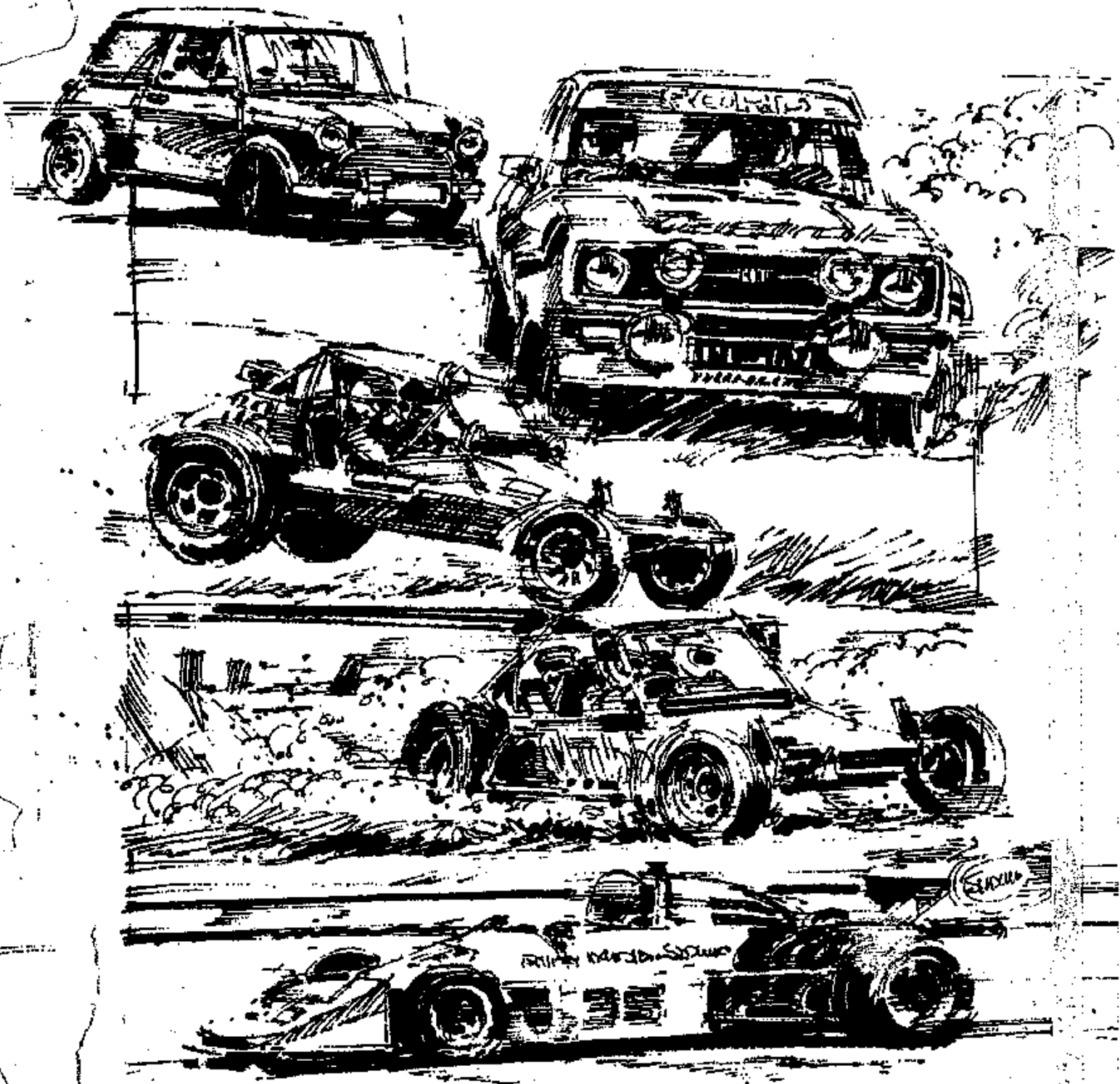




BRISBANE SPORTING CAR CLUB MAGAZINE

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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 Off Road scene we have gone ahead in leaps and bounds, with the BP 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 motorhomas 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 showed, 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 in order 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 Motorhoma 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 Club 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, BSCC 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...8pm 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.

\$500,000 Prize Money !! Send form to Big Ed at address on the back our Deposit 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 competitor, organizer or spectator) in the following types of events :-

Tick the line appropriate, ticking 5 would mean you live for it, ticking 1 means you have no interest at all.

	Autocross	Motorkhanas	Night Runs	Off Road	Rallies	Night-Social	Weekend Social
5	==	==	==	==	==	==	==
4	==	==	==	==	==	==	==
3	==	==	==	==	==	==	==
2	==	==	==	==	==	==	==
1	==	==	==	==	==	==	==
Other (Specify)	Rating						

I would like to assist, if convenient for me, in the running of the following type(s) of event...Autocross _ Motorkhanas _ Night Runs _ Off Road _ Rallies _ Wed Night Social _ Weekend Social _ Other _

I would like to help in the running of the following NATIONAL events, - Lutwyche Shopping Village Rally, May 3/4 - Geondiwindi Off Road, Oct -
Name _____ Phones . Home _____ Work _____

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 Chadwick's left ear was fascinating, my cousins (Ian Bond is a nephew of the uncle of my sister-in-law's 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

however if YOU 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 windows. What a great program - we really MUST get one of those television 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 Dummerling 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, TMS 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 or 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.

Man in the Muse

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 who's 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 his weeping mother paid a small fine Michael said "That's 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 Harry Firth. In 1969 they carried on together (Like a couple of old hens) and they also serviced for the Mitsubishi Colt team on the BP, 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 navigator, 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 Firth 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-Cortina. 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, BMC and Hillman they won, but not without changing 2 alternators, 4 diffs and spending 1½ nights without Halda or speedo. This was Mike's first event with Tulips and closed roads. By way of a change he and Bruce Hodgson were 3rd in the BP Desert Rally at Hattah, they used a 302 Falcon that a week before had been racing round Bathurst as a Sports Sedan! The Warana rally with Barry Ferguson 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 finished 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, 3 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 Datsun 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 Irish 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 spotting through the bottom of a beer glass, was rudely interrupted 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 Frasers 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 LUTWICHE 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.

\$3750

contact ROSS GYNTHIER 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 trophies 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 Alg

BLOCK PRINT

Datsun 1600 Rally 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 Lightweight Sports Sedan, Glass lift off front, adjustable suspension, Mawer Wheels, Bridgestone Slicks.

\$1600

Peter Phillips 343 2240

Carburettor to suit 13B Rotary engine (complete)

Home 398 4793

Steve Bynon

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 Amboose 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

Greg Chalk Memorial 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...

Prologue (Overall pos = driver/Navigator - time = class pos.)

1	Poots/Guidott	228.5	1	9	Watkinson/Go	256.5	8	17	Chadwick/Ch	276.5	3
2	Adness/MacFar	230.8	2	10	Conneely/Spr	259.4	1	18	Taylor/Reev	277.7	2
3	Turnham/Smith	231.5	3	11	Mannion/Brix	259.9	9	19	Svenson/Mus	282.1	4
4	Collins/Colli	238.1	4	12	Croucher/Sch	260.3	10	20	Jeffery/Jef	293.0	3
5	Blackburn/Gar	245.0	5	13	Taylor/Hamli	273.8	11	21	McFarlane/C	297.6	1
6	Wilton/Lawren	246.6	6	14	Poole/Poole	274.5	1	22	Hinz/Hinz	306.4	2
7	Street/Promet	248.6	1	15	Leavey/Ellen	274.8	12	23	Chalk/Castl	322.1	2
8	Baird/Davis	256.1	7	16	Sams/Prescot	274.8	2				

Lap 1

1	Adness/MacFarl	45.14	1	10	Sams/Presco	49.13	1	19	Hinz/Hinz	54.47	1
2	Turnham/Smith	45.37	2	11	Conneely/Sp	50.04	1	20	Street/Prom	56.51	2
3	Poots/Guidotti	45.46	3	12	Chadwick/Ch	50.07	2	21	McFarlane/C	57.06	2
4	Collins/Collin	46.25	4	13	Taylor/HamL	50.25	10	22	Watkinson/G	58.56	2
5	Croucher/Schmie	47.14	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	Leavey/ELLE	69.37	13
7	Mannion/Brixey	48.05	7	16	Bellairst/De	52.59	2	25	Svenson/Mus	96.54	4
8	Blackburn/Gart	48.34	8	17	Barbe/Barbe	54.30	11				
9	Baird/Davis	48.44	9	18	Borchardt/I	54.34	3				

Lap 2

1	Poots/Guidotti	45.47	1	9	Watkinson/G	51.32	8	17	Bellairst/De	59.33	2
2	Adness/MacFarl	46.10	2	10	Taylor/HamL	51.46	9	18	Sams/Presco	60.35	3
3	Blackburn/Gart	46.32	3	11	Taylor/Reev	51.48	1	18	Chalk/Castl	60.35	3
4	Collins/Collin	47.20	4	12	Poole/Poole	52.57	2	20	Street/Prom	86.13	2
5	Baird/Davis	49.09	5	13	Barbe/Barbe	54.25	10	21	Leavey/ELLE	89.48	12
6	Mannion/Brixey	49.23	6	14	Borchardt/I	56.24	1	22	Svenson/Mus	89.49	4
7	Wilton/Lawrence	49.32	7	15	Croucher/Sc	57.14	11	23	Conneely/Sp	100.23	4
8	Chadwick/Chadw	51.09	1	16	Hinz/Hinz	57.34	1				

Halfway Positions

1	Adness/MacFarl	91.24	1	9	Taylor/HamL	102.01	8	17	Hinz/Hinz	112.21	1
2	Poots/Guidotti	91.33	2	10	Taylor/Ree	102.57	1	18	Bellairst/D	112.32	2
3	Collins/Collin	93.45	3	11	Croucher/S	104.28	9	19	Chalk/Cast	122.47	2
4	Blackburn/Gart	95.06	4	12	Poole/Poole	104.30	2	20	Street/Pro	143.04	2
5	Wilton/Lawrenc	97.00	5	13	Barbe/Barb	108.55	10	21	Conneely/S	150.27	4
6	Mannion/Brixey	97.28	6	14	Watkinson/	109.28	11	22	Leavey/ELL	159.25	12
7	Baird/Davis	97.53	7	15	Sams/Presc	109.48	3	23	Svenson/Mu	186.43	4
8	Chadwick/Chadw	101.16	1	16	Borchardt/	110.58	1				

Lap 3

1	Adness/MacFarla	47.26	1	8	Poole/Poole	51.55	1	15	Barbe/Barbe	59.20	10
2	Blackburn/Gart	48.05	2	9	Sams/Presco	52.02	2	16	Taylor/Reev	59.59	1
3	Baird/Davis	50.31	3	10	Chadwick/Ch	52.49	3	17	Chalk/Castl	62.10	3
4	Wilton/Lawrenc	51.05	4	11	Borchardt/W	55.40	1	18	Leavey/ELLE	62.30	11
5	Taylor/Hamlin	51.12	5	12	Croucher/Sc	56.24	8	19	Conneely/Sp	68.06	4
6	Mannion/Brixey	51.14	6	13	Bellairst/De	57.21	2	20	Hinz/Hinz	68.47	1
7	Watkinson/Goos	51.20	7	14	Collins/Col	58.17	9	21	Street/Prom	104.40	2

Positions after 3 Laps

1	Adness/MacFarl	138.50	1	8	Chadwick/C	154.05	1	15	Barbe/Barb	168.15	10
2	Blackburn/Gar	143.11	2	9	Poole/Pool	156.25	2	16	Bellairst/D	169.53	2
3	Wilton/Lawren	148.05	3	10	Watkinson/	160.48	8	17	Hinz/Hinz	181.08	1
4	Baird/Davis	148.24	4	11	Croucher/S	160.52	9	18	Chalk/Cast	184.57	3
5	Mannion/Brixey	148.42	5	12	Sams/Presc	161.50	3	19	Conneely/S	218.33	4
6	Collins/Colli	152.02	6	13	Taylor/Ree	162.56	1	20	Leavey/ELL	221.55	11
7	Taylor/Hamlin	153.13	7	14	Borchardt/	166.38	1	21	Street/Pro	247.44	2

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 Taylor/Hamli	59.15	8	16 Chalk/Castl	78.41	2
5 Watkinson/Go	53.14	5	11 Taylor/Reeve	60.10	1	17 Borchardt/I	86.11	3
6 Sams/Prescott	55.14	1	12 Wilton/Lawre	62.22	9	18 Street/Prom	143.59	2

Results

1st	Jim Adness / Ian MacFarlane	186.08	1st Class	1
2nd	Steve Blackburn / Peter Gartshore	192.27	2nd Class	1
3rd	Bob Baird / Mike Davis	201.59	3rd Class	1
4th	Pat Collins / Desley Collins	204.15	4th Class	1
5th	Col Wilton / Shan Lawrence	210.27	5th Class	1
6th	Bruce Taylor / Nev Hamlin	212.28	6th Class	1
7th	Les Poole / Debbie Poole	213.33	1st Class	3
8th	Paul Watkinson / Burt Goostrey	214.02	7th Class	1
9th	Rod Sams / Lloyd Prescott	216.04	2nd Class	3
10th	George Croucher / Guenter Schmied	217.56	8th Class	1
11th	Dave Chadwick / Debbie Chadwick	219.24	3rd Class	3
12th	Nev Taylor / Nicholas Reeves	223.06	1st Class	4
13th	Steve Barbe / Greg Barbe	227.02	9th Class	1
14th	Brian Bellairs / Dennis Denning	235.09	1st Class	2
15th	Bruce Borchardt / Peter Itzstein	252.49	2nd Class	2
16th	John Hinz / Bill Hinz	256.15	1st Class	5
17th	Sandra Chalk / Max Castles	263.38	3rd Class	2
18th	Jon Street / Leon Promet	391.43	2nd Class	4

Fastest 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	50.25	10	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/Brixey	48.05	8	17 Bellairs/Den	52.59	2			
9 Baird/Davis	48.44	9	18 Barbe/Barbe	54.25	12			

Sextenaginal Survey

	1	2	3	4	5	6
Adness/MacFarlane	3	1				
Poots/Guidotti	1		1			
Blackburn/Gartshore		2	1			
Turnham/Smith		1				
Collins/Collins			1	2		
Baird/Davis			1	1	1	
Wilton/Lawrence				1		11
Croucher/Schmied					1	
Taylor/Hamlin					1	
Watkinson/Goostrey					1	
Mannion/Brixey						2
Sams/Prescott						1

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Forthcoming Event

Wednesday March 5th
at 8 pm

NEW MEMBERS NIGHT

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

Greg Chalk Memorial Enduro

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 Conneely/Spring in 10th position. In Class 3 Poole/Poole were first out at 14th. The Class 4 Rotary Baja of Stuart/Promet posted a very fast time to be 7th 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 competitors 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 10am 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 1pt 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 persevering 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 peddler from Sydney Street/Promet had rolled in Loop 1 then staked a tyre on the second loop. Hinz/Hinz on the Toyota were leading Class 5 with a loss 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 :- Conneely/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 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.

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.

OBSERVER 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 Festival 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 Civic/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 NDSOC "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 layoff 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 increased licence fees (entrant; rally competitor, general competition etc), 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 inconvenience for competitors 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? Perhaps 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 competitors pockets again. The reply would probably suggest the extra revenue will help contribute towards administration costs, or improve the standard of events. Of course no mention of contributing to the costs of the unsung heroes 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 Keith and Judy Tapsalla. 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

1980 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 motorkhanas 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

1978 OFFICE BEARERS

			<u>Phone Numbers</u>	
			<u>Home</u>	<u>Work</u>
PATRON	Minister for Defence	Hon. D.J. Killen		
PRESIDENT	.....	Allan Lawson	350 1461	
VICE PRESIDENT	.....	Garry Connolly		221 6899
IMMEDIATE PAST PRESIDENT	.....	Chris Goodreid	355 6016	33 4418
HON. SECRETARY	.....	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	.....	Dennis Brown	208 3831	208 4587
HON. TREASURER	.....	Charles Blake	38 2693	
CLUB CAPTAIN	.....	Ivan Holmes		
COMMITTEE	..... Ian Bond	Peter Marshall		
	Murray Cox	Dave Merris		
	Lee Drummond	Barry Torrens		
	Tony Hazeldine	Laurie Tindal		
	Peter Hines	Col Young		
CAMS DELEGATE	.....	Garry Connelly		221 6899
HON. AUDITOR	.....	Nev Johnston		
PROMOTIONS OFFICER	.....	Fred Thompson	285 2007	371 4977
PROPERTY OFFICER	.....	Tony Hazeldine	269 6337	
REGISTRAR	.....	Lee Drummond	398 7163	
BUILDING SUB-COMMITTEE CHAIRMAN	.....	Ivan Holmes		
FINANCE SUB-COMMITTEE CHAIRMAN	.....	Charles Blake	38 2693	
MAGAZINE EDITOR	.....	Peter Smith	208 1721	275 2255
MOTORKHANA & SPEED EVENTS				
SUB-COMMITTEE CHAIRMAN	.....	Lee Drummond	398 7163	
OFF-ROAD SUB-COMMITTEE CHAIRMAN	.....	Ian Bond	341 1139	
RALLY SUB-COMMITTEE CHAIRMAN...	.....	Dennis Brown	208 3831	208 4587
SOCIAL SUB-COMMITTEE CHAIRMAN..	.....	Wayne Black	397 9045	221 5822

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, fiancée and/or children of ordinary members.

CLUB BADGES

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

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

Editorial

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 Kalinna St, The Gap for Soup, 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)

ES. to the above the Kabels will now be doing the 'entree and the soup will be in the hands of no less than TIMS herself. So we can gauge 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).