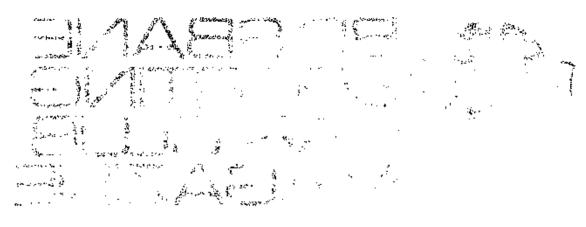


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Brisbane Sporting Car Club

Magazine - February 1980

Editorial

Parental-Control Brotherly Love

G'day it's been a lifetime since the last magazine came out, I've been bored to tears - now it's YOUR turn.

When it comes to children I'm with W.C.Fields - "Anybody who dislikes Christmas and Children can't be all bad" or "I do like Children, especially if they're well cooked". But I was horrifeid by what I saw at Tara during the recent Off Road event.

The cars entered (for wont of a better name) the farmyard after the competitions had completed a 63km lap. What with the spectators and stray animals the whole scene did look a bit perilous. Early in the day an old stock dog, stone deaf in both ears, came bounc ing down the track ever—closer pursued by (I think it was) the Hinz Bros in their Goondiwindi Motel Toyota. Marianne Bonds little lady jumped up and down shouting out "He's dead, he's dead". Jog Jog from the dog. Roar, roar from the Toyota. Just as squashed deaf dog was on the menu it must have had a premonition, it turned 5° right, this combined with a 5° left by the Hinzs, just gave it a scraped bum — much laughter all round.

However later in the day the scene almost turned to tragedy. A VERY little boy strolled down the track about 20 metres behind his 'big' brother. As a car approached the elder boy stepped into the bushes and motioned the little tyke to move over, however the little snots reply was to run UP the track. The buggy bore down on him and in an exact parallel of the earlier incident a lucky body swerve averted the accident.

But supposing the front tyre had borne him down and the rear tyre had squeezed the life out of him? Sleepless nights for ever for some poor driver and Goodbye Off Roading (as we know it) in Queensland. Whilst anybody under the age of 12 is given free licence to get within 20 metres of, what is after all, a race track, then we will eventually have a death on our hands.

Think on that and bear in mind that none of Marianne Bonds, or of Ian Pak ers children, ever came within a mile of being squashed - thats parental control handed down as a structure through the elder children.

Major Forthcoming Event

Autocross - February 24th

If your very quick you'l just have time to enter this safe speed event. Entries close on Eriday 22nd - to enter costs \$8 and entries can be made to either Colin Powell, Ian Fink, John Payne, Harry Bosboom or Chris Harbeck. Colin Powell can be contacted on 206 4338 (Home). The event will be held at our Bonaldson Rd, Rocklea venue, Drive down Donaldson Rd until you reach the sewarage works then turn left through a gate (Which please close behind you). The event starts at 9am, spectators welcome, bring your own grub. Plenty of action for all the family.

Presidents Report

1979

The presentation of an annual report by the President is a requirement of the constitution of the Brisbane Sporting Car Club, however the presentation of this report is more than just a necessary task that I am required to perform. This report is presented with much pride and pleasure as a summary of the achievements of your club and its members during 1979.

Before I run through the details of the club's activities I would like to express deep regret at the tragic loss of our club member Greg Chalk. Greg was a valued friend, a great competitor and typified the real spirit of motorsport and the Brisbane Sporting Car Club. His untimely passing was a sad note on which to end the year.

1979 followed a very successful 1978 for the BSCC and saw the club rise to new heights and even greater achievements.

Our major rallies - the Lutwyche Shopping Village Rally, Yokohama Warana Rally and the Stones Corner Motors Rally - were outstanding successes and set the standard for other clubs to follow.

On the Cff Road scene we have gone ahead in leaps and bounds, with the EP Monroe Wylie 400 earning a reputation with the Southerners as an off road "classic" and our closed events, such as Tara, setting examples that leave nothing to be desired.

Our speed events, night runs and motorkhanas continue to attract interest and remain the true training ground for the clubmember to improve his skill, enjoy himself and not have to pay a fortune for it.

As the Treasurer's Report should, club nights have been well patronised as is evidenced by the bar profits. It is certainly justification of the 1978 Committee decision to re-decorate the clubrooms inorder to make them a more congenial place for members to gather and relax with these sharing a common interest (sometimes not just motorsport either!).

How do all these things happen in a club? Very simply - they happen because people make them happen. And I must, at this stage, pay special tribute to the outstanding efforts of those who made it happen for the club this year.

Our committee and the various sub-committees (Rally, Off Road, Social and Motorkhana and Speed event) work tirelessly to get jobs done. In addition, special groups of members get together to organise specific functions or activities, such as the rally drivers school organised by Dennis Brown and the Chub Presentation Dinner organised by Wendy Marshall. Both functions were outstanding successes.

Obviously there are too many members to mention but let me say this the club appreciates and acknowledges the contribution by those members who have put so much into the BSCC.

My personal thanks go to each and every member of the Committee in particular to Jeff Tremain and Charlie Blake for their support and assistance. Special mention must also be made of the sterling efforts of John Hall who did wonders behind the bar this year!

With a record membership of over 350 the BSCC is apparently a club to belong to. But what of the future? As we enter a new decade we are faced with some formidable obstacles to overcome. But overcome them we will — I have no doubt. It may mean that because of the energy crisis (is there one?) we have to shorten our events — it may mean that we have to overcome more resistance from the environmentalists (did I hear someone say "wackers" ?) and it may mean we eventually

bow to pressure from The Treasurer to lower the price of "Coke", however with your support and encouragement, together with your constructive criticism when needed, ESCC will continue to grow and prosper, as I sincerely hope, will all its members.

Garry Connelly President 1979

Christmas Tree

A fine mild day greeted the clubs annual Christmas outing for the kids, this time so very ably organised by Midge Garth. Highlight of the days fun was Paul Goopys impersonation of Santa Claus, indeed since then Pauls been inundated by women who are kinky for a red cloak, bushy white beard and long black boots. Ho Ho Ho !! Paul.

Navigation School

Unlike rally drivers, rally navigators have to be quite intelligent. So every year the club holds a Navigators school to teach and improve the skills of the most important member of a rally crew. This year the classes will be on the 3rd, 10th and 17th of March, and it is in everybodys interest, Driver, Navigator, Service Crew or Spectator to come and learn what Rallying, semi-professional rallying, is all about.

Skilled Instructors... opm at The Clubrooms on each night...small admission fee...bring notepad and pencil... Novice/Clubman cannot afford to miss it... Refreshments available... SEE YOU THERE

Event Organisers Meeting

To assist the organisers of all events OTHER THAN NIGHT RUNS a Who does what, where, and to whom, meeting will be held at the clubrooms on Monday, February 25th at 8pm. So if you're either a current organiser, OR WOULD LIKE TO HELP RUN EVENTS, then come along and be doubly welcome.

Send form to Big Ed at address on the back omrDeposit form in the box on the bar Fill in the following form (even if your response is totally negative) and you go in the draw to win a dozen cans of what you fancy plus a \$500,000 Casket Ticket.

I am interested (whether as competition, organizer or spectator) in the following types of events:

Tick the line appropriate, ticking 5 would mean you live for it, ticking i means you have no interest at all.

Autocross 5 = 3 = 2 = 1 Other (Spe	Motorkhanas	Night Runs	Off Road		- Wednesday- Night -Social - - - - -	Weeken Social
I.OTTOMITM -	ike to assist -type(s) of e _ Rallies _ V	vent Aut	ent for me	, in the	aa Midabi D	7133-73
I would li Eutwyche & Name	(ke to help i Thopping Vill	.age-Hally,	ing of the May 3/4 nes . Home	$_{\cdot\cdot\cdot}$ -Goord in	windi Off Re	events,

January 16th Club Re-opening Night

Where did they all come from ? The clubrooms were so crowded that it was difficult to actually speak to a whole person. Dave Chadwicks left ear was fascinating, my cousins (Ian Bond is a nephew of the uncle of my sister-in-laws husband) had garroulous knees, Mike Mitchell has, foolishly, made a new years resolution not to molest women - however he was aided in the crush as the only things to hand were Harry Bosbooms right leg (think thats what it was) and 'Pork Chops' elbow.

Jeff the Hon. Sec. was raking in money as people paid their dues. When he finally left with bulging briefcase and clothes he shouted "Adios" and we've since received a very nice postcard from Argentina. It said:

I've told them at work this is one of my sickies Cos I've skipped off with great Big Bikkies

haven't paid the loot for membership yet, get on with it, at the last Committee meeting we had to have Bulgarian caviar (Yuk) and I'm sure that the french champagne we washed it down with was a bottle of the dreadful 1966.

Big Social Success of the night was Noelle Heales. Sporting a flipperty-jibbit hairstyle that perfects perfection, she had the good sense to bring along her portable television so we could watch a Pommie "Rally Sprint". This is a television rally stage over 5km of Esgair Dyffad. Well I've never seen so raptous an audience since we had 30 people in our council flat to watch the Coronation (The 1953 one before you ask). There were 8 layers of heads in a semi-circle with the late comers packing the street windsws. What a great program - we really MUST get one of those tele? vision recorder things.

For a laugh I'd brought along a "Talking Book" that I'd obtained in my secondhand bookshop. This was a big book with a picture story at the bottom, and the top half had a record on it. You put the needle you were given on the record and then spun it round with your finger. It was for the 2 - 5 age group. Well I've never seen such enthusiasm, Mike Mitchell was rapt, people kept taking it out to the street so they could hear it properly, the sight of some well known 'adults' putting the book on the bar and straining to hear the witch say "Oh if only Dumnerling was a clever boy like his brothers etc" was a great relief? I sometimes get the impression that the BSCC is short of loonies.

Thanks for the nuts, cheese and biscuits whoever did them. At the time of writing we don't have a Social Sub-Committee, TIMS can't do it, shes joined the Provisional Wing of the Save The Children Fund.

Big Ed

Wanted

One safe winning Rally Driver, preferably Novice of Clubman or Recognised or Classified or just as quick as Waldegard, for award winning Navigator. Finished 88.8% of all rallies entered. Must contact fast as contract pending.

Phone Noel Lawson at work, 48 8077, if not there use your imagination and leave message.

Brisbane Sporting Car Club Vice President

Mike Mitchell

Being a fairly recent addition to the Brisbane scene Mike Mitchell may be an unknown quantity to many of our members, so I was foolish enough to ask him "What have you done to date?" and when he replied "You mean apart from breaking a hundred hearts?" I knew I was in for trouble.

There are in this world some magnificent navigators (one of them not a million miles from this typewriter) who plug away year after year for little result. And of course there are those types who fall on their feet instantly. So what sort of a ratbag is it who starts his navigating career with a bloke whos an apprentice to Harry Firth!

It all began in 1967. One day young Michael Mitchell put down his butterfly net, burnt his cub trousers and appeared in court soon after. As h is weeping mother paid a smallfine Michael said "Thata jolly well it mumsie, no more kids games for me!" - Mike Mitchell was 45, and a man.

One of his friends, Matt Phillip, was in the Monash Uni S.C.C.

Now Matt was desperate for a navigator, so when he reached M in
his little book he equated Mitchell M with a few well run controls
and roped him in. On their first outing they came 2nd, just the
sort of know-all performance we ve now come to expect. The partnership continued successfully for about 3 years, all whilst Matt
was apprenticeering for Earry Firth. In 1969 they carried on together
(Like a couple of old hens) and they also serviced for the Mitsubishi
Colt team on the RP, Ampol, Southern Cross and ARC rounds.

Early in 1970 Mike had a few successful runs with Barry Lake in a 1500cc Mitsubishi. Then Peter Janson returned from Europe short of a n avigator, so after being recommended by Harry F, Mike found himself doing the Southern Cross in a very noisy Renault Gordini, it was during this event that he met Bruce Hodgson and they teamed together on the Alpine. The route charts of 10 years ago sound very different from today, no tulips, no intermediate distances, gates not marked, but they survived all this and some engine problems to finish 10th.

What didn't happen in 1971? My scribbled notes are a jumble, surely he didn't do the Southern Cross with Peter Hodgson, Bruce Fioth and Harry Janson! Still we'll see what a computer analysis can make of it. The year started with him doing the first four rounds of the ARC with Bruce Hodgson in an ex-Marathon Mk2 Lotus-Corting. They were 2nd on 3 occasions. The same car was also used in New Zealand for the "Heatway International", and against works teams from Ford, EMC and Hillman they won, but not without changing 2 alternators, 4 diffs and spending 1½ nights without Halda or speeds. This was Mikes first event with Tulips and closed roads. By way of a change he and Bruce Hodgson were 3rd in the EP Desert Fally at Hattah, they used a 302 Falcon that a week before had been racing round Pathurst as a Sports Sedar! The Warma rally with Barry F erguson produced a 4th placing and the Southern Cross with Bruce Hodgson showed 10th in an Escort after brake problems. He also won a couple of Victorian state rounds in a Monaro with Peter Janson, and also rallycrossed a Monaro at Calder and won the clubmans and was 3rd in the intermediate class.

After that round of activity it may be thought that 1972 would be a year of rest, but no, the news that ace English navigator P.Smith was making lavatory brushes for the Vindex Brush Company at Eagle Farm

spurred him on. He started 6 state rounds with Peter Janson in an ex HDT XU-1, they won 2 of them. After 2500 miles of navigation he was 4th on the BP Rally with Bruce Wilson in a Datsun 1200, they were only beaten by works Peugeot, Gordini and Torana. The years big ride was a Datsun works outing on the Southern Cross with ex-Safari winner Edgar Herrmann. Mike spent 9 weeks with Datsun as they over-prepared the far too heavy 180Bs. They finally fine ished 4th by courtesy of many dollars. Mr Herrmann is regarded as "Lacking finesse". He did the Dulux Rally with John Roxburgh, this event ran from Brisbane - Melbourne, and had tests on 4 race tracks; 5 hillclimbs and a night of loose stages. They had a Cross 180B SSS and came home 9th. More enjoyable was a 6th on the Alpine with Bill Evans in a works 240Z, They also used Bills Datsun 1000 for a couple of state rounds.

But now the 'hard 'leisure' life, coupled with the family business of Mitchells brushes

Mitchells Modern Miracles Sweet Clean :

forced a reduction in pace. Apart from a 6th on the Alpine with Helmut Goetz in a Datsun 1600, he spent the year in company with Bill Evans. They rallycrossed his Datsun 1000, came 6th on the BP, and finished 10th overall, 1st Group 1 on the Southern Cross, in doing so defeating 4 works Honda Civics.

1974 saw a 3rd on the ARC with Bill Evans in a 1200cc Datsum 120Y (plus outings on the Cross and the Alpine), they were only beaten on the national championship by the Holden Dealer Team Torana's of Peter Lang and Colin Bond.

The years since then have been as quiet as a party loving old reprobate can make them, in 1975 he did the Victorian State Series with Pat Frish in an XU-1. 1977 a 6th on the Alpine with Robert Jackson, and in 1978 he was 3rd in the Victorian state series with Chris Powell.

And that was really supposed to be that. But his new found hobby of Zeppelin sporting through the bottom of a beer glass, was rudely interupted by an offer of a ride on the Repco with Bruce Hodgson. They had an XA Falcon 302 and were about 8th overall when they ruptured 6 tyres and broke 2 springs on the Rawlinna section. This put them out,

After 5 years on the Committee of the Light Car Club, Mike ranks his greatest moment (Up until he met Big Ed) was shaking hands with Fangio, and Malcolm F rasers big day was when he sat next to Mike at lunch. Mike says we owe his presence in the BSCC to the Marshalls, Garry Connolly and Barry Tapsall - anonymous vitriolic letters to these people will be forwarded.

Wanted

For the LUTWYCHE SHOPPING VILLAGE RALLY, Queensland only round of the Australian Rally Championship - 2 sweep cars, 2 car 0's, these needn't be rally cars and have been promised an easy schedule.

Apply to Garry Connolly on 221 6899 (Business).

Navigation School Fee Reduction

The Navigation School, to be run on March 3/10/17 (See advert in this mag) is now cheaper than ever. Each Monday evening session costs \$2, but a prior booking for the whole course can be had for only \$5 - rush NOW and save dollar.

For Sale

Novice - Clubman HONDA CIVIC 1500cc, White 4 door, Full Roll Cage, Halda Twinmaster, Compass and Map Light, Sump and Tank guards, Cibie Biode Headlights, 100W Superoscars, 55amp Alternator, additional travelling Washers; non lift Wipers, Intermittant Wipers, Rear Washer Wiper, Airhorns, 8 Rally Tyres and rims, 8 street tyres and rims - all with tubes, Radio, rear demister, spare 35amp Alternator.

contact ROSS GYNTHER 266 1171 (home), 371 2144 (Work)

Forthcoming Event

BP 250 - Griffith

Of great interest to our Off Road members (who are numbered up in dozens) will be the BP 250 being organised by our President Garry Connelly under a CAMS permit at Griffith in New South Wales.

The event will be over 4 laps of a 63km course, starting at 3am on Easter Sunday. Prizemoney, awards and tropheys will exceed \$6000.

Garry; organiser of our annual classic off road event at Goondiwindi, has Neil Howard as his Assistant Director, and although this isn't a BSCC event he would be most grateful for any assistance offered.

Contact Garry on 221 6899 (Bus. Hrs).

Force Ale

BLOCK PRINT

Datsum 1600 Relly Car - ex Rod Browning/John Barr. 1820 motor, 5 speed gearbox, 4.6 LSD, Sway Bar, Gas Suspension, All the bits you need. \$3800 Peter Phillips 343 2240,

Mini Clubman Edghtweight Sports Sedan, Glass lift off front, adjustable suspension, Mawer Wheels, Bridgestone Slicks.

\$1600 Peter Phillips 343 2240

Carburettor to suit 13B R tary engine (complete)

Steve Bynon

Home 398 4793

Work 355 8475

Loys Ploy

Bedding Wells ringing out on February 27th as well known assistant aviator Geoffery Loy marries Roslyn Ambrose, as Roslyn is the sister of road rally navigator Dave Ambrose I suggest they have PLENTY of food at the reception. The route between the brides house and the church crosses 3 swimming pools, a greenhouse and finishes in a late rush across the nave, When questioned about the happy affair Dave Ambrose said "Didn't I see a plate of sausage rolls?"

Central Queensland Motor Club Queensland Motorkhana Championship Round For those even half keen to participate in this event Rockhampton are pulling out all the stops. Easter Weekend. Friday barbecue and Day Run. Saturday Scrutineering for QMC and Night Rally. Sunday Motorkhana with an evening Trophy presentation, barbecue and film show. All types of cheap accomodation available. Further info. Mark Williams 079282261

8000P - Mazda enter Australian Correctition Scene

Following years of consistent and successful competition in Mazdas, Hank Kabel of Stones Gornen Motors, with Grand Prix Sales, have been given the task of preparing four Mazdas for the Total Economy Run.

When these four cars line up for the February 28th start of the event they will be the filest works Mazdas to compete in Australia. Crews for the cars will be Hank habel/Pat Hetherman Mazda 929E, Jim Reddiex/Boyd Ovens Mazda RX7, Joe Camelliri/Don Holland Mazda 626 plus a Mazda 323 driven by some ladies of the darkest south.

How such a dedicated bunch of leadfoots will cope with an economy run remains to be seen, however Boyd is already sharpening his pen to give us a full report.

From the President

Our first open event for 1980, the Gree Chalk Memorial Enduro at Tara, has now been successfully conducted, and as the club gears up for another year of activities, I think we can all be very optimistic about ESCO's future.

Membership in 1979 was a record and as the first of our rallies approaches we may like to look at how we, as part of that record membership, can assist those who wake the time to put so much back into the club.

No event can be run just by the organising committee. Every Rally, motorkhana, off road event (or even social activity for that matter) needs the assistance of a great many people. If you would like to help in any event this year please ask your Club Captain, Tony Hazeldins. You don't have to be experienced - everyone has to start somewhere. But let's aim this year to share the workload. I'd like to see each BSCC member involved in the running of at least one club activity in 1980. It's not a burden either. You'll find you'll get more out of your club if you put more into it. Don't leave it up to the overworked small group of members that seem to always end up having to do all the work! If you have any questions concerning the above just ask the Club Captain or any member of the Committee.

On a more negative note, the Committee is extremely disturbed at the break-ins that occurred during December. The club was broken into a number of times and a considerable amount of bar stock stolen. The most distressing thing is that the evidence seems to indicate the thefts were by either club members or acquaintances of club members. As a result the Committee has had to undertake a number of security measures, all of which involve the expenditure of club funds. If any member saw any unusual activities near the clubrooms during December or has any other information that may assist, please let a member of the Committee know.

Extra News - B 250 Griffith - Paster

Any person who wishes to fly to Griffith for the BP250 should contact Mike Mitchell. A Cessna 210 (6 seater) is being organised to depart Brisbane Good Friday morning arriving in Griffith for Scrutineering (32 hour glight). The aircraft will return to Brisbane on Easter Monday thus enabling passengers to join in the en tire weekends activities, including the Fresentation Sunday night.

Estimated cost is \$120 return (The normal economy return fare is around \$230) Four spare scats on the aircraft are currently available.

Greg Chalk Hemorial Endure

26th & 27th January, 1980

Once again the results are to hand before DAVE CHADWICKS fascinating report, so to get the typing underwighh I'll polish these off first...

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(Overall pos - driver/Navigator - time - class pos.)
  <u>Prologue</u>
    1 Poots/Guidott 228.5 1 9 Watkinson/Go 256.5 8 17 Chadwick/Ch 276.5
    2 Adness/MacFar 230.8 2 10 Connecty/Spr 259.4 1 18 Taylor/Reev 277.7
   3 Turnham/Smith 231.5 3 11 Mannion/Brix 259.9 9 19 Svenson/Mus 282.1 4 Collins/Oolli 238.1 4 12 Croucher/Sch 260.3 10 20 Jeffery/Jef 293.0 3
      Blackburn/Gar 245.0 5 13 Taylor/Hamli 273.8 tl 21 McFarlane/C 297.6 Wilton/Lawren 246.6 6 14 Poole/Poole 274.5 1 22 Hinz/Hinz 306.4
                                                                                                                            306.b 2
    7 Street/Promet 248.6 1 15 Leavey/Ellen 274.8 12 23 Chalk/Castl 322.1 2
                                  256.1 7 Sams/Prescot 274.8 2
    8 Baird/Davis
  Lap 1
    1 Adness/MacFarl 45.14 1(1) Sams/Presco 49.13 1 19 Hinz/Hinz
   2 Turnham/Smith 45.37 2 11 Connecty/Sp 50.04 1 20 Street/Prom 56.51
      Poots/Guidotti 45,46 3 12
                                                         Chadwick/Ch 50:07 2 21 McFarlane/C 57:06 2
   4 00111ns/Collin 46.25 4 13 Taylor/Haml 50125 10 22 Watkinson/G 58.56 2 5 Croucher/Schmiel7.14 5 14 Taylor/Reev 51.09 1 23 Chalk/Castl 62.12 4 6 Wilton/Lawrenc 47.28 6 15 Poole/Poole 51.33 3 24 Taylor/Rev 7 Mannion/Private 12.05 7 15 Poole/Poole 51.33 3 24 Taylor/Rev 12.05 7 Mannion/Private 12.05 7 15 Poole/Poole 51.33 3 24 Taylor/Rev 12.05 7 15 Poole 51.33 3 24 Taylor/Rev 12.05 7 15 Poole 51.33 3 24 Taylor/Rev 12.05 7 15 Poole 51.33 
      Mannion/Brixey 48.05 7 16 Bellairs/De 52.59 2 25 Svenson/Mus 96.54 4
    8 Blackburn/Gart 48.34 8 17
                                                         Barbe/Barbe 54.30 M
    9 Baird/Davis 48.44 9 18 Borchardt/I 54.34 3
  Lap. 2
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3 Blackburn/Gart 46.32 3 11 Taylor/Reev 51.48 1
   4 Collins/Collin 47.20 4 12 Poole/Poole 52.57 2 20 Street/Prom 86.13 2
                                   49.09 5 13 Barbe/Barbe 54.25 to 21 Leavey/Elle 89.48 12
  5 Baird/Davis
   6 Mannion/Brixey 19.23 6 14 Borchardt/I 56:24 1 22 Svenson/Mus 89:49 1
  7 Wilton/Lawrence49.32 7 15 Croucher/Sc 57.1411 23 Connecly/Sp to0.23 E
   8 Chadwick/Chadw 51.09 1 16 Hinz/Hinz
                                                                                57.34 1
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   1 Adness/MacFarl 91:24 1
                                                                                                                          112:21
   2 Poots/Guidotti.91.33 2 10 Taylor/Ree 102.57 1 18 Bellairs/D 112.32
   3 Collins/Collin 93.45
                                              3 11 Croucher/S 104:28 9 19 Chalk/Cast 122:47
   4 Blackburn/Gart 95.06 4 12 Poole/Pooleto4:30 2 20 Street/Pro 143.04
   5 Wilton/Lawrenc 97.00 5 13 Barbe/Barb 108.5510 21 Connecly/S 150.27 6 Mannion/Brixey 97.28 6 14 Watkinson/ 109.2811 22 Leavey/Ell 159.25
                                                 13 Barbe/Barb 108.5510 21 Connecly/S 150.27 L
       Baird/Davia
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16 Borchardt/ 110.58 1
                                                        Sams/Presc 109:48 3 23 Svenson/Mu 186:43 L
                                  *97.53
   8 Chadwick/Chadw 101.16 1
 <u>Lap 3</u>
   1 Adness/MacFarla 4726 1
                                                     8 Poole/Poole 51.55 1 15 Barbe/Barbe 59.20 0
                                                   (9) Sams/Presco 52.02 2 16 Taylor/Reev 59.59 1
   2 Blackburn/Gart 48.05
      Baird/Davis
                                   50.31
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                                                        Borchardt/G 55.40 1 18 Leavey/Elle 62.3011
  4 Wilton/Lawrenc 51.05 4 11
   5 Taylor/Hamlin 51,12 5
6 Mannion/Brixey 51,14 6
                                                  12 Croucher/Sc 56.2h 8 29 Connecty/Sp 68.06 4
                                                 13 Bellairs/De 57.21 2 20 Hinz/Hinz 68.47 1 14 Collins/Col 58.17 9 21 Street/Prom 104.40 2
  7 Watkinson/Goos 51.20 7
 <u>Positions after 3 Laps</u>
   1 Adness/MacFarl 138.50 1
                                                    8 Chadwick/C 154.05 1 15 Barbe/Marb 168.15 10
                                                  9 Poole/Pool 156,25 2 16 Bellairs/D 169,53 2
   2 Blackburn/Gar 143,11 2
                                                 10 Watkinson/ 160.48 8 17 Hinz/Hinz 181.08 1 11 Croucher/S 160.52 9 18 Chalk/Cast 184.57 3
   3 Wilton/Lawren 148.05 3
  4 Baird/Davis
                                 148,24 4 11
  5 Mannion/Brixe 148,42 5
                                                        Sams/Presc 161.50 3 19 Connecly/8 218.33 4
                                                  12
   6 Collins/Colli 152.02 6 13
                                                        Taylor/Ree 162.56 1 20 Leavey/Ell 221.5511
   7 Taylor/Hamlin 153.13 7 14 Borchardt/ 166.38 1 21 Street/Pro 247.44 2
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Lap 4
 1 Adness/MacFar 47.18 1 7 Croucher/Sch 57.00 6 13 Bellairs/De 65.16 1 2 Blackburn/Gar 49.16 2 8 Poole/Poole 57.08 2 14 Chadwick/Ch 65.19 3 3 Collins/Colli 52.13 3 9 Barbe/Barbe 58.47 7 15 Hinz/Hinz 75.07 1 4 Baird/Davis 52.35 4 10 Taylror/Haml 59.15 8 16 Chalk/Castl 78.41 2
  5 Watkinson/Goo 53.14 5 11 Taylor/Reeve 60.10 1 17 Borchardt/I 86.11
    Sams/Prescott 55.14 / 12 Wilton/Lawre 63.22 9 18 Street/Prom143.59 2
 Results
  1st
          Jim Adness / Ian MacFarlane
                                                                 186.08
                                                                                 1st Class 1
          Steve Blackburn / Peter Gartshore 192.27
  2nd
                                                                                 2nd Class 1
  3rd
          Bob Baird / Mike Davis
                                                                                 3rd Class !
                                                                201.59
  4th Pat Collins / Desley Collins
5th Col Wilton / Shan Lawrence
6th Eruce Taylor / Nev Hamlin
  4th
                                                                204.15
                                                                                 4th Class f
                                                             210.27
                                                                                 5th Class 1
                                                               212,28
                                                                                 6th Class !
  7th
          Les Poole / Debbie Poole
                                                                213:33
                                                                                 ist Class 3
  8th Paul Watkinson / Burt Goostrey
                                                                                 7th Class 1
                                                               214.02
          Rod Sams / Lloyd Prescott
                                                                                 2nd Class 3
8th Class 1
-9th
                                                                 216;OU
         George Croucher / Guenter Schmied 217.56
Dave Chadwick / Debbie Chadwick 219.24
10th
11th
                                                             219,24
                                                                                 3rd Class 3
          Nev Taylor / Nicholas Reeves
Steve Barbs / Greg Barbs
12th
                                                                 223:06
                                                                                 ist Class 4
13th
                                                                227.02
                                                                                 9th Class 1
tuth Brian Bellairs / Dennis Denning
                                                                235:09
                                                                                 ist Class
15th Bruce Borchardt / Peter Itzstein 252.19
                                                                                 2nd Class 2
16th John Hinz / Bill Hinz
                                                                256.15
                                                                                 1st Class 5
                                                           263.38
17th Sandra Chalk / Max Vastles
18th Jon Street / Leon Promet
                                                                                 3rd Class 2
                                                                391 -43
                                                                                 2nd Class 4
<u>Fastest Laps</u>
Fastes: Laps
1 Adness/MacFar 45.14 1 10 Sams/Prescot 49.13 1 19 Borchardt/I 54.34 3
2 Turnham/Smith 45.37 2 11 Connely/Spri 50.04 1 20 Hinz/Hinz 54.47 1
3 Poots/Guidott 45.46 3 12 Chadwick/Cha 50.07 2 21 Street/Prom 56.51 2
4 Collins/Colli 46.25 4 13 Taylor/Hamli 50.2510 22 McFarlane/C 57.06 2
5 Blackburn/Gar 46.32 5 14 Taylor/Reeve 51.09 1 23 Chalk/Castl 60.35 4
6 Croucher/Schm 47.14 6 15 Watkinson/Go 51.20 11 24 Leavey/Elle 62.30 13
7 Wilton/Lawren 47.28 7 16 Poole/Poole 51.33 3 25 Svenson/Mus 89.49 4
8 Mannion/Erize 48.05 8 17 Bellairs/Den 52.59 2
9 Paird/Davis 48.44 9 18 Barbe/Barbe 54.2512
  9 Baird/Davis 48.44 9 18 Barbe/Barbe 54.2512
Sextenaginal Survey
Adness/MacFarlane
Poots/Guidotti
Blackburn/Gartshore
Turnham/Smith
Collins/Collins
Baird/Davis
Wilton/Lawrence
Croucher/Schmied
Taylor/Hamlin
Watkinson/Goostrey
Mannion/Brixey
Sams/Prescott
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Forthcoming Event

Wednesday March 5th at 8 pm

NEW MEMBERS NIGHT

This gale evening, under the guiding hand of Carmel Tremain, greets new members to the BSCC and makes known to them the incumbent bunch of seroundrels - everybody welcome, old or new. 8pm at the Clubrooms.

Greg Chalk Memorial Fiduro 26th/27th January 1980

1 pm Saturday 26th January 1980. By this time most competitors had gathered by the official tent for the prologue briefing for the Greg Chalk Memorial Enduro which would prove to be one of the toughest Off Road events held. After the briefing, Director Ian Bond led the convoy of buggies, baja's and 4 WDs to the start of the prologue in blistering heat. Fastest time was Poots/Guidotti followed by Adness/MacFarlane. First class 2 vehicle was Connecly/Spring in 10th position.—In Class 3 Poole/Poole were first out at 44th. The Class off. McFarlane/Chilton in the Suzuki were 21st away and first in Class 5.

Following the prologue most competitors retired to the shade to kill the heat with a few coldies. By late afternoon the western horizon was a wall of dirty black-green; at least it looked as if we would get some relief from the heat and choking dust. The tent destroying wind came followed by rain turning the pit and paddock areas into a greasy quagmire. So in mud, slush and minor flooding the majority set out for Tara Golf Club for the big Disco. The night proved as popular as previous years for locals and competit ors with a blackout adding variety to an already super night.

Sunday morning and the activity started at sunrise as vehicles were being rebuilt or rechecked for the toam start. Most notable rebuild was the Barbe/Barbe front end by the Team Scania service crew; most work for little improvement was in the steering department of the Chadwick/Chadwick entry.

10am and Poots/Guidotti were flagged away followed by 28 vehicles at 1 minute intervals to start the Greg Chalk Memorial Enduro. First loop retirements were the newcomers Jeffery/Jeffery Baja with a very bent front after sampling an immobile Tara tree; the Marshall/Marshall Class 2 buggy with fuel pump problems, the Keogh/Keogh Baja with engine problems and a very rare Loy/Loy with a dropped valve. By the lunch break McFarlane/Chilton and Turnham/Smith (after turning on the second fastest loop of the day on his first loop) had joined the D.N.F. brigade. At the break Adness/MacFarlane with a point loss of 3 had a very slender ipt lead over favourite for the event Poots/ Guidotti. In Class 2 it was the Borchardt/Itztsein combo from Bundaberg with a loss of 42. Chadwick/Chadwick perservering with very tight steering were leading Class 3 dropping 23 points. In Class 4 the very consistent Raylor/Reeves were leading with a loss of 26 after the lad peddlar from Sydney Street/Promet had rolled in Loopi then staked a tyre on the second loop. Hinz/Hinz on the Toyota were leading Class 5 with a low of 45 points. Loop 3 now. Poots/Guidotti join the list of D.N.F.'s with a staked tyre, taking a lot of pressure off Adness/ MacFarlane. Other retirements during Division 2 were :- Connecly/Spring still suffering damage from several trees hit earlier in the day; Mannion/Brixey, flat tyre; Learey/Ellenden, steering problems and Svenson/Musarra with engine problems. Adness/MacFarlane after a magic trouble free-run dropped a further 10 points to take 1st outright and first in Class 1. Second home were Blackburn/Garthshore after a trouble free drive. First home in Class 2 and 14th outright was Bellairs/Denning followed by Bouchardt/Itzstein. Poole/Poole were 7th outright and 1st in Class 3 with Sams/Prescott making it home for a second in class. Consistency showed for Taylor/Reeves in Class 4 and the Hinz brothers made it for a deserved win in Class 5. With a result of over 60% finishers, it seems as though drivers are now starting to drive with their head instead of their right foot.

Pure guts drive for the day would be Sandra Chalk / Max Castles for completing the event and coming in 3rd in Class 2. It's good to see Sandra mixing it with the men on such a tough and demanding course.

To Ian and Marianne Bond, Officials, Tara Lions Club and any other people associated with the organization special thanks for a top event and weekend. Thanks also to the sponsors, Justin Brothers for backing the event and the people from Team Scania Service Crew for making their facilities available to anyone in need.

"Old Man Cowpoo"

Big Eds Demi-Column

I Seez You - Jew Seez Me ?

The other day on the radio they had a program about our conception of what is real. Is the world real or is what I see everyday just MY conception of what is 'fact'. The ultimate example on the radio was the little girl of b years who could stroke and talk to a tennis ball, and suddenly it would go "Pop" and turn itself inside out, still - impossibly - retaining the vacuum inside it so the (now) black ball could be bounced. She did this many times under scientific examinations, usually only giving up with the onset of boredom. But now she's 9 years old she has lost the ability, because, so the narrator maintained, the adult conception of what is and isn't possible has been accepted by her, and her mental limits are now finite.

This raises an interesting point for The Incredible Mrs Smith and I. (or at least it does for me, for all I know TIMS may be a huge blood sucking reptile - this WOULD explain a thing or two) In my conception of normality the human face has two breathing apertures, one above the other, the upper one being a filter in a bony shell projecting about 1½ inches from the face. On each side of this air filter are the seeing organisms, the eyes. These can be a variety of colours (rather a charming shade of blue in my case) and their distance apart allows the brain an easy judgement of depth as it makes one picture of the two it receives. But it would seem that such a placement of two eyes may be the exception rather than the rule.

Recently we've had a spate of people saying things to us along these lines, "I was out driving in my dads EM Holden last Saturday, when I saw you across five lanes of traffic, at dusk on a rainy day, I seez you, jew seez me?".

Now to me the task of recognising somebody I know, driving a strange car, whilst on the go is impossible, but obviously other people, OTHER LIFEFORMS MASQUERADING AS HUMAN, find it easy as their fifteen eyes on twenty foot stalks sweep the area around them. So the bar scene in Star Wars where no two creatures looked alike, could well come true - in the bar of the Brisbane Sporting Car Club, once we mentally accept the possibility.

So close your eyes, search for the mental file that says "This universe, my life, are surrounded by THESE lifeforms", wipe it clean - now open your eyes - what do you see ? the purple animal with eight arms gripping that thing with the lumps on the front is either Lee Mitchell or Mike Drummond.

Big Ed

PS If your green and warty then you would have read a suitable description of yourself in paragraph two, your mental conception of what is 'normal' wouldn't let you read anything else.

NEW MEMBERS

A warm welcome is extended to the following members who have joined the club this year:

Wayne Aves...... Acacia Ridge David Aves Acacia Ridge Greg Barbe Greenslopes John Brixey Kallangur Sandra Chalk Everton Hills Colin Curtis Jindalee Rod Cross Rochedale Dennis Denning Strathpine Philip Douglas Ferny Hills Alan Dwyer Kallangur Oriano Giammichele Balmoral Heights Tony Gillman Sherwood Brian Herriman Kenmore Noel Jeffery Mt Gravatt Stephen Jeffery Buranda Grant Jenson Moree NSW Shan Lawrence Fruitgrove (Associate) Bob Logan Mt Walker West Gary Luiten Oxley Alan Marshall Ipswich Val Marshall Ipswich (Associate) Brian Musarra Zillmere Peter Marcovich Mt Gravatt Geoff Mewing Holland Park David Mundy Jindalee Richard Murphy Woolloongabba Ian Preston Oxley Jim Pidgeon Ipswich Bob Pidgeon Ipswich Chris Pike Ascot Butch Read Morningside (Associate) Matthew Read Morningside Russell Reid Chermside West Brian Swinton Tarragindi Wayne Salmond Rochedale Fred van Tuinen Thornlands Paul Zacka Goondiwindi

ARE YOU FINANCIAL?

Members who have still not paid their membership subscription for 1980 are reminded that membership fees became payable on the first of January, so they are now well overdue.

Your subscription can be paid to the Secretary on any Wednesday night at the clubrooms, or if more convenient a cheque or money order may be posted to the club's postal address.

MEMBERSHIP CARDS

If you have paid your membership subscription this year and have not yet collected your membership card (and basic licence, if applied for) it is available now from the Club Secretary. Please help the club to save on postage costs by collecting these on a Wednesday night if at all possible.

OESERVER RIGHTS

The 1980 rally season is upon us. It is hard to believe it will be three months since the Stones Corner Motots Rally to when the Apple and Grape Testival Rally is held on March 8/9th, the first round of the 1980 Queensland Rally Championship. No doubt during this period everyone has been busy preparing their cars for what looks like a busy year to come for rally competitors.

Seven QRC events, four Cibic/G.P. Cars Clubman series rounds, six interclub, one ARC and several other rallies scheduled, makes for one of the best years of rallying in Qld for some time. Unfortunately the MDSCC "Powder Puff Rally" was cancelled due to lack of entries and I believe the first Interclub scheduled for February 16/17th is not going to eventuate.

The main topic of discussion of late has been the increase in CAMS licence fees for this year. Most of you will probably have needed the past couple of months layouf from competition just to study the paperwork involved in obtaining or renewing their licences. Ten points to BSCC here for printing the "How to renew your CAMS licence" circular in an endeavour to make the task a little easier.

In addition to <u>increased</u> licence fees (entrant; rally competit or, general competition otc), the Basic Licence fee, and Vehicle Registration all mean added cost to the competitor once again. The biggest insult of all is the \$50 vehicle registration fee - on top of the basic \$10 registration - to compete in ARC events outside your home state. This is a great inconvience for competitions who in the hope of broadening their experience, want to compete in interstate ARC rallies. "What do they get for their money" as stated by Greg Carr in his Auto Action column recently.

Maybe a representative from the 'Establishment' would care to explain the reasons behind these actions of CAMS. How about on the next newsletter ! Ferhaps he could enlighten us on the matters of a licence holder changing wheels, or moving house interstate during the course of the year. The answer to this probably involves the exchange of more dollars, of course from the competitions pockets again. The reply would probably suggest the extra revenue will help contribute bowards administration costs, or improve the standard of events. Of course no mention of contributing to the costs of the unsung herces behind the scenes, directors, secretaries, control officials, zero and sweeper car operators, and all the other people who unselfishly band together to organise and conduct rallies, usually to a large extent, at their own cost.

On the lighter side, the social scene of late seems to have centred around the residences of two northside members. New Years Eve was celebrated by many of the rallying crowd at Reith and Judy Tapsalls. All was swinging in the evening, however several hours into the new decade someone seems to have got the idea it was time for a fire brigade drill. The result was many wet people eventuating in varying stages of unattire.

Wayne Black apparently enjoyed the food to the point of making an obvious glutton of himself. With a little help from a certain Toyota driver he managed to empty all leftover dishes including dips, Jatz crackers, fruit salad and whatever else he could get his hands, hair or feet into.

Most recently all converged on "McMahons Mansion" as guests of host Peter McMahon, for a fancy dress party. This column does not allow enough space for all details of this interesting evening to say the least. From observations it certainly appears many people have another side to them. Rod - Hawkeye - Browning insisted on injecting everyone with the largest syringe ever seen by the medical profession, Alan - Pork Chop - Dwyer and a couple of his acquaintences appeared to have left their usual place of abode (On the banks of the river under the Grey St. Bridge) to come to do some social climbing, Kerry Payne sure is the nicest looking pussycat seen for some time, and Kerry Browning is definitely too nice to join the punk rock set. Wayne Black seems to have taken over where Elton John left off. Mike Mitchell resembled a combination of a bullfighter 'come' ballerina, terrorising pussycats and Japanese ladies all evening, while I'm not quite sure of Bev Connollys title but it appears she may have been a co-host, insisting everyone should have their drinks continually topped up, even if she poured them from head level.

A good night was had by all, although I heard Paul Cadell has been waiting a visit from the fairy godmother.

On a final note I have listed below a 'Star Rating' for our current group of top Queensland rally drivers. It is based on the drivers performance over the last twelve months and does not necessarily take into account the performance of their cars on a comparison or results. The list will probably surprise a few readers and disappoint a few others.

Bear in mind this is only an 'Observers' view.

Browning, Coote, Vandersee

Black, Egglesfield, Phillips

Barr, Stean, Tapsall, Worthington

Garbett, Kabel, McLoughlin, Neumann, Ogilvie, Singleton, Stanley

Frank Bailey, Jones, Roslan, Taylor

I further predict the 1980 QRC will be won by a driver from the two or three star category and two Queenslanders will finish in the first six of the forthcoming Lutwyche Shopping Village ARC event, and a total of five Queenslanders will finish in the top ten.

Observer t

forthcoming Event

Club Motarkhana - 9th March

Mr Class 'B' (Ian Fink) is organising another pleasant days outing at the Donaldson Road Motorkhana grounds. Midday start, cheap entry fee, lots of classes to cover all types of cars - an ideal start to Motor Sport.

The venue is off Donaldson Rd, Rocklea. Turn Left through a gate just before the entrance to the sewage works.

For Sale

Datsum 1600 - 1800 motor - Corbeau Seats - all rally gear - spare parts \$2000 enc Tony Hazeldine 38 2712

1960 CLUB CHAMPIONSHIPS

In the Magazine each month you will normally find an up-to-date list of pointscores for the Club Championships. This month we are taking the opportunity to explain the scoring system.

In 1980 there will be five separate championships, as well as an overall club championship and a ladies championship. The five series will be for motorkhanas, night runs, off-road events, rallies and speed events. The only difference between this year's system and last year's is that in 1980 points scored in the night run championship will count towards the overall club championship. In addition, only points gained in long course off-road events will count towards the off-road championship, points gained in short course Off-road events will count towards the speed event championship.

Points may be scored in all BSCC-organised motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members' results only, for example if a BSCC member comes 12th outright in an event but this is the best result by a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way. For night runs, (long course) off-road events and rallies - 11 points for the winner (remembering that 'winner' means best BSCC result), 10 for second, etc., and so on down to 2 points for tenth, and one point for every other finisher. For motor-khanas and speed events - 11 points for first, 10 for second, etc., down to 2 points for tenth. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best result will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 11 points for their efforts.

Finally the top ten placegetters in each of the five types of event (motorkhanas, off-road events, night runs, rallies and speed events) will receive a points allocation of 11, 10, 9, 8, etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1980 Club Champion.

The Ladies Championship will be scored on a similar basis, but, needless to say, only lady members will be eligible.

Pete Smith has volunteered his services as Registrar for this year, and organisers of all club events are asked to provide Pete with a copy of the results as soon as possible after the results are compiled to ensure that the pointscores are always as up-to-date as possible.

BRISBANE SPORTING CAR CLUB

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POSTAL ADDRESS

All correspondence for the club should be addressed to :-

The Hon. Secretary
Brisbane Sporting Car Club
PO Box 314
WEST END QLD 4101

CLUBROOMS

BSCC clubrooms are located on the Corner of Reid & Hawthorne Streets, Woolloongabba, and are open every Wednesday from 8.00 pm.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20.00 for ordinary members and \$6.00 for associate members. Associate membership is offered to the wife, fiancee and/or children or ordinary members.

CLUB BADGES

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

Reflectorised bumper bar sti	ckers \$0.80
Metal lapel badges	\$1.00
Embroidered cloth badges	\$2.00

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Brisbane Sporting Car Club

Magazine - July 1978

<u>Editorial</u>

I'm not really one to flash about during my daily travels on the public highway, but even on my daily preamble to work I find myself frequently baulked by these little truck things. They seem to be made by Datsun and Mazda mainly, fitted with an underpowered 2 litre engine, which gives them, even unloaded, a very tiresome level performance. A loaded one past its prime - three months old say - has a pretty pathetic performance, being barely able to hold 50 kmph up the slight hills in Compton Road. Perhaps I'm slandering the engine because it may be the freeplay steering and rocky suspension that fills the pilot with terror. I saw one owned by an Italian gentleman that had a photo of his four children on the dashboard, and written on the picture was "Please papa not too fast" - a sentiment he obviously took to heart.

Buck up Japan this just isnt good enough.

Forthcoming Events

July 22/23rd PROGRESSIVE DINNER starts 6pm at the home of Mr and Mrs Brown (Parents of well known rally driver Dennis Brown) 181 Chatswood Road, Daisy Hill for cocktails, then its on to the Kabels residence at 18 Kalimna St, The Gap for Sooup, Club President Allan Lawsons palatial palace at 44 Arcola St, Aspley for main course and finally at the Clubrooms for coffee, cheese cake and chitter chatter.

The evening will be presented as a simple nightrun with the venues as the controls.

It should be a really good night, prices are \$2.50 for adults, \$1.50 for children and free for babies (The eleven stone baby with the doubtful manners will be me)

RS. to the above the Kabels will now be doing the 'entree and 'the sooup will be in the hands of no less than TIMS herself. So we can guage the response for the cooks, entries must be lodged with Alan Lawson (Home - 350 1461) by the evening of Friday July 21st.

Oxenford Forest - Off Road Event - July 23rd

Yes the day after the afore mentioned booze up we have another Off Road event in the depths of the Oxenford Forest. Every time we have a thrash in Brian Orr's forest we have to go another way to get there - I wish we'd pay the rent or whatever. Anyway if you turn right off of the Pacific Highway just after the Coomera River Bridge and first left you'll find the route sign posted. Come along for a good days spectating - but please leave the dog and the cigarettes behind. (Start at about 9am and finish at the Coomera Pub from 4pm)

This months Cover Here's one for the off-roaders then. It shows Cedric Poots-Hunt in his special damp terrain buggies. (Note the gun which will always ensure hima place in the winners circle).