



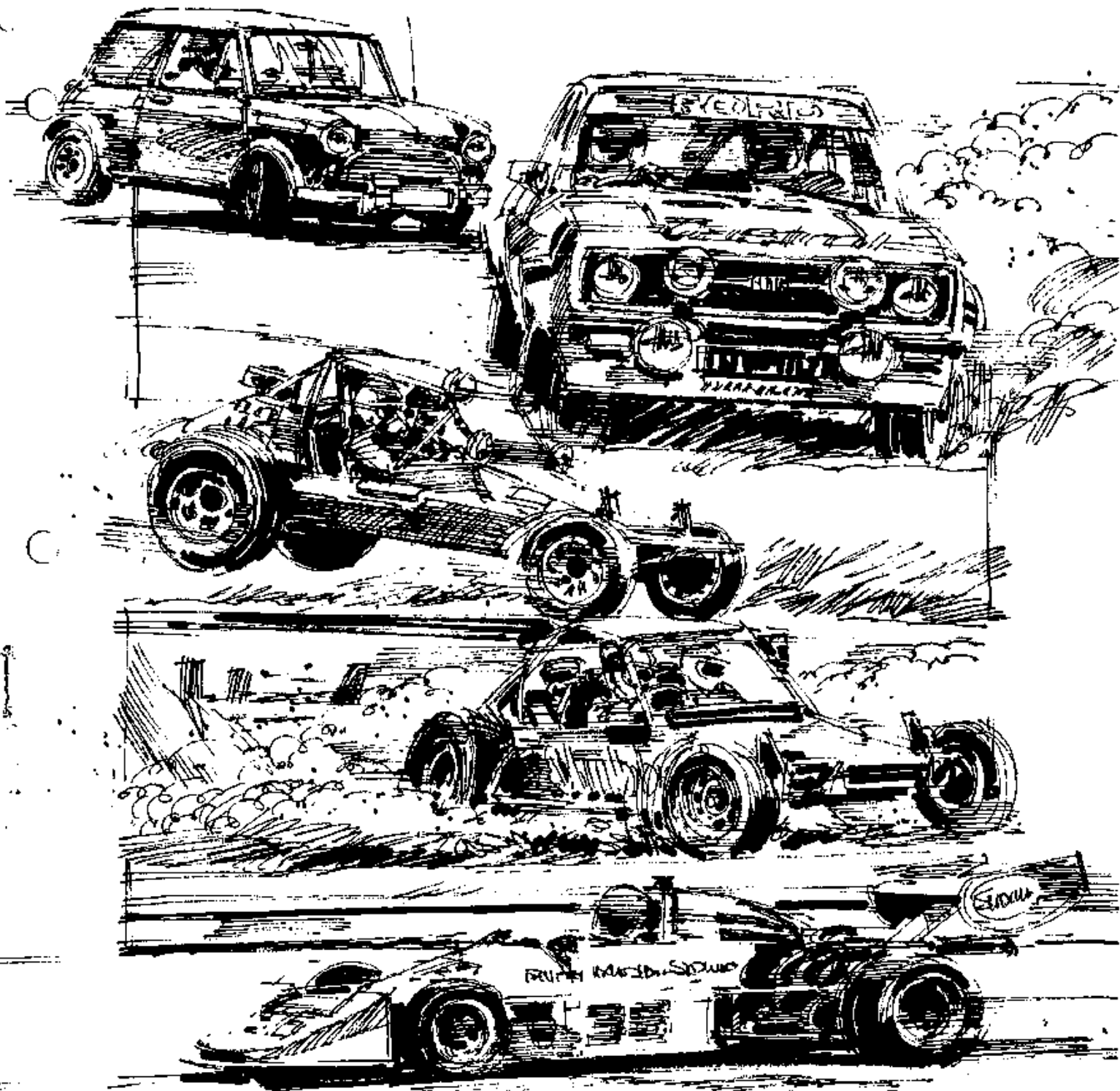
BRISBANE SPORTING CAR CLUB MAGAZINE

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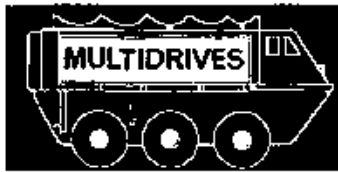
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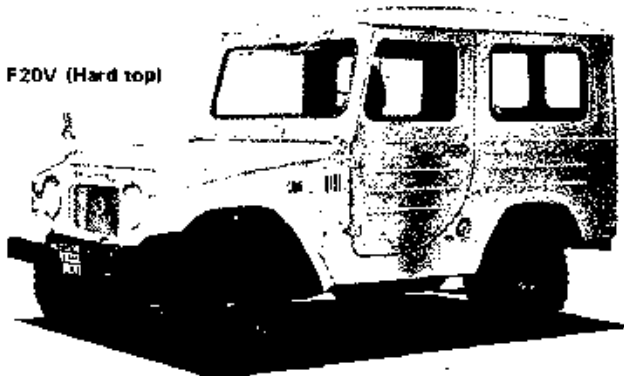
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BRISBANE SPORTING CAR CLUB

MAGAZINE - AUGUST 1980

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Extraordinary General Meeting - July 9th

This is the motion carried by a unanimous vote of a gathering of club members at the above meeting :-

Moved by Charlie Blake and Mike Mitchell

That the Brisbane Sporting Car Club be dissolved as from October 31st 1980 and that upon the dissolution of the Club and after the satisfaction of all its liabilities, any property whatsoever shall be given or transferred to a Company, Limited by Guarantee, which Company shall have the same objects as the Brisbane Sporting Car Club and, as far as is practical, its Memorandum of Association shall be in accordance with the Club's current Constitution and its Articles of Association will be in accordance with the current Rules of the Club.

The said Company shall be subscribed for, or on behalf of, the Office Bearers of the Club, for the time being.

this motion was carried unanimously.

On a personal note I was delighted to see such a fine turn out of members who have the Clubs interest at heart, why even Jim Reddiex found the corner of Reid and Hawthorne Streets on his street map ! Indeed such was the success of the social side of the night that perhaps we could change our name more often, although I do wish my wife didn't find Jack Reads rude stories quite so funny.

Big Ed

Major Forthcoming EventIntercity Rally Round 3

Your too late to enter this little event of Warren Teggs but its never too late to help. The event runs over 150km of roads in the Rosevale (West of Ipswich) area and the whole thing will be over by midnight, so if you could run a control for Warren phone him at 48 3889.

Being a short event on public roads we cannot really recommend its spectator value. We must point out to competitors that the official map, the 100,000 Ipswich, has recently been re-newed, so don't go out with the old one.

I see I've neglected to announce who won the various club Championships in 1979.

Current Club Champion - Tom Poots

1979 Rally Champion - Dave Ambrose

1979 Speed Champion - Steve Blackburn

1979 Off Road Champions - George Croucher

Guenter Schmied

1979 Night Run Champions - Charlie Blake

John Blake

Tony Best

The latest details of the tense struggle for the 1980 season can be found on pages 10 and 11.

Townsville Sporting Car Club

Townsville Pacific Festival Rally

June 14th/15th 1980

My Billiant Career (Navigational)

by The Master

copyright The Booksmith School of Navigation

This event began for me when Mark picked me up from Sherwood rather late on Thursday evening. We were flying to Townsville - we had 1 ticket and a very strong length of chain - no, actually, TAA, knowing a winner when they see one (self satisfied chuckle), gave us 50% off our tickets in exchange for our carrying their sticker for a while. I'm very dubious about night time flying. They taxi you to a very dark spot and I believe they throw a big black sheet over the aircraft, on this sheet they project the lights of the 'town' you are passing. Mark and I watched one 'town' not move for 10 minutes then W-H-O-O-S-H it shot past us like a Civic past a Torana. I swear I even saw a maintenance man walk over the wing, he had his hat on backwards and lent into the breeze created by the wind machine. On this flight we enjoyed the snackette, the hollow laughter came from Rupert Murdoch who was sitting behind, also Mark and the hostess were determined to see how many cans of beer then could get inside me. By the time we landed my bladder was eight foot across, it needed two baggage handlers and a forklift to get it out of the aircraft. By a miracle the cork stayed in till I reached the gents in the terminal, and by the next morning a creeping miasma of poison steam had extinguished all life on Magnetic Island.

We were met in this building that wasn't sick, it was terminal, by our host Kevin. He had a sense of humour. When I waded out of the Gents (the 'water' was so high (literally and metaphorically) that the hand dryer blew a Carmelite nun onto the next Singapore flight). Mark and Kevin threw me into the back of the car and said they were going to make me eat at a chinese restaurant that didn't serve Australian meals. I screamed, I think the car had childproof locks - I was trapped. So we travelled into Townsville. Past the "Torque of the town", an accessory shop run by an ethnic minority, and on past The Mall (why doesn't Brisbane have one?) to the "Lice with everything" a local hotspot. It was a lie, they did serve traditional Australian meals like "Chicken Chow Mein Cobber" or "Chicken and Almonds Bluey", I had Chinese Broth followed by Peking Schneitzel.

Our host is the Townsville rep for Hardies, the company which also employs Mark - its wonderdul what influence a good janitor has. Anyway the house, set in the lush parkland of the upper suburb of Sludge Creek, has been built of Hardiebrick, on a Hardiecrete base with Hardiepartition walls holding up a Hardietile roof - Kevin gets \$16 per year plus all the Hardiegoannas he can handle. Our hostess seemed ideal - i.e. , not the sort to make a bloke take a shower every day. Before you knew it I was spooning milk into my teacup and ramming cake down my throat like a glutton - if I carried on eating like this we'd need a double length of chain to get me home.

The next day dawned in the morning. It was wonderful to wake up in this country that we call home. They got me up at 6.30am. I'd always thought that such an hour could only be reached by staying awake from midnight onwards, but no, if your silly enough to get up while the sun still kisses the horizon its there waiting.

In the morning we met the rest of the family. Two boys David and Brian. David was almost human, but as we shall see Brian's cherubic smile flattered only to bereave. Kevin has a dining table made from Hardieglass, I saw my toes through the table and suggested that the sausages looked underdone. Kevin had a bucket of tea for breakfast, I haven't seen a cup like that since Racquel Welch was in town. Mark had a trough for his tea and I was given a chintzy bitzy cup - how about that for your bleedin' breedin'.

After breakfast Mark wanted to walk across to Magnetic Island to look at the damage, and Kevin planned to spend the day at the Townsville bunny club. But I say that if you've seen one big pair of ears, you've seen the lot, so I persuaded them we ought to work on the car.

Trouble was we couldn't find it. It had come up on a Hardietruck surrounded by Hardietweet (the bird food that keeps them home). We visited one unloading ramp to find it had been bulldozed out of existence, on our way to another, as I was contemplating the hire of an Avis car for the event, we saw the Lancer heading towards us on a truck. We waved him down and the driver, a Mr Hardy, followed us to the nearest ramp. We quickly unloaded the car and Kevin took us round to Townsville Chrysler.

What a boon this place was, and busy wasn't the word for it, they sell Honda's as well and the workshops have to be seen to be believed. However they always found room for us as we brought the car upto scratch. We had lunch in a pub. I had steakette (ham) with pineapple chunks and Mark was saddled with a steakette (beef) sandwichette, apart from this lapse we were treated really well in Townsville and once people knew you were on the rally we always received there services free.

Soon the sun had finished its majestic journey through the heavens and night was upon us. The welcoming Hangi ! Before we left the house though I had to have a shower with SOAP - ugh my flesh still creeps, a strange Australian practice and not a welcome one. Then hot cha-cha-cha to a night of fun. At this function few people were prepared to acknowledge our existence. The ones who I see every week or so who were prepared to say "Hello" were the Kabels, George Kahler and Greg Weale, Bruce Fullerton, Dale Payne, the Whalleys and that, apart from the friendly locals, was that. Still a good evening with an enjoyable pig (Mark agreed with Rod Brownings suggestion that I was navigating for him as there was no-one else available). We had the sense to leave early, unlike some other competitors, younger than your editor - but then who isn't, who tanked onto the wee hours, O foolish youth.

The next morning we arose at a civilized hour and Mark flung himself lemming like into the shower. Mark had 85 eggs and 15 rashers of bacon for breakfast, I should gnaw, it being The Day of the Event, I had one (1) piece of toast and a cup of tea. The things we do for the spurt - but thats a horse of a different colour. On to scrutineering where the car passed easily but they weren't too happy with me - but then who is except me mum ?

Things had gone far too smoothly so far, but a "quick" change of brake pads cured that. We'd borrowed Ian and Chris from Townsville Chrysler as our service crew, and as the time for the cars impounding drew nigh we couldn't get the new pads to fit, and it wasn't until we had no hair left that it was discovered that the new pads were subtly different from those taken off. All this time I was on hand to answer those tricky questions that crop up - "My pubic hair has split ends, what shall I do ?", "My diseased father-in-law complains of the cold at night and wants to join us in bed, what position should he sleep in"?. OK so I was reading the Womens Own in reception but its better

than being under foot.

We reached the start just in time only to find that nobody cared a stuff anyway. Then after I'd worked on the roadbook came the Dramatic Moment. A huge bearded man grabbed me by the scruff of the neck. "Your for the steward my lad" he said. With a wriggling Taylor under one arm, and an unwashed wriggling Smith at arms reach, we were borne to the "Retribution" flagship of the CAMS fleet. Striding the deck was Cap'n Whalley, his black boots clump-clump-clumping a pattern of menace. At his side danced bold Ian Genn, director of the event. Cap'n Whalleys iron hook raked my cheek. Downgraded :- Marks re-classification to Recognised hadn't been ratified by the Worshipful Company of Brisbane Fishmongers (or some such body of worthys). Mark went puce, I knew that calling him "Clubman Taylor" would be worth a minute a stage. I spoke a few trembling words to Cap'n Whalley as he chewed a bag of nails and breathed fire. "Clubman Taylor and I thank-ee for thy leniency on this occasion, and we will be glad, nay delighted, to start at the rear of the clubmans class". He scowled fiercely "Jibbet for he next time my lad - now be-off afore I hits thee with Article subpara 15".

Clubman Taylor and I returned to the car, he was simmering. So I added a pinch of salt and left him bubbling for five minutes.

The first stage took place down and around Townsvilles drag strip. The car was running rotten, the engine started a terminal cough at 4800 and couldn't go any higher and the brake pads were not really to be trusted for any sustained desperate manoeuvres. About .36km from the start of the stage a large brown cow insisted on shoving its great bum on the road - doubtless in the belief that if its heads OK then the rest must be too. We dropped 1 min on this stage along with most others.

A 29km transport headed us north to the next stage, a short thrash over a dusty plain. After we shot into the trees at the first crossroads I suggested that Clubman Taylor pull his socks up and then I got my comeuppance later. We turned right near the end of the stage because thats the way the ruts went, I was trying to decide what was happening. We cleaned this stage but it was only just.

Div 1 Sec 4

= 1	Browning/Fullerton	0 =16	Kabel/Kabel	1 =16	Black/Payne	1
	Kahler/Weale		Batts/Smith		McCubben/Neaton	
	Taylor/Smith		Coote/Marsden		Kelly/Coonan	

Another 98km transport took us to the end of the first division at Ingham. And may I say that an uncomfortable car the Lancer is for travelling in on the highway. It lurchs, staggers, wanders like TMS after a wine and cheese night and the engines prone to a good fart every now and again. At the division break the boys put new linings that fitted on the front and replaced the spark plugs. This was supposed to be a longish break but I discovered rather late that it had been shortened, so we had to throw the car together, get our time out and then quickly screw everything up tightly.

Division 1

= 2	Browning/Fullerton	1 =13	Coote/Marsden	2
	Kalher/Weale		Black/Payne	
	Taylor/Smith		McCubben/Neaton	
=13	Kabel/Kabel	2	Kelly/Coonan	
	Batts/Smith			

Another long transport took us north to Cardwell and the forest area. The first stage was very short and was eventually to be scrubbed from the results. Tony Perrett broke something on the rear (?) suspension and three of the people-to-fear (Murray Coote, Rod Browning and Wayne Black) all lost heaps of time getting the stranded Datsun out of the

way, unfortunately when the control officials heard of this they stopped sending cars until the road was clear, thereby creating a touch of the dreaded "Unequal conditions". This little stage was all brows and the resulting choppy conditions made the Halda hard to read, it finished in a series of TR-TR-TL-TR-TL all within $\frac{1}{2}$ km, on mud.

Speaking of Control Officials they were a strange assortment. It ranged from Start Competitives where after a long wait a bloke would amble over and say "Is you'se still here?", to start Transports with a split second countdown. Inexperience, but let our gratitude to everybody not be in doubt.

Another short transport with a service in it. Ian and Chris being on hand to do all the necessary. Mark said that during the night "We worked their rings off" but I didn't think either were married.

At last we were into the meat of the event with 23.8km to be covered in in 18mins. This stage had 28 cautions of varying severity. At the start of this stage I sauntered upto the car in front and suggested that we might catch him. Well it was an ancient (but worthy) Mitsubishi Colt with a standard 1400cc engine and drum brakes all round. Needless to say we never caught him, although it was close at the finish. This stage finished on a long muddy straight, with two "Extreme Caution - road washed out" warnings. We approached the first one far too fast but luckily the washout was covered in mud and this acted as a cushion. As it was we slipped in sideways (My side being to the fore of course) and we sent a rather inopportune caution board flying. It spun through the air then graunched underneath for a bit. This faux pas was reported at the next control, naturally.

Div 2 Sec 4

1 Browning/Fullerton	0 = 4 Coote/Marsden	2 = 16 Kabel/Kabel	4
= 2 Kahler/Weale	1 Black/Payne	McCubben/Neaton	
Taylor/Smith	= 9 Batts/Smith	3	

A short transport and another good thrash. This stage had plenty of loops and on this event it was "Give way to the right", great in theory and DEADLY in practice. In future I hope that the car on the straight has right of way, if the ultra fast Ian Ogilvie hadn't seen us before we saw him then we'd all be history - a grim moment, especially as I was still calling "150" at 75mph and we'd just begun braking. Our friend in the Colt had ground to a halt just past a Turn Right, broken diff probably as the car wasn't exactly out of the way. 11.3km into the stage there was a "Major Caution - Causeway" which was hidden by large bushes round a very fast right hand bend, this was approached by a fullchat straight. Any navigator not totally on the ball could place the team in big strife here - as happened later.

Div 2 Sec 6

= 1 Browning/Fullerton	0 = 1 Kahler/Weale	0 = 8 McCubben/Neaton	1
Coote/Marsden	Taylor/Smith	= 18 Kabel/Kabel	2
Black/Payne	= 8 Batts/Smith	1	

Another short ransport and service and then THE stage. In every event theres always one stage that catches the unwary, well this was the one. At 4.56 the full instruction read "TL (Hard to see) - CAUTION - hole on outside" which I would interpret as a count-down of "Turn Left hard to see" and then when we got there I would slow him down and tell him to keep a tight line. Well we couldn't find the damn road and that applied to most people. Except for your real naus's like the Bruce Fullertons of this world who sailed round without stopping. The silly thing was that it was only 200 metres past a rock solid distance check - a causeway, and mark you the junction

had a Caution Board on it although by now I'd totally forgotten the caution requirement. Gee Whizz up and down this bloody road we went with me looking for a black tracker, until just as the next car boomed up behind us the penny (.83 of 1 cent) dropped, and we turned left using the caution board as an apex despite the fact that no road was visible. The car behind followed us round and Mark really got into it in an effort to lose our pursuer - however the fun wasn't over yet. Our next instruction was 320 metres Right at T. But this grotty little road not only had no beginning it had no end either. So about 50 metres before the junction we found ourselves crashing through virgin territory. When we saw the road running across our bows it was separated from us by a ditch that would have been a credit to the Siegfried Line. Mark threw the Lancer in until it was standing on the o/s headlamp then I got out to lend some weight to the back. With my elfin weight we had enough traction for Mark to get the whole car wedged in the ditch. Moving backwards and forwards inches at a time, the Lancers big chunkies gradually wore the banks away until we popped out like a champagne cork, all this time I was flopping on the back like a hooked fish. Later I learnt that just as we extracted ourselves the navigator from the car behind went to throw his weight to our aid, but we'd gone, so he fell into the ditch in a praying attitude, and as his face was level with our rear wheels we took most of it off with a burst of gravel. All good fun, I don't know his name but he's from Toowoomba and calls me his "Ocker Mate". So we set off sure we'd "Lost it", however we really got into the job of trying to regain at least 1 of those lost minutes.

Div 2 Sec 8

= 1 Browning/Fullerton	2 =15 McCubben/Neaton	5 25 Black/Payne	8
= 5 Batts/Smith	3 =19 Taylor/Smith	6 =27 Coote/Marsden	10
=10 Kabel/Kabel	4 =21 Kahler/Weale	7	

The next stage had the Major Caution - Causeway at the end of the long straight. Only this time the creek wasn't empty! Neatly jammed - and like the Brisbane River it only just fitted between the banks - was a white Escort. A sobering sight - it put the wind up me, I wonder what it did for the navigator? Most people cleaned this section. Another long transport took us back to Ingham for the division break.

Division 2

1 Browning / Fullerton	2 =12 Kabel / Kabel	10
= 4 Batts / Smith	7 McCubben / Neaton	10
Taylor / Smith	7 =15 Black / Payne	11
=10 Kahler / Weale	9 =17 Coote / Marsden	12

Overall to date

1 Browning / Fullerton	3 =11 Kabel / Kabel	12
= 5 Taylor / Smith	8 McCubben / Neaton	12
= 7 Batts / Smith	9 =14 Black / Payne	13
= 9 Kahler / Weale	10 16 Coote / Marsden	14

The two divisions so far had just been build ups to the Third Division, which had the bulk of the competitiveness. One person in strife was George Kahler whose EX7 was stuck in third gear. Using the Ampol stations hoist they quickly had the gearbox out and repairs were effected, but the damage had already been done and the car was to retire in the last division. Rod Browning was leading us by 5 minutes here and 5 minutes is a lot of time. So I said to Mark that we had to be a minute faster on 6 of the stages and equal on 2 - Mark gritting of teeth. So after the boys had welded an exhaust bracket we set off onto the third division. The long distance to first service forcing us to carry two cans of petrol, a thing my stomach and broad yellow streak hate doing.

The first stage was the best of the night. 9.8km, 7 instructions and it went up this mountain like a Gazelle. No straights - Lancer country. As Wayne Black said "You screw your right foot to the floor and keep winding away" Brill stage.

Div 3 Sec 2

= 1 Coote/Marsden	1 = 6 Black/Payne	2 = 6 Browning/Fullerto 2
Kahler/Weale	Kabel/Kabel	McCubben/Neaton
Taylor/Smith	Batts/Smith	

The next stage followed immediately. From a TVHL 22km into the stage we dived into the undergrowth on what by only really stretching the imagination could be called a road. By now the stench of petrol was hideous - even lifting my armpits had little effect, so we poured what hadn't been lost into the tank.

Div 3 Sec 3

= 1 Taylor/Smith	3 = 6 Black/Payne	5 = 12 McCubben/Neaton 6
= 2 Coote/Marsden	4 Kahler/Weale	= 26 Browning/Fullert 13
= 6 Kabel/Kabel	5 = 12 Batts/Smith	6

The next stage was the first run of the long one, 51.7km in 40mins. A very special stage for us as Rod Browning was parked by the side of the road. Did we lead? I thought that perhaps discretion might now be called for but I was loath to break his ribs natural rytham, so we sailed on into the night. Naturally one of the petrol containers had split, and every now and again I would see a flash of light on the roof of the car. Thinking we were being caught I kept an eye open behind but without spotting anything. It wasn't until the end of the event that Mark confessed that on the overrun the exhaust was igniting petrol vapour escaping from the boot, giving rise to a brilliant but fortunately short lived fireball, barmy he is, I would have baled out instantly. On this stage Ogilvie started ahead of us with a broken engine mounting, but it was still a long time until we caught him. And later when I thought he was safely disposed of, Mark insisted on doing a hairpin left round a gate while I was calling "Bear left through gate" and he was up our chuff in an instant - and all this time Ogilvie was steadying the gearlever with a bruised knee.

Div 3 Sec 4

1 Taylor/Smith	2 = 3 Kahler/Weale	4 19 McCubben/Neaton 12
2 Coote/Marsden	3 = 7 Batts/Smith	5 26 Browning/Fullert 34
= 3 Black/Payne	4 = 9 Kabel/Kabel	6

Actually once I saw poor old Browning out I found the 3rd Division a bit dull. Indeed Section 7 was 10.95km long without a single instruction, a super bit of road, wide and ultra fast. Knowing we were returning to this bit of road later I made a note of what happened after the brows.

Div 3 Sec 5 and Div 3 Sec 7 were cleaned by nearly everyone.

We had another run at the long stage, passing two cars again. The second one was a Datsun rather reluctant to move over, when he did we had to mount a small bank to pass him, and just as we were level we slid off the bank, sharp intakes of breath and grimaces-of-impending-doom all round.

Div 3 Sec 9

1 Coote/Marsden	2 = 2 McCubben/Neaton 3	25 Batts/Smith	15
= 2 Kabel/Kabel	3 Kahler/Weale		
Black/Payne	Taylor/Smith		

Div 3 Sec 10

= 1 Coote/Marsden	2 = 3 Kabel/Kabel	4 18 Batts/Smith	11
Taylor/Smith	= 6 McCubben/Neaton 5	19 Black/Payne	12

Div 3 Sec 11 - Mostly Cleaned

Drats the last stage was turned into a transport, and after I'd pace noted it - so I went to sleep instead.

Div 3

1	Taylor / Smith	11	11	McCubben / Neaton	30
2	Coote / Marsden	12	17	Batts / Smith	40
5	Kabel / Kabel	21	25	Browning / Fullerton	489
7	Black / Payne	26			

Now we come to the most challenging section of all, the long Transport back to Townsville. We set off down the range with our Townsville Chrysler Ute following. Once we hit the highway I had 15 minutes sleep then it was my job to Keep Clubman Taylor Awake. First of all we had a silhouette show on the curtain between us, however my repertoire of shadows comprises of Ralph the Wonder Dog and little else, once you've heard him say "A gottle of gear" you've done the lot. Then we had a puppet show above the curtain, with my left hand as punch and my right hand as Ralph the Wonder Dog. However Punch eat the baby so my chances of making a room full of children burst into tears (a long standing dream of mine) diminished. Then I became the Lancers front gunner, and with bursts from two deadly index fingers I despatched cows, Morris 1100's and sugar cane indiscriminately.

By now old Taylor wouldn't have gone to sleep by papal request. I hadn't eaten meat for 36 hours and I kept seeing his left leg surrounded by chips and veggies. Townsville! Finished with engines, give Ralph the Wonder Dog shore leave, breakfast!

The breakfast was prepared by the Townsville and District Pipe Band - and it was worth every cent we paid. Two large nutritious grey rissoles, bacon a' la pommie transport cafe, a huge mound of liquid baked beans topped by a monolithic bread roll. I wolfed mine down eagerly. Brian Stenzel was made of less stern stuff. Mark kept his portion for clinical analysis.

I though I may have done well as the third division had been fast and boring, but then I saw Simon Kabels shadow trying to plunge a dagger in my back, with Hank struggling with him and shouting "Not with the good knife" - so I knew.

Clubman Taylor and I were dragged off to sit on the car for the newspapers. The resulting dents in the roof were the only damage suffered all night. I told the throng, the Kabels, Ian Genn, two small boys and Ralph the Wonder Dog, that we could drink the victory champagne but we couldn't eat any pork sandwiches in front of the cameras, as one of our sponsors was Jewish. Once the radio people learnt that non-locals had won the event they disappeared in a rush, the newspaper man promised that the headline "Pommie bastard wins rally - day of mourning" would appear between the Singapore Stock Market closing prices and the announcement of a new sales manager for Carpet Wonderland.

We were taken back to our residence by the Service Crew Chief in his V8's (one at each end) powered thing. B-R-R-M-M-M and we were there. We were going so fast I had to speak in Pitmans shorthand, "Faint vertical line left, sharp half moon with squiggle right". He doesn't buy bug squash remover, he gets half a gallon of stuff to take off pedestrism smear. Mark was white - de problem solved.

Back home Mark phoned Coral. I had a shower, another breakfast to take away the taste of the first one, read the paper, knitted Ralph a coat and Mark finished his phonecall to Coral. I phoned TIMS. Ring Ring. "Hello", "Its me", "Bid you win?", "Yes", "Heart-throb" she always was a great conversationalist.

The trophy presentation barbecue. The two young swine we were staying with prepared signs to hang round our necks. Marks read "Winner",

mine said "Whiner", but old blue-collar Taylor wouldn't wear his "You can get away with these things young Smith, my position is different - just ask Coral" My god its like navigating for a bank manager.

The barbecue. All those people who NEVER speak to me in a fit, people who I see regularly but who couldn't lower themselves to converse with strange migrants, suddenly became our boon companions - what a scene for a social climber. My main memory of the night was being given a burger and when having a pretty little thing tell me that she'd lent on a car covered in sick, my appetite disappeared rapidly. The award presentation wasn't too ghastly, old Taylor got up and gave his annual general report, then I said a few intelligent words on the guano industry in the Maldive Islands. However let us reserve a word for the elegant trophies. Two polished wooden Brolgas on a wooden plinth. Trophies are one area where the BSCC falls down - tawdry nonsense, it was nice to return from Townsville with something one could actually display.

So that was the Townsville Festival Rally. Perhaps it was rather long on Transports but until they move Dunstinane Wood nearer to town then we'll have to put up with it. The events only drawback was the inexperience of the control officials, did they all attend the briefing? Qw were running at number 16 on the road and still their little hands had to be led round the page. And one hopes that the days of minute timing are coming to an end. In conclusion may I express the wholesale admiration that Mark and I have for the job done by Ian McCubben in the huge Holden Ute, just how does he get that most unlikely vehicle round so quickly?

Thank you Ian Genn and the boys, not the easiest event on the calendar but so very worthwhile.

Big Ed (Literally)

PS. As we left the next morning, Junior Swine, the younger of the two petit-homme-der-Maison, pointed to my bulging suitcase and said "Thats so fat it looks like his tummy" Ha ! bleeding ! Ha! I've sent him a grenade and pin removal kit.

Results

1st	Mark Taylor / Peter Smith	Lancer	19	1st Clubman(!)
4th	Murray Coote / Brian Marsden	Mazda	26	1st Classified
6th	Hank Kabel / Simon Kabel	Mazda	33	2nd Classified
9th	Wayne Black / Dale Payne	Mazda	39	3rd Classified
11th	Bruce McCubben / C Neaton	Datsun	42	
15th	Gary Batts / Syd Smith	Gemini	49	
24th	Rod Browning / Bruce Fullerton	Gemini	492	

A super drive by Murray Coote raised him from 16th to 4th in one division, what a pity Rod Browning had his trouble - I wonder if he was catchable?

Wanted

Your lovable Editor wants to borrow a-COLOURTUNE kit (COLORTUNE for those folks from the little old U.S.A.) a reasonable hire fee will be paid - in books. This kit will be put under the care of The Incredible Mrs Smith, wanted for 1 week only.

Pete Smith 208 1721 home
Mrs Smith 345 2177 day

Championship PagesMotorcross Champ

1	Lindsay Sutherland	22
2	Ian Fink	21
3	Jack Reed	19
4	Phil Stephan	18
5	Graeme Adair	17
= 6	Oriano Giammichel	14
	Harry Bosboom	14
= 8	Matt Reed	11
	Chris Harbeck	11
10	Ralph French	9
=11	Kevin Taylor	8
	Colin Powell	8
	Clayton Mitchell	8
=14	Gary Luiten	7
	Ken Bosboom	7
=16	Steve Donoghue	5
	Tony Best	5
=18	David Martin	4
	Bill Dillon	4
	David Mundy	4
	Mike Mitchell	4
22	Peter Marshall	3
=23	Paul Dillon	2
	Wendy Marshall	2

Night Run Champ

1	Charlie Blake	52
2	David Mundy	48
= 3	Harry Bosboom	47
	John Ward	47
= 5	Peter Marcovich	46
	Wayne Salmond	46
7	Paul Goopy	45
= 8	Barbara Knight	44
	Gary Luiten	44
10	Ken Bosboom	40
=11	Peter McMahon	33
	Peter Stockton	33
13	Neal Howard	32
14	Gary Kabel	26
=15	Alan Ball	24
	Shayne Sirett	24
	Dale Payne	24
=18	John Blake	22
	Kevin Hall	22
	Tony Hazeldine	22
=21	Ian Goldsworthy	21
	Chris Harbeck	21
23	Carol Howard	18
=24	Warren Tegg	16
	Bernie Bugden	16
	Alan McConnell	16
=27	Tim Charalambous	13
	Syd Smith	13
	Paul Dillon	13
=30	Jenny Odes	11
	Nick Stephensen	11
=32	Kerry Payne	10
	Brad Skinner	10
=34	Phil Steaphn	9
	Debbie Smith	9

Night Run Champ (cont)

=36	Greg Hooper	7
	Richard McColm	7
	Barry Walker	7
	Peter Lynch	7
	Mike Mitchell	7
41	Kathsttine Tegg	5
=42	Philip Douglas	4
	Steve Bynon	4
	Peter Marshall	4
	R Wilkin	4
	Greg Weale	4
	John Beggs	4
=48	Colin Powell	3
	Graeme Adair	3
	Bruce Fullerton	3
51	Bill Dillon	2
=52	Chris Pike	1
	Chris Beedon	1
	Tricia Smith	1
	Pete Smith	1

Rally Championship

= 1	Brian Marsden	11
	Garry Connelly	11
	Mike Mitchell	11
	Gerard Byrne	11
	Tony Best	11
	Laurie Garth	11
	?	11
= 7	George Kahler	10
	Greg Weale	10
	Russell Fullert	10
	Tim Bailey	10
	John Blake	10
=12	Russell Reid	9
	Simon Kabel	9
	Cedric Reinhardt	9
=15	Gary Batts	8
	Syd Smith	8
	Brad Skinner	8
	Mark Nissen	8
=19	Keith Tapsall	7
	John Hall	7
	Ian Goldsworthy	7
	Kevin Hall	7
=23	Bruce McCubben	6
	Ann Thomson	6
=25	Tony Kabel	5
	Gary Kabel	5
=27	Rod Cross	4
	Dave Ambrose	4
=29	Simon Passlow	3
	Terry Crawford	3
=31	John Shirley	2
	Mal Spinn	2
=33	Harry Bosboom	1
	John Ward	1
	Norm Fritter	1

Speed Event Champ

= 1	Steve Barbe	11
	Ian Fink	11
3	Glen Carpenter	10
4	Phil Stephan	9
5	Tom Poots	7
6	Gerry Reynolds	7
7	Chris Harbeck	5
8	R Stansfield	5
9	Graeme Adair	4
10	Harry Bosboom	3
11	Tony Kabel	3

Off Road Champ

1	Bruce Taylor	28
= 2	Nev Hamlin	22
	Jim Adness	22
	Ian MacFarlane	22
5	Mick Norris	21
= 6	Steve Blackburn	20
	Peter Gartshore	20
	Ian Bond	20
	Marianne Bond	20
10	Col Wilton	17
=11	Steve Barbe	16
	Greg Barbe	16
13	Dave Chadwick	13
=14	Ian Baker	11
	George Croucher	11
	Guenter Schmied	11
=17	Bob Baird	10
	Mike Davis	10
=19	Pat Collins	9
	Desley Collins	9
	Rod Sams	9
	Nev Taylor	9
	Brian Bellairs	9
	Col Leavey	9
=26	Dwayne McClintoc	8
	Nicholas Reeves	8
	Ed Hopkins	8
	Pat Whyte	8
	Paul Watkinson	8
	Burt Goostrey	8
	Ron Wilson	8
=33	Les Poole	7
	Debbie Poole	7
=35	John Hinz	5
	Bill Hinz	5
	Jo-Anne Jay	5
	Chris Hamlin	5
=39	Sandra Chalk	4
	Max Castles	4
	Cedric Loy	4
	Geoff Loy	4
43	Lloyd Prescott	3
=44	John Herbert	2
	Dennis Denning	2
	Barry Meller	2
	Don Rea	2
=48	Jon Street	1
	Leon Promet	1

Off Road Champ. (Cont)

=48	Debbie Chadwick	4
	Bruce Borchardt	4
	Peter Itzstein	4
	Alan Marshall	4
	Val Marshall	4
	Barry MacFarlane	4
	Mick Abrahams	4
	L Svenson	4
	Janelle Svenson	4

Ladies Championship

= 1	Wendy Marshall	11
	Barbara Knight	11
	Ann Thomson	11
	Marianne Bond	11
= 5	Shayne Sirett	10
	Desley Collins	10
= 7	Carol Howard	9
	Debbie Poole	9
= 9	Jenny Odes	8
	Jo-Anne Jay	8
=11	Kerry Payne	7
	Sandra Chalk	7
=13	Debbie Smith	6
	Debbie Chadwick	6
=15	Kathstrine Tegg	5
	Val Marshall	5
	Janelle Svenson	5
18	Tricia Smith	4

Club Championship

1	Ian Fink	21
2	Harry Bosboom	18
3	Philip Stephan	17
4	Mike Mitchell	13
= 5	Tony Best	12
	Steve Barbe	12
= 7	Graeme Adair	11
	Charlie Blake	11
	Gerard Byrne	11
	Garry Connelly	11
	Laurie Garth	11
	David Mundy	11
	Brian Marsden	11
	Lindsay Sutherland	11
	Bruce Taylor	11
=16	Jim Adness	10
	Chris Harbeck	10
	Nev Hamlin	10
	Ian MacFarlane	10
	John Ward	10
=21	Glen Carpenter	9
	Jack Read	9
=23	Peter Marcovich	7
	Mick Norris	7
	Tom Poots	7
	Wayne Salmond	7
=27	Steve Blackburn	6
	Ian Bond	6
	Marianne Bond	6
	Oriano Giammichele	6
	Peter Gartshore	6
	Gerry Reynolds	6

Club Champ. (Cont)

=33	John Blake	5
	Paul Goopy	5
	Gary Luiten	5
	Greg Waale	5
=37	Tim Bailey	4
	Russell Fullerto	4
	Barbara Knight	4
	George Kahler	4
	Matt Read	4
	Ross Stanfield	4
43	Ken Bosboom	3
=44	Bill Dillon	2
	Paul Dillon	2
	Ralph French	2
	Ian Goldsworthy	2
	Kevin Hall	2
	Gary Kabel	2
	Tony Kabel	2
	Peter Marshall	2
	Colin Powell	2
	Syd Smith	2
	Brad Skinner	2
	Col Wilton	2

Everybody else who has
championship points
was =56 on 1 point.

World Championship

1	N Piquet	94
2	R Arnoux	93
3	A Jones	84
4	D Pironi	82
5	C Reuttemann	68
6	J Laffite	56
7	R Patrese	32
8	E Fittipaldi	29
9	J Mass	27
10	K Rosberg	23
11	E de Angelis	22
12	G Villeneuve	21
=13	D Daly	18
	A Prost	18
15	J P Jarier	16
16	J Scheckter	14
=17	J P Jabouille	12
	J Watson	12
19	R Zunino	11
20	B Giacomelli	10
=21	G Regazzoni	6
	M Surer	6
	M Andretti	6
24	J Lammers	4
25	P Depailler	3

The Spanish Grand Prix has been left from the
lists as half the top teams didn't compete.

I made a mistake last month with Chris Harbeck's
figures - this explains his demotion in the
club championship.

If only one of the top four ladies would enter
an event different from what they've done already
they'd find themselves alone in the lead.

Club Motorkhana - June 22nd

Harry Bosboom put together what transpired to be a very successful little event. A record entry of 27 club members entered but only one of these, Wendy Marshall, was a clueless cutie - come on gels its easy and its fun, but now back to the motorkhana.

Test 1

1 L Sutherland	F 26.3	10 C Harbeck	C 31.5	19 D Mundy	C 35.0
2 I Fink	B 26.4	11 H Bosboom	C 31.8	20 W Marshall	B 35.4
3 J Read	F 28.8	12 P Marshall	B 32.0	21 B Dillon	C 36.9
4 K Bosboom	B 29.9	13 G Luiten	D 32.5	=22 J Ward	C 40.0
5 G Adair	D 30.1	14 G Clenpete	B 32.6	P Wallace	D 40.0
6 F Giammichele	F 30.2	15 G Kabel	B 33.2	24 D Martin	B 40.5
= 7 C Mitchell	B 30.5	16 A Lee	B 33.5	25 B Bugden	C 40.8
P Stephans	B 30.5	=17 B Fullerton	C 34.0	26 P Dillon	B 41.5
9 M Mitchell	C 30.7	W Hickey	C 34.0	27 S Bynon	B 46.5

Test 2

1 L Sutherland	F 42.5	=10 F Giammich	F 51.5	19 H Bosboom	C 55.6
= 2 J Read	F 47.1	M Mitchell	C 51.5	20 D Mundy	C 56.0
G Adair	D 47.1	12 P Dillon	B 52.1	21 A Lee	B 56.2
4 P Marshall	B 48.0	13 G Kabel	B 52.2	22 W Hickey	C 56.9
5 I Fink	B 48.4	14 G Carpenter	B 52.8	23 S Bynon	B 58.8
6 P Stephans	C 49.2	15 B Fullerto	C 52.9	24 D Martin	B 59.6
7 K Bosboom	B 49.4	16 W Marshall	B 53.8	25 B Bugden	C 60.5
8 C Mitchell	B 49.5	17 G Luiten	D 54.5	26 C Harbeck	C 61.6
9 B Dillon	C 51.4	18 J Ward	C 55.3	27 P Wallace	D 69.5

After 2 Tests

1 L Sutherland	F 68.8	10 M Mitchell	C 82.2	19 A Lee	B 89.7
2 I Fink	B 74.8	11 C Harbeck	C 83.1	20 W Hickey	C 90.9
3 J Read	F 75.1	=12 G Kabel	B 85.4	21 D Mundy	C 91.0
4 G Adair	D 77.2	G Carpente	B 85.4	22 P Dillon	B 93.6
5 K Bosboom	B 79.3	14 B Fullerto	C 86.9	23 J Ward	C 95.3
6 P Stephan	C 79.7	15 G Luiten	D 87.0	24 D Martin	B 101.1
= 7 P Marshall	B 80.0	16 H Bosboom	C 87.4	25 B Bugden	C 101.3
C Mitchell	B 80.0	17 B Dillon	C 88.3	26 S Bynon	B 105.3
9 F Giammichele	F 81.7	18 W Marshall	B 89.2	27 P Wallace	D 109.5

Test 3

1 I Fink	B 33.4	10 P Dillon	B 42.4	=19 B Dillon	C 50.0
2 H Bosboom	C 37.8	=11 J Read	F 42.5	B Fullerto	C 50.0
3 D Mundy	C 37.9	C Harbeck	C 42.5	21 F Giammich	F 52.9
4 C Mitchell	B 38.0	13 G Luiten	D 44.0	22 S Bynon	B 53.5
5 L Sutherland	F 38.5	14 W Hickey	C 45.0	23 J Ward	C 54.0
6 W Marshall	B 40.1	15 D Martin	B 45.2	24 P Marshall	B 54.5
7 M Mitchell	C 41.9	16 P Stephan	C 46.6	=25 K Bosboom	B 59.5
= 8 B Bugden	C 42.0	17 G Kabel	B 47.4	G Carpente	B 59.5
G Adair	D 42.0	18 A Lee	B 48.0	27 P Wallace	D 84.8

After 3 Tests

1 L Sutherland	F 107.3	9 D Mundy	C 128.9	19 A Lee	B 137.7
2 I Fink	B 108.2	10 W Marshal	B 129.3	20 B Dillon	C 138.3
3 J Read	F 117.6	11 G Luiten	D 131.0	21 K Bosboom	B 138.8
4 C Mitchell	B 118.0	12 G Kabel	B 132.8	22 B Bugden	C 143.3
5 G Adair	D 119.2	13 P Marshal	B 134.5	23 G Carpent	B 144.9
6 M Mitchell	C 124.1	14 F Giammic	F 134.6	24 D Martin	B 146.2
7 H Bosboom	C 125.2	15 C Harbeck	C 135.6	25 J Ward	C 149.3
8 D Stephan	C 126.3	16 W Hickey	C 135.9	26 S Bynon	B 158.8
		17 P Dillon	B 136.0	27 P Wallace	D 194.8
		18 B Fullert	C 136.9		

Post 4

1 L Sutherland	F 35.1	= 9 B Dillon	C 48.2	19 S Bynon	B 56.0
2 I Fink	B 38.0	11 B Fullerton	C 48.6	20 G Luiten	D 58.2
3 J Read	F 38.9	12 C Harbeck	C 49.0	21 H Bosboom	C 62.2
4 F Giammichel	F 42.0	13 A Lee	B 50.0	22 W Hickey	C 62.6
5 P Marshall	B 43.9	= 14 W Marshall	B 53.5	23 J Ward	C 67.6
6 P Stephans	G 45.5	M Mitchell	C 53.5	24 P Dillon	B 69.0
7 G Mitchell	B 47.4	= 16 D Mundy	C 54.0	25 D Martin	B 69.3
8 G Adair	D 47.5	B Bugden	C 54.0	26 G Carpenter	B 74.3
= 9 K Bosboom	B 48.2	18 G Kabel	B 55.0	27 P Wallace	D 74.9

Results

1st	Lindsay Sutherland	142.4	1st class	F
2nd	Ian Fink	146.2	1st class	B
3rd	Jack Read	157.3	2nd class	F
4th	Clayton Mitchell	165.4	2nd class	B
5th	Graeme Adair	166.7	1st class	D
6th	Phil Stephans	171.8	1st class	C
7th	Oriano Giammichele	176.6	3rd class	F
8th	Mike Mitchell	177.6	2nd class	C
9th	Peter Marshall	178.4	3rd class	B
10th	Wendy Marshall	182.8		B
11th	David Mundy	182.9	3rd class	C
12th	Chris Harbeck	184.6		C
13th	Bruce Fullerton	185.5		C
14th	Bill Dillon	186.5		C
15th	Ken Bosboom	187.0		B
16th	Bernie Bugden	187.3		C
17th	Harry Bosboom	187.4		C
18th	Alan Lee	187.7		B
19th	Gary Kabel	187.8		B
20th	Gary Luiten	189.2	2nd class	D
21st	Wayne Hickey	198.5		C
22nd	Paul Dillon	205.0		B
23rd	David Martin	214.6		B
24th	Steve Bynon	214.8		B
25th	John Ward	216.9		C
26th	Glen Carpenter	219.2		B
27th	Paul Wallace	269.2	3rd class	D

Thank You

I received a letter from Ann Thompson thanking all those people who visited, rang or asked after her during her regrettable stay in hospital. In her letter Ann claims that she writes letters that nobody can read - well I can read it, and that puts me in my place firmly! The letter ends CONGRATULATIONS ON TOWNSVILLE - theres a good girl.

For Sale

Lightweight TC Rally Helmet. As used by George Fury/Monty Sufferen
Used once only in Townsville. Good Price.

See Greg Weale 349 7458 Home, 224 8576 Work.

Forthcoming Event

The Queensland Motor Sporting Club Ltd are presenting this years "Ironman Weekend" on the 25th/26th and 27th of July. Friday night is a Night Run starting from the Valley, Saturday sees a Sprint and Motorkhana at Lake side and Sunday theres the Hillclimb at Mt Cotton - extra points for those people using the same vehicle for all the events. Supp. Regs. available from Jeff Tremain.

Big Eds Column

Your Editor Honks the Big Chook homeward
bound from engagement fun fest

- exclusive

It is our pleasure to announce the betrothal of club members Mark Taylor and Coral Fritter. Mark is the son of Adelaide snow-shoveller Bert Gringe-Taylor, the tap dancing scene stealer, and Coral is the 85th daughter of bent, haggard Norm Fritter.

Scene at the Alexander Headland partly were the Teggs, the Stenzels and the Smiffs. Amongst the glitter of lovely pressies was the Big Ed contribution, a polished metal cylinder that once its plugged in does ... nothing. When someone suggested that it was a steriliser Mark clenched it between his knees.

We had to leave early as Warren had a rally to direct, and I'm all a dither because the Jowett Car Club is meeting in Albany in 1982.

The trip home was perilous in the extreme. Kathstine insisted on sitting on the bonnet exposing her knickers and singing sea shanties, while Warren it seems is very keen on restraining idiots. Everytime I tried to fart the aria "Women is fickle" from Rigolotto (La-Da-De-DA-DeDa) he kicked my shins. TMS remain(s)ed dumb.

Thank you Norm and Mrs Fritter, and I'm sorry about the mess but I never did find the toilet.

Since MY superman win at Townsville the offers have been rolling in, the most popular one being "Why don't you get stuffed". Such was the excitement, with telegrams from the queen "Ripper Pete", President Carter "Nuke the Ayotollah", Breznev "A great victory for the non-working class, we cannot wait to shoot you", Big Mal "Swine", Sir Colin Woods (head of the new Australian Federal Police Force) "Hullo, hullo, hullo, Whats all this then?" that 10 daze later I suffered a total collapse of mental health.

3am on Wednesday morning with siren blaring and tyres howling the ambulance passed TMS and I in our Honda Civic as she drove slowly in to the hospital. You'd think that with a blockage of my one lung she'd scream in like a loopy, but no we trundled sedately along with me writing my death-bed confession.

"I'm sorry I stole 8,524 peanuts and 376 biscuits from Computer Accs managing directors locked cupboard while I was on night shift.

I'm almost sorry I had it away with ----- and -----, and we mustn't forget -----, but I'm not counting ----- because she finished before I did.

I'm sorry I pinched Eileen Farquars bum in 1958, and I'm sorry that I hid 37 bacon sandwiches in my bedroom before I left home in 1966.

I'm also sorry I accidentally broke Tricias pot plant that the dog next doors been getting it in the neck for pinching".

Finally I wish I'd bought Ian Reidel a beer, found Ross Moir a decent tailor, and not cheated so many little old ladies out of their valuable books ... even if it was fun.

Signed

Peter Marshall"

(You didn't think I was going to put my name on the bottom of this - suppose I recovered).

I think the man who chooses the staff at the Princess Alexandra hospital must be a lecherous old pervert like me - I've never seen such a collection of crumpet. Just imagine having a raven-haired beauty hanging you upside down twice a day, then when your all loose and floppy she drops you on the bed and beats you with her strong hands - why in Cairo that sort of service costs \$60 at least. And the lady resident has gone on the short-list for King Petes harem when they discover that I'm really the son of Edward VI, pinched by the gypsies whilst still a babe.

They threw me out Friday morning. As I left I pointed to the blond sister and said "Can I take a sample?". "Yes" they said and gave me a tube of yellow water, not having anything to carry it in I drank it.

Being crafty I got the Physio to give me a note for TIMS that informed her that the steam from washing up was harmful for my lungs, also that a diet rich in Red Tulip chocolates would do me nothing but good. But when I presented her with this note TIMS said "Not another girl ruined Smith!"

The Powder Puff Enduro

or

"Who wears the pants?"

by Steve Blackburn

Say to them "I made a million dollars last year" and they'll pucker their lips and flutter their eyelashes like butterfly wings. Then tell them the dollars were all a quarter of an inch too short and their eyes will glow green, and their painted fingernails will zap out like flick knives. Point them in the direction of an off-road race vehicle that they can release their emotions on and you've got the (gun) Powder (flame) Puff (endo) Enduro.

In what other event can you see cars end for ending. Stumps being shifted with the same force as a D.9. Ants packing their bags and running for cover as ant hills get blasted to ground level. Gum trees clinging to each other for fear of being sucked down the air cleaner of a rampant open class buggy. Spectators standing on each others shoulders to sneak a look at the altimeters on the dash panels, as these bump intoxicated teams come flying down from the odd twig on the track. Their giggling and laughing drowning out the cries of the spectators "Don't do it - its the only one he's got to play with!"

When vehicles gave trouble or other cars got in the way, they beamed out colourful language that made Armcoc fencing seem kind. Trophy time came and they all sat like lions at feeding time. Once the strongest had been satisfied there was a certain peace that came over the area and much sighing of relief could be heard near the watering hole.

A very pleasant day was had by all and many surprises on just how good the women did drive, much to their credit. A tremendous drive by Desley Collins. Another feather in the cap for event director Dave Chadwick for a fine event.

The editor has received a letter from clubmember Gerard Byrne who really has his head screwed on right. First of all he encloses a picture of mark taylor and MYSELF after MY great WIN at TOWNSVILLE, then he says "Also, my personal thanks for all the effort you put into the club mag. You can appreciate how valuable the mag is to me." Very true Gerard, very true indeed.

Powder Puff Enduro Results Summary

<u>Loop 1</u>		<u>Loop 2</u>		<u>After 2 Loops</u>	
1 Collins/Crew	13.20	1 Collins/Crew	13.06	1 Collins/Crew	26.26
2 Barbe/Lawrence	15.05	2 Bond/Castles	14.14	2 Blackburn/O'	30.14
Blackburn/O'lo	15.05	3 Blackburn/O'	15.09	3 Barbe/Lawren	30.21
4 Griffin/Brown	16.10	4 Barbe/Lawren	15.16	4 Bond/Castles	31.36
5 Bond/Castles	17.22	5 Chadwick/Gra	17.33	5 Chadwick/Gra	35.06
6 Chadwick/Graha	17.33	6 Svenson/Gray	31.09	6 Svenson/Gray	49.27
7 Dunkley/Spring	18.13	7 Leavey/Brack	31.30	7 Leavey/Brack	62.19
8 Svenson/Gray	18.18				
9 Leavey/Bracken	30.49				

<u>Loop 3</u>		<u>After 3 Loops</u>		<u>Loop 4</u>	
1 Collins/Crew	12.11	1 Collins/Crew	38.37	1 Collins/Crew	12.33
2 Bond/Castles	14.12	2 Blackburn/O'	44.32	2 Barbe/Lawren	13.17
3 Blackburn/O'Lo	14.18	3 Barbe/Lawren	44.45	3 Blackburn/O'	13.31
4 Barbe/Lawrence	14.24	4 Bond/Castles	46.14	4 Bond/Castles	13.36
5 Chadwick/Graha	15.52	5 Chadwick/Gra	50.58	5 Chadwick/Gra	15.13
6 Leavey/Bracken	25.18	6 Leavey/Brack	87.37	6 Leavey/Brack	19.34

<u>After 4 Loops</u>		<u>Loop 5</u>		<u>After 5 Loops</u>	
1 Collins/Crew	51.50	1 Collins/Crew	12.10	1 Collins/Crew	63.20
2 Barbe/Lawrence	58.02	2 Bond/Castles	12.49	2 Barbe/Lawren	71.31
3 Blackburn/O'lo	58.03	3 Barbe/Lawren	13.29	3 Blackburn/O'	72.07
4 Bond/Castles	59.50	4 Blackburn/O'	14.04	4 Bond/Castles	72.39
5 Chadwick/Graha	66.11	5 Chadwick/Gra	14.59	5 Chadwick/Gra	81.10
6 Leavey/Bracke	107.11	6 Leavey/Brack	18.58	6 Leavey/Brack	116.09

<u>Loop 6</u>					
1 Collins/Crew	12.24	3 Barbe/Lawren	13.28	5 Blackburn/O'	18.33
2 Bond/Castles	13.08	4 Chadwick/Gra	16.11	6 Leavey/Brack	18.46

Results

1st Desley Collins / Crew	75.44	1st Class 1
2nd Barbe / Shan Lawrence	84.59	2nd Class 1
3rd Marianne Bond / Barbara Castles	85.47	3rd Class 1
4th Ann Blackburn / Kim O'loughlin	90.45	1st Class 2
5th Debbie Chadwick / Heather Graham	97.21	2nd Class 2
6th Leavey / Bracken	144.55	

Fastest Laps

1 Collins/Crew	12.10	6 Griffin/Brown	16.10
2 Bond/Castles	12.49	7 Dunkley/Spring	18.13
3 Barbe/Lawrence	13.17	8 Svenson/Gray	18.18
4 Blackburn/O'Loughlin	13.31	9 Leavey/Bracken	18.46
5 Chadwick/Graham	14.59		

Sexterganaginal Survey

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Collins/Crew	5					
Bond/Castles		3		1	1	
Barbe/Lawrence		2	1	2		
Blackburn/O'Loughlin		1	3	1		
Griffin/Brown				1		
Chadwick/Graham					4	1
Leavey/Bracken						3
Svenson/Gray						1

WHERE YOUR MONEY GOES

17

At a general meeting once upon a time, it was suggested that we print a breakup of the costs of organising a rally. The following is a likely breakup of a fictitious "average" open rally -

<u>INCOME</u>		<u>EXPENDITURE</u>	
		400	Profit
Entry Fees from Competitors (50 @ \$45)	2250	270	Survey Petrol Costs
		150	Postage, Supp. Regs., Results
		450	Printing Door Stickers Route Instructions Supp. Regs.
		100	CAMS Fees & Insurance (P.R.)
		400	Personal Accident Insurance
		280	Other Expenses (Clock hire, Route Cards, Press Releases, Phone, Checkers Costs, Officials Awards etc.)
		150	Presentation Costs
Service Crew Regn	150	200	Trophies
Sponsorship both Major Conditional	1600	1600	Prize Money and Conditional Awards
<u>TOTAL</u>	<u>\$4000</u>	<u>\$4000</u>	

B.S.C.C. has a policy of reducing entry fees for its members by 10%, which effectively means that we need a few more starters to keep the same profit margin (10%).

Various rallies could have other costs which have not been included here (typing, hire of generators, tents etc).

FOR SALE

Datsun Rally Parts ... 2 Safari Gas Struts with 24OK brakes, 1 only 200B Engine, 1820cc engine with flat top pistons, 1 alloy flywheel to suit 5 bolt crank, 5 5½ steel wheels with Corolla centres and some worn Goodyear Ultragrips.
CONTACT Peter Phillips (07) 343 2240 - PRICES REDUCED TO CLEAR

NAVIGATOR

Brian Catt

seeks a Drive

Contact Brian on Phone 351 2718
or 106 Ferny Way, Ferny Hills

Another 17 people who joined the Brisbane Sporting Car Club during June brought our total membership for the year to date to 370, our highest ever membership. A warm welcome is extended to the following new members:

Roberta Barbe	Greenslopes (Associate)
John Payne	Kelvin Grove
Neil Moore	Stafford
Scott Boyd	Strathpine
Wayne Williams	Coopers Plains
Rod Brand	Springwood
Chris Brand	Springwood (Associate)
Lenore Leavey	Mitchelton (Associate)
Bernadette Bracken	Ashgrove (Associate)
Wayne Hufschmid	Jamboree Heights
Don Tainton	Corinda
Tim Hegarty	Cleveland
David Westwood	Acacia Ridge
Trevor O'Loughlin	Bracken Ridge
Kim O'Loughlin	Bracken Ridge (Associate)
Stephen Ryan	Salisbury
Ann Blackburn	Annerley (Associate)

FOR SALE

An ex-member is offering for sale a Halda Tripmaster, complete with cable, t-piece and gears. This is an older model but has only been used a few times. It will go to whoever makes the highest bid by Wednesday 30th July. If you are interested contact the Secretary and make an offer.

IMPORTANT NOTICE

The National Rally Committee will be considering the vehicle eligibility requirements for rally cars into the mid 1980's at its meeting on July 26th/27th.

In order to determine the views of BSCC members and other rally competitors, an informal meeting to discuss the above, and other rally matters, will be held at the BSCC Clubrooms on Tuesday July 22nd at 8.00pm.

If you are interested in the future of rallying please come along and express your views.

Don't forget the meeting is TUESDAY, JULY 22nd.

Garry Connelly - President
(Delegate to National Rally Committee)

For Sale

2 of 4 Yokohama Rally Master 185 SR 13 GT Special Tyres ...
\$65 each - usual retail is \$96.

Phone Greg Weale Home 349 7458
Work 224 8576

CHEETAH OFF ROAD BUGGY tried and true off road winner. Minus engine, gearbox and front suspension. Price includes all panels, fire walls, floor, roof and fuel tank etc. Also race tuned rear suspension with six Bilstein shock absorbers etc etc etc.

A great opportunity to acquire a proven and developed vehicle in excellent condition at a budget price.

Full Price \$1000 Contact Jim Adness 524566 or at home 2623914

		Phone Number	
		Home	Work
PATRON .. Minister for Defence, Hon.	D.J. Killen		
PRESIDENT	Garry Connelly	341 3961	221 6899
VICE PRESIDENT	Mike Mitchell	59 8785	57 8177
HON. SECRETARY	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	Warren Tegg	48 3889	394 1922
HON. TREASURER	Charlie Blake	38 2693	
CLUB CAPTAIN	Tony Hazeldine	264 2918	
COMMITTEE	Errol Bailey		
	Ian Bond		
	Dave Chadwick		
	Pat Collins		
	John Hall		
CAMS DELEGATE	Garry Connelly	341 3961	221 6899
CAMS OBSERVER	Ian Bond	345 7828	
HON. AUDITOR	Nev Johnston		
PROMOTIONS OFFICER	Brian Stenzel	262 1089	52 8816
BUILDING & PROPERTY OFFICER	- POSITION VACANT -		
REGISTRAR	Peter Smith	208 1721	
MAGAZINE EDITOR	Peter Smith	208 1721	
REFRESHMENTS OFFICER	John Hall	345 5751	
ART UNIONS PROMOTER	Alan Dwyer	204 5045	
FINANCE SUB-COMMITTEE CHAIRMAN	Charlie Blake	38 2693	
MOTORKHANA AND SPEED EVENT			
SUB-COMMITTEE CHAIRMAN	Colin Powell	206 4338	
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	345 7828	
RALLY SUB-COMMITTEE CHAIRMAN	Warren Tegg	48 3889	394 1922
SOCIAL SUB-COMMITTEE CHAIRMAN	Wendy Marshall	202 6932	
SPORTING SUB-COMMITTEE CHAIRMAN	Tony Hazeldine	264 2918	

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

The Hon. Secretary
 Brisbane Sporting Car Club
 P.O. Box 314
 West End Brisbane 4101

CLUBROOMS

BSCC clubrooms are located at the corner of Reid and Hawthorne Streets at Woolloongabba, and are open every Wednesday from 8.00 pm onwards.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate membership is offered to the wife, fiancée and/or children of ordinary members.

CLUB BADGES

The following club badges may be obtained from the Club Captain;

Reflectorised bumper bar stickers \$0.80
 Metal lapel badges \$1.00
 Iron-on T-shirt transfers \$1.50

COMING EVENTS20

Wed 16 Jul Off-road night at the clubrooms
 Sat 19 Jul BSCC Closed Rally (Interclub)
 WACC Endrust Rally (ARC 5)
 Sun 20 Jul Lakeside Races (ATCC)
 Wed 23 Jul Night run organised by Jeff Tremain & Charlie Blake
 Fri 25 Jul QMSC night run; BSCC invited)
 Sat 26 Jul QMSC closed sprint; BSCC invited) IRON MAN
 Sat 26 Jul QMSC closed motorkhana; BSCC invited) WEEKEND
 Sun 27 Jul QMSC closed hillclimb; BSCC invited)
 Wed 30 Jul New members night at the clubrooms
 Tue 5 Aug Committee meeting
 Wed 6 Aug Family film night at the clubrooms
 Sat 9 Aug MCC Open Rally
 Sun 10 Aug Interclub Motorkhana
 Wed 13 Aug Open night at the clubrooms
 Sat 16 Aug GCTMSC Open Rally
 Tue 19 Aug Motorkhana & Speed Event Sub-committee meeting
 Off-road Sub-committee meeting
 Rally Sub-committee meeting
 Social Sub-committee meeting
 Wed 20 Aug Off-road night at the clubrooms
 August Magazine publication date
 Sun 24 Aug Closed off-road event
 Wed 27 Aug Night run organised by Peter Marcovich
 Sat 30 Aug IWMAC Open Rally (QRC 5)
 Sun 31 Aug Surfers Paradise Races (ASSC)
 Tue 2 Sep Committee meeting
 Wed 3 Aug Beer and prawn night at the clubrooms
 Sat 6 Sep COMSC Open Rally
 Wed 10 Sep Beer and prawn night at the clubrooms
 Sun 14 Sep MGCC closed hillclimb; BSCC invited
 Tue 16 Sep Motorkhana & Speed Event Sub-committee meeting
 Off-road Sub-committee meeting
 Rally Sub-committee meeting
 Social Sub-committee meeting