LSD's are very expensive. We operated on a very tight budget but as our successful year unfolded we found more people willing to help us. BE..What was your budget for the year ? IWP..Three cents. BE..What was your most memorable rally during the year ?

IWP..That must be the Humphrey Memorial Rally. We did finally win it, but only after the most frantic tussle with Keith Tapsall - even after he rolled we only beat him by 5 mins with Alan Stean between us 3 minutes down. BE..Do you think of Ray Vandersee as

perhaps this years moral victor ? He did after all do fewer events and won more. IWP..If he'd had more sense he would have run in more events. BE..As I've intimated earlier your car wasn't very far off standard. What changes did you make, and who did the work on the car ? IWP..Yes the car was kept in pretty much showroom

condition, especially the engine so we could gain reliability. The car was prepared by Dale (So if it broke in the forests he was the one to walk 8km for help), Peter McMahon, and Russell Worthington tuning the car prior to events. BE..The 1978 Queensland Champ-

ion never begrudged helping the car who it seemed would take his title ? IWP..Never ! Russell went well out of his way several times to ensure we had as good a car as possible. BE..Who was the backbone of your service crew during the year ? IWP..Peter McMahon and Kerry Payne. Although we never had any trouble getting help - I particularly

remember Paul Cadell lying in the muck at Stanthorpe. BE..Wayne your soliciting up at Gympie now, what are your plans for 1980 ? IWP.. I intend to do the World Rally Championship in Tony Kabels 1963 (?) Mazda. I felt that Waldegard was slightly below my pace on the Gross.

BE..What sort of time does it take you to get to Gympie ? IWP.. 1hr 10 mins with a southerly wind. BE..Wayne are you going to get one on the night of the clubs Christmas party ? IWP..I don't know if I'll get one at the Christmas Party, but CAMS will present me with two in February. BE..Lucky lad. Thank you the Imitation Wayne Payne.

Big Egs Column

Ayatullah Khomeini takes over the Brisbane Sporting Car Club

In a surprise move today the Ayatullah Khomeini emptied the Iranian bank fund and with the \$4.20 he leapt on his carpet and flew to the Brisbane office of CAMS. There, he displayed the wealth of the orient before Berney Moy, a fudgy picture of a 40,000 Swiss Franc note, and became the sole proprietor of the B.S.C.C.

His first statement was that he would like to serve the committee, and he did. Charlie Blake and Tony Hazeldine were served hard boiled, Wendy Marshall and Warren Tegg were a pair of little dumplings, Peter Marshall was fried in the Cantonese manner, Garry Connelly was stuffed with red peppers and Jeff Tremain was sliced thin and served in the Woolloongabba manor.

Almost all of the members suffered under the new Islamic laws which punish sins by removal of appropriate bits of the body. 3 lost hands, Kerry Payne lost her hips, Bruce Fullerton lost his tongue, 298 members were castrated (Known as "losing your memberstrip") and the editor lost his nose and one finger.

Shortly after taking office a fanatical band of New Farm tribesman took over the centre of Brisbane's religious life, the Castlemaine brewery. Despite several brave rushes by the Queensland Police firing corks and shouting "Did you march here?" they weren't removed for several days. Their leader, a man named Toohey, claimed he had a magic potion that would change the beer for the better. A sample of the new brew was given to the Ayatullah who took a sip and then spat it out. "Crp" he said, which was rather a pity as his every word is a command, and at the time he was at the clubs Off Road night - still now the Ayatullahs goats feel more at home. Whilst Toohey occupied the brewery the Ayatullah put the rumour around that he was in fact from the Northern District M.G. Renault Ipswich and West Moreton Automobile Darling Downs Sporting Car Club, the ensuing riots burnt down every other car club in Queensland. Toohey was finally enticed out when he was offered a 10 day holiday-in Poland, with the warning that if he didn't come out at once he'd get a 20 day holiday.

Meanwhile in the Southern states things had been happening, the former head of Iran, the Shower of the Pee-Cock Thrown Off Balance, had gone to CAMS to have his wallet emptied. The Ayatullah seized his chance and soon the Brisbane CAMS staff were being held hostage - but only from 12 to 3 and then only on selected days (4th after Lent and the Feast of the Passover). CAMS Melbourne refused to release the Shower until he'd paid his sponsors Fee (\$800), Entrants Fee (Trade - \$1200), Competitors Fee (\$1500) and his car registration fees, (32 solid gold Rolls Royce Phantom V's at \$2100 each). Soon a stand off situation evolved, the Shower had been ruined by CAMS fees and the Ayatullah refused to release the hostages until the Shower's full wallet was returned. Following a meeting of the Full Bench of the F.I.A.'s Security Council sanctions were taken against the B.S.C.C. CAMS Melbourne issued free licences to all Queensland Competitors, and far from demanding an entry fee for events they gave \$50 to every starter. By May when the hostages had been held for 3 working days, the Lutwyche Shopping Village Rally had 410,000 entrants, and knowing the event would last for 569 days and that the Ayatullah would be occupied for that amount of time, CAMS moved up the big weapon - Peter Whalley. Suddenly Peter crashed through the window of the CAMS office, the Ayatullah cried "I shall kill the hostages" and began to read his captives the boring-to-death B.S.C.C. magazine. But Peter grabbed his beard and disclosed that the Ayatullah HAD BEEN JOH ALL THE TIME! his false beard and his apparel had been part of the anti-skin cancer campaign, amazement all round !!!

Stones Corner Motors Rally

1st/2nd December 1979

I was going to get somebody sensible to write this report, but the magazine having been bought forward a week means that your lumbered with me.

Big Ed

Despite not being a round of the Queensland Rally Championship this event attracted a star studded entry. The two quickest men in the state were there, Murray Coote in his Escort and Rod Browning in his Gemini, both top vehicles new to the Qld. rally scene. Plus full representations in every class making a total of 51 entrants and 48 starters. Keith Tapsall had John Hall grunting the way, while Ross Moir had returned to Ann Thomsons Torana. Tim Bailey, who was destined to put up individual times in the clubmans class that would only be beaten by the mercurial Peter Phillips, had John Blake with him. I was once again the worlds oldest Novice, this time navigating for Mark Taylor who has moved to Brisbane from Adelaide, he has an ex-Gerry Rainsford, Chateau Moteur, 2.2 litre Lancer. Its a bit ridiculous that an inter-state move makes a graded driver into a novice again - after all it is the same country (?).

The start was held, within spitting distance of the Directors (Peter Marshalls) home, at Bellbowrie Shopping Centre, with the first stage being a short autocross in an adjacent paddock.

This first stage, worth a lot in prizes courtesy of Coca-Cola but not terribly important in the great scheme of things, was won by, well actually, it was won by my man .2 of a second ahead of Murray Coote. What was really remarkable was that this was Marks first competitive mileage in the car - personally I didn't think it looked all that quick, but in rallying, furious = slow, is so often the case.

A long transport then upto the woods between Kilcoy and Jimna for the start of the rally proper. In the garage at Kilcoy I saw Rod Cross and Dave Ambrose energetically "blowing the jets" on the Mazda's carbide. This heralded a frustrating evening of poor performances for them until they gave it away during the second division.

The first 17 minute forest stage showed the sheer pace of Murray Coote as he was 1 minute ahead of the fastest opposition. This was Browning, McLoughlin, Neumann, Stean, Barr, Black, Trevor Garbett and Us. This was Mark's first Queensland forestry stage and he was delighted with the quality and pace of the roads. Peter Phillips dropped 2 minutes of the pack here as Warren Tegg "fell off the route chart" a couple of times. Subsequently Peter rose from 14th at the first halt to 3rd by the finish - a sterling drive.

The next stage was the lucrative "Peak-Marchal" stage. Murray Coote was 1 second faster than Wayne Black over the somewhat rougher (but not rough) 6.2km. Followed closely by Browning, then John Barr who had Bruce Fullerton with him trying hard to improve his 1979 luck. Former BSCC club Champion Daryll Kelly was navigating for novice Roger Kimeklis in the back of the red Torana. After breaking the Halda cable on the first forestry they lost time at the start of the stage rectifying matters. On the next short stage almost everybody, apart from Rod Cross, dropped either 2 or 3.

The first halt was so near to the start of the event that no clear pattern had emerged. However Murray Coote led the rest down 7 mins. Those down 8 mins were McLoughlin, Neumann, Jones, Barr, Black and Garbett. BSCC members who were equal 8th on 9 mins were Stean, Tapsall, Bailey and Us. Peter Phillips was a rotten 14th, Laurie Garth a splendid 16th, Ann Thomson 24th, then the BSCC young bloods, Phil Stephan, Ian Goldsworthy; Rod Mack ay, Chris Harbeck and Daryll Kelly (Nav) were all =28th down 16 mins. Rod Browning and David Kortlang had lost 13 mins in

service and now they were 38th but due for a meteoric rise that would elevate them to 9th. We had an hours break here, with 30 mins to work on the car. Bruce Fullerton said that his man (John Barr) was doing things not in the instructions, like putting two wheels in the ditch or nudging a bank.

The next stage was down "Cadells Leap". A good fast thrash. We just overshot the TVHR at the bottom of the hill, but poor old Ross Moir and Daryll Kelly found another TVHR and got themselves into a right pickle. This stage included a passage control with no officials, then after a TVHL at a spectator point our throttle stuck wide open necessitating a quick look-see. All the fast-uns dropped 7 here, Murray dropped 8 as did Ian Friar, Chris Harbeck and Rod Cross who got the Mazda moving for once.

The next stage was the long one 38.8km in 36 mins. But a tree across the road kept the whole field waiting for 2 long and dispiriting hours. However I was alright Jack as I went to sleep, but the brunt of the problem fell squarely on the shoulders of the poor, uninformed, control officials yet again.

The subsequent stage was a real beauty. To Mark's considerable surprise we were sung off the line by Daryll singing "Chunder in the Pacific Sea", I'd told Mark that this section had closed gates on it, and as I'm pathetic on gates he'd have to go like the wind to make up for my inadequacy. As it was there were only 2 shut gates and they were nice sensible metal ones. So we tied =3 with Wayne Black down 5 mins, ahead of us down 4 were Browning and a very nice run by the Garbetts.

The next stage was cleaned by Browning, Coote, Phillips and Garbett. And the one after that featured a bog. We were all expecting a long muddy patch but in fact it was a sharp creek crossing with a very muddy exit. We got straight across at the cost of a clipped wing, but among those to come unstuck were Peter Phillips who dropped 11 mins, and Wayne Black who suffered from severe brain fade, dropping 12 mins in consequence. Good times were by Coote (3), Stean (4), Barr (5) with Tim Bailey and us =9 on 6. Rod Mackay put in a 7 minute flier and Ian Goldsworthy 8.

The final four stages turned the order topsy-turvy. The first two stages were the usual scene. Coote winning one and Browning the other (with Wayne Black wearily waving us past his Mazda which had a stuffed carbie), then on the 21.5km of "Winch" several things went wrong. Murray dropped 13 mins to John Barr's 8 (Peter Phillips was fastest on 7) and we dropped a massive 18. At 12.16km there was a Keep Left then Bear Right uphill. But the BR was a fair way from the KL and I thought we'd reached the next instruction which was Left at T.

Everybody was well screwed up for the last stage, a short 8.8km down "Cadells Leap" again. Our departure was delayed and then on the TVHR at the bottom of the hill, we found the road completely blockhead by a crowd of loonies in a service vehicle pulling Alan Stean out of the scenery. They did uncouple the tow and get out of the way with some speed, but blocking a stage when cars are arriving at regular 2 minute intervals must rate as a stupid thing to do - or was this action taken as it was only the Novices coming through, and who cares about them anyway? It was a lovely stage and we were right up Rod Mackays hurrying Torana at the finish - even if the control people did see us a minute apart. One surprise was seeing Ian Goldsworthy leaning on his car pointing into the bushes. We just hoped he was pointing at the way he wanted us to go, and not to something ghastly he'd done.

Nice event shame about the long wait.

Big Bikkies for John Barr and Bruce Fullerton, Murray Coote was 2nd, Peter Phillips 3rd, 'Steady' Tapsall 4th, Tim Bailey was a fine 8th, Rod Browning 9th, we slumped to 10th and Phil Stephan won the race for the "boys" in 19th position.

PS I am a son of Keith Tapsall now =5th (amendment) Big Ed.

Knowelles Kiddies Korner

Its no good saying "Pommie !!!!!!!" when you read this as I was given this to print by Noelle Heales, and she's True Blue, Fare Dinkum and a Big Bikkie.

The kings and queens of England,
in correct and rhyming order.....

Willie, Willie, Harry, Steve. Harry, Dick, John, Harry 3.
1 2 3 Neds; Richard 2, Henry 4 5 6 then who. Edward 4'5,
Dick the bad, Harry Twain and Ned the lad. Mary, Bessie, James
the vain. Charlie, Charlie then James again. Will and Mary,
Anna Gloria, 4 Georges, William and Victoria. Edward 7 and
George 5, Edward 8, George the sixth then Queen Liz and on the
throne she sits.

Stones Corner Motors Results Summary

Coca-Cola .7km 1min

1 Taylor/Big Ed	61.0	=13	Garbett/Garbe	64.0	29	Goldsworthy/Ski	66.3
2 Coote/Smith	61.2		Bailey/Baile		=30	Thomson/Moir	67.0
= 3 Phillips/Tegg	62.0	=19	Garth/Banks	64.5		Friar/Hickey	
6 Browning/Kortl	62.5		Kimeklis/Kel		=34	Harvey/Spiden	67.5
= 8 Bailey/Blake	62.8	=25	Cross/Ambros	65.5	=37	Mackay/Law	68.0
10 Tapsall/Hall	63.2		Stephan/Bosb				
12 Black/Payne	63.8	=27	Harbeck/Goop	66.0			

Pig-Pocket 18.7km 17mins

1 Coote/Smith	2	=10	Tapsall/Hall	4	=18	Harbeck/Goopy	5
= 2 Browning/Kortlang	3		Bailey/Blake			Kimeklis/Kelly	
Stean/Fullerton		=18	Phillips/Tegg	5	=40	Thomson/Moir	7
Barr/Fullerton			Stephan/Bosboom			Harvey/Spiden	
Black/Payne			Goldsworthy/Ski			Friar/Hickey	
Garbett/Garbett			Mackay/Law		43	Cross/Ambrose	8
Taylor/Big Ed			Garth/Banks				

"Peak - Marshall" 6.2km 5mins

1 Coote/Smith	7.00	=14	Tapsall/Hall	7.34	=34	Mackay/Law	8.32
2 Black/Payne	7.01	=16	Taylor/Big E	7.36		Friar/Hickey	
3 Browning/Kortl	7.07	=21	Thomson/Moir	7.55	36	Garth/Banks	8.43
4 Barr/Fullerton	7.10		Bailey/Blake		37	Harvey/Spiden	9.14
= 5 Stean/Fullerto	7.12	24	Stephan/Bosb	8.01	38	Cross/Ambrose	9.50
9 Garbett/Garbett	7.18	28	Goldsworthy/	8.07	42	Kimeklis/Kelly	12.38
11 Phillips/Tegg	7.22	29	Harbeck/Goop	8.09			

"Tungi" 6.8km 5 mins

= 1 Browning/Kortlang	2	= 1	Garbett/Garbett	2	=17	Friar/Hickey	3
Coote/Smith			Bailey/Blake			Garth/Banks	
Stean/Fullerton		=17	Thomson/Moir	3		Harbeck/Goopy	
Barr/Fullerton			Stephan/Bosboom			Kimeklis/Kelly	
Black/Payne			Goldsworthy/Ski		=39	Harvey/Spiden	5
Tapsall/Hall			Mackay/Law		41	Cross/Ambrose	6
Phillips/Tegg			Taylor/Big Ed				

First Halt Positions

1 Coote/Smith	7	= 8	Taylor/Big Ed	9	=28	Harbeck/Goopy	16
=2 Barr/Fullerton	8	=14	Phillips/Tegg	10		Kimeklis/Kelly	
Black/Payne		=16	Garth/Banks	11	36	Cross/Ambrose	19
Garbett/Garbett		=24	Thomson/Moir	13	38	Browning/Kortlang	21
=8 Stean/Fullerton	9	=28	Stephan/Bosboo	16	39	Friar/Hickey	24
Tapsall/Hall			Goldsworthy/Sk		41	Harvey/Spiden	65
Bailey/Blake			Mackay/Law				

"Jimna" 12.4km 10mins

= 1	Browning/Kortlang	7	= 8	Stean/Fullerton	8	=21	Mackay/Law	9
	Barr/Fullerton			Bailey/Blake			Garth/Banks	
	Black/Payne			Cross/Ambrose		33	Taylor/Big Ed	11
	Tapsall/Hall			Friar/Hickey		=36	Thomson/Moir	15
	Phillips/Tegg			Harbeck/Goopy			Kimeklis/Kelly	
	Garbett/Garbett		=21	Stephan/Bosboom	9			
= 8	Coote/Smith	8		Goldsworthy/Skinn				

"Kingham" 38.8km 36mins

= 1	Browning/Kortlang	4	=12	Barr/Fullerton	7	=26	Friar/Hickey	9
	Garbett/Garbett			Stean/Fullerton			Garth/Banks	
= 3	Black/Payne	5		Tapsall/Hall		=30	Kimeklis/Kelly	10
	Taylor/Big Ed			Bailey/Blake		33	Stephan/Bosboom	11
= 6	Barr/Fullerton	6	=20	Mackay/Law	8	34	Goldsworthy/Sk	12
	Phillips/Tegg		=26	Thomson/Moir	9	36	Harvey/Goopy	16

"Pungun" 16.0km 13mins

= 1	Browning/Kortlang	0	= 5	Taylor/Big Ed	1	=16	Kimeklis/Kelly	2
	Coote/Smith		=16	Thomson/Moir	2	=30	Black/Payne	3
	Phillips/Tegg			Bailey/Blake			Tapsall/Hall	
	Garbett/Garbett			Stephan/Bosboom			Garth/Banks	
= 5	Stean/Fullerton	1		Mackay/Law		35	Goldsworthy/Ski	5
	Barr/Fullerton			Harbeck/Goopy				

"Gallangowan" 27.9km 24mins

1	Coote/Smith	3	=13	Mackay/Law	7	27	Black/Payne	12
2	Stean/Fullerton	4	=18	Garbett/Garbett	8	28	Kimeklis/Kelly	13
= 3	Barr/Fullerton	5		Goldsworthy/Skinn		30	Harbeck/Goopy	15
= 9	Bailey/Blake	6	=22	Stephan/Bosboom	9	32	Garth/Banks	18
	Taylor/Big Ed		=24	Tapsall/Hall	10			
=13	Browning/Kortlang	7	26	Phillips/Tegg	11			

Positions halfway through Division 2

1	Coote/Smith	24	11	Phillips/Tegg	34	=25	Mackay/Law	50
= 2	Barr/Fullerton	27	=12	Black/Payne	35		Garth/Banks	
	Garbett/Garbett		=14	Tapsall/Hall	36	29	Kimeklis/Kelly	54
4	Stean/Fullerton	29	=16	Browning/Kortlang	39	31	Harbeck/Goopy	57
= 8	Bailey/Blake	32	=23	Stephan/Bosboom	47	36	Friar/Hickey	
	Taylor/Big Ed		=25	Goldsworthy/Skin	50			

"Humbag" 31.1km 25mins

1	Coote/Smith	1	=10	Barr/Fullerton	4	=23	Stephan/Bosboom	6
= 2	Browning/Kortlang	2		Tapsall/Hall		=27	Bailey/Blake	7
= 4	Black/Payne	3		Friar/Hickey			Kimeklis/Kelly	
	Phillips/Tegg		=16	Goldsworthy/Skinn	5	=30	Stean/Fullerton	10
	Garbett/Garbett			Mackay/Law				
	Taylor/Big Ed			Garth/Banks				

"Kilcoy Top Road" 25.2km 25mins

1	Browning/Kortlang	2	= 5	Barr/Fullerton	4	=17	Goldsworthy/Ski	7
= 2	Coote/Smith	3		Tapsall/Hall			Mackay/Law	
	Phillips/Tegg			Garbett/Garbett			Garth/Banks	
	Taylor/Big Ed		=11	Bailey/Blake	5	=26	Friar/Hickey	8
= 5	Stean/Fullerton	4	=17	Stephan/Bosboom	7			

"Winch" 21.5km 20mins

1	Phillips/Tegg	7	= 6	Stean/Fullerton	9	=21	Friar/Hickey	13
= 2	Browning/Kortlang	8	=10	Bailey/Blake	10		Garth/Banks	
	Barr/Fullerton		=17	Stephan/Bosboom	12	=28	Goldsworthy/Ski	18
	Tapsall/Hall			Mackay/Law			Taylor/Big Ed	
	Garbett/Garbett		=21	Coote/Smith	13			

"Exchange" 8.8km 8mins

= 1 Barr/Fullerton	2 = 4 Taylor/Big Ed	3 25 Browning/Kortlan	7
Tapsall/Hall	=13 Stephan/Bosboom	4 26 Kimeklis/Kelly	10
Phillips/Tegg	Mackay/Law	28 Goldsworthy/Ski	21
= 4 Coote/Smith	3 Friar/Hickey		
Bailey/Blake	Garth/Banks		

Division 2

= 1 Browning/Kortlan	37	= 8 Bailey/Blake	48	=25 Goldsworthy/Ski	85
Barr/Fullerton		=11 Taylor/Big Ed	50	27 Garbett/Garbett	154
= 3 Coote/Smith	39	=18 Stephan/Bosboom	60	28 Stean/Fullerton	163
Phillips/Tegg		20 Mackay/Law	62	29 Kimeklis/Kelly	240
5 Tapsall/Moir	45	22 Garth/Banks	68	30 Friar/Hickey	294

Results

1st	John Barr / Bruce Fullerton	Lancer	45	1st	Recognised
2nd	Murray Coote / Brian Marsden	Escort	46	1st	Classified
3rd	Peter Phillips / Warren Tegg	Datsun	49	1st	Clubman
=4th	Keith Tapsall / John Hall	Toyota	54	2nd	Recognised
8th	Tim Bailey / John Blake	Datsun	57	3rd	Clubman
9th	Rod Browning / David Kortlan	Gemini	58	3rd	Classified
10th	Mark Taylor / Big Ed	Lancer	59	1st	Novice
=19th	Phil Stephan / Harry Bosboom	Datsun	76		
21st	Rod Mackay / Glen Law	Torana	78		
22nd	Laurie Garth / Ken Banks	Mazda	79		
25th	Ian Goldsworthy / Brad Skinner	Cortina	101		
27th	Trevor Garbett / Peter Garbett	Datsun	162		
28th	Alan Stean / Russell Fullerton	Datsun	172		
29th	Roger Kimeklis / Daryll Kelly	Torana	256		
31st	Ian Friar / Wayne Hickey	Torana	318		

Forthcoming Events

Club reopening Jan 16th

This is always a gala occasion, and in several obscure east European countries, its considered very lucky to buy the magazine editor one or more beers at the start of the new year.

GAMS Dinner February 1st

This will be Wayne Blacks big night as he collects the trophies for winning the 1979 Queensland Rally Championship. This is also a good occasion to get together with the controllers of our sport over a damn good dinner - full details from our President, Garry Connelly.

Motor Sport Films - Wed. 6th Feb

We've been promised some "Films we haven't seen before" and you can interpret that anyway you wish. Starts at 8pm and I imagine the last seat will go at 8.01pm.

Autocross - Sun. 24th Feb.

This event is only 4 days after the February Magazine comes out, so I suggest you contact the head of the Speed Event Sub-Committee for further details. At the moment details of the venue are "Fluid".

Rallies - Northern Districts 2nd February
Darling Downs S C C 16th February

I have no details what so ever to-date, contact either the Secretaries of the promoting clubs or I'm sure our good Secretary will have the Regulations as and when they are available.

1980 OFFICE BEARERS

		<u>Phone Number</u>	
		<u>Home</u>	<u>Work</u>

PATRON .. Minister for Defence, Hon.	D.J. Killen		
PRESIDENT	Garry Connelly	341 3961	221 6899
VICE PRESIDENT	Mike Mitchell	59 8785	
HON. SECRETARY	Jeff Tremain	38 4858	221 6999
ASSISTANT SECRETARY	Warren Tegg	48 3889	48 9577
HON. TREASURER	Charlie Blake	38 2693	
CLUB CAPTAIN	Tony Hazeldine	38 2712	
COMMITTEE	Errol Bailey	Peter McMahon	
	Ian Bond	Peter Marshall	
	Dennis Brown	Wendy Marshall	
	Dave Chadwick	Peter Smith	
	John Hall	Barry Torrens	
CAMS DELEGATE	Garry Connelly	341 3961	221 6999
CAMS OBSERVER	Ian Bond	345 7828	
HON. AUDITOR	Nev Johnston		
PROMOTIONS OFFICER	POSITION VACANT		
BUILDINGS & PROPERTY OFFICER	Ian Nicholson	343 3283	343 5988
REGISTRAR	Peter Smith	208 1721	
MAGAZINE EDITOR	Peter Smith	208 1721	
ART UNIONS PROMOTER	Alan Dwyer		
FINANCE SUB-COMMITTEE CHAIRMAN	Charlie Blake	38 2693	
MOTORKHANA AND SPEED EVENT SUB-COMMITTEE CHAIRMAN	Colin Powell	206 4338	
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	345 7828	
RALLY SUB-COMMITTEE CHAIRMAN	John Hall	345 5751	
SOCIAL SUB-COMMITTEE CHAIRMAN	POSITION VACANT		
SPORTING SUB-COMMITTEE CHAIRMAN	Tony Hazeldine	38 2712	

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 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, 8.00 pm
- Tue 15 Jan Finance Sub-committee meeting
Motorkhana & Speed Event Sub-committee meeting
Off-road Sub-committee meeting
Rally Sub-committee meeting
- Wed 16 Jan Re-opening night at the clubrooms - first for 1980
- Wed 23 Jan Night run organised by Warren Tegg & Peter McMahon
- Sun 27 Jan Greg Chalk Memorial Enduro (Open Off-road - Tara)
- Wed 30 Jan General meeting at the clubrooms, 8.00 pm
- Fri 1 Feb CAMS Dinner - for full details contact Garry Connelly
- Sat 2 Feb NDSCC closed rally
- Sun 3 Feb IWMAC Queensland Motorkhana Championship Round 1
- Tue 5 Feb Committee meeting, 8.00 pm
- Wed 6 Feb Motor sport films at the clubrooms
- Sun 10 Feb Surfers Paradise Races (International F5000)
- Wed 13 Feb Bingo night at the clubrooms
- Sat 16 Feb DDSCC closed rally (Interclub)
- Tue 19 Feb Motorkhana & Speed Event Sub-committee meeting
Off-road Sub-committee meeting
Rally Sub-committee meeting
- Wed 20 Feb Off-road night at the clubrooms
- Sun 24 Feb BSCC autocross (Closed)
- Wed 27 Feb Night run organised by Harry Bosboom & Chris Harbeck