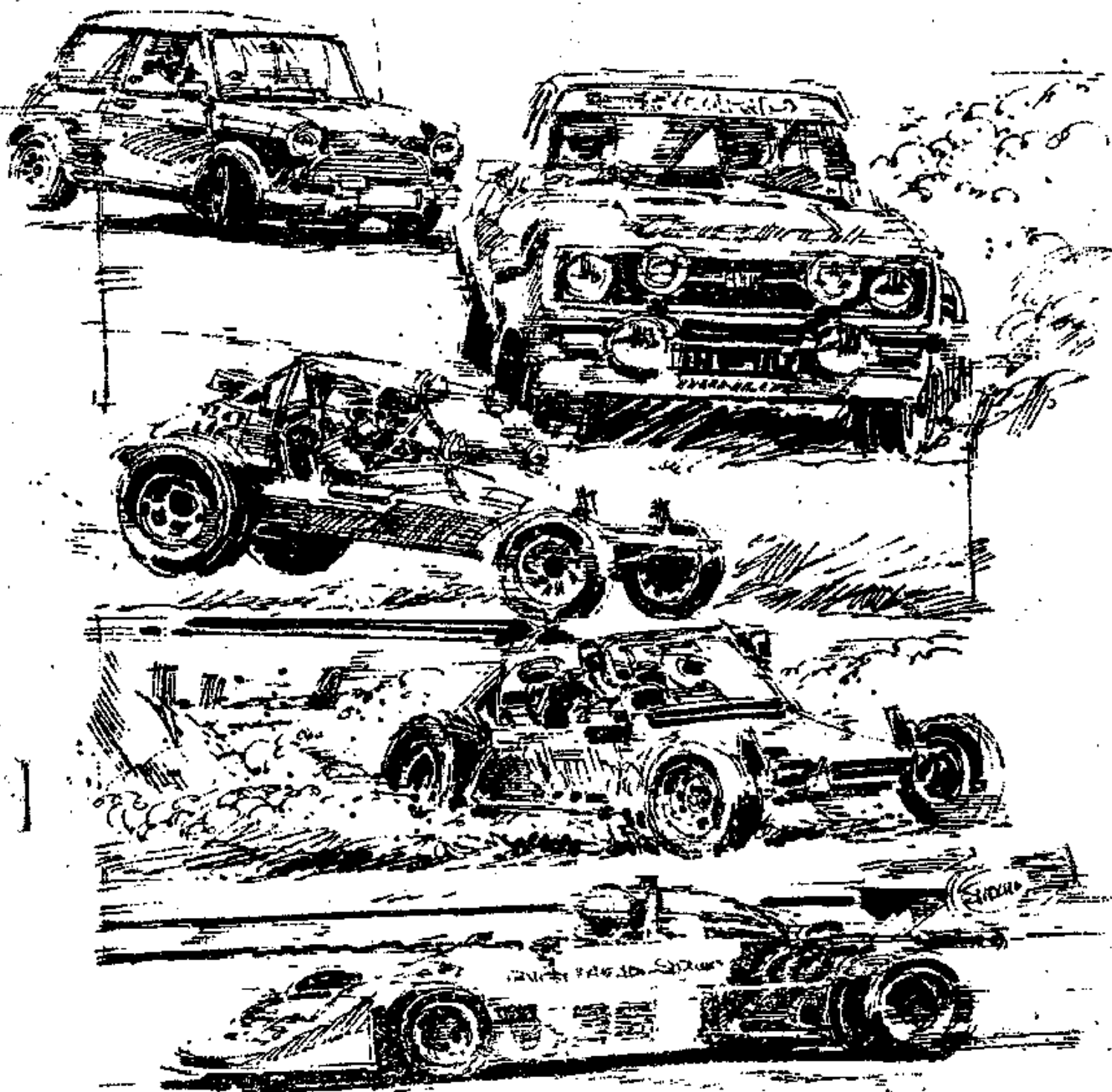




# BRISBANE SPORTING CAR CLUB MAGAZINE

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MAR 1981



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Brisbane Sporting Car ClubMagazine - March 1981Editorial

Any Wednesday night you can go into the bar of the Brisbane Sporting Car Club and find a crowd of people who consider themselves at the forefront of Queensland Rallying - however what they really mean is that they are at the forefront of taking the labours of others and give almost nothing back to the sport in return.

There's no way Laurie Garth should have to look for Control Officials for his Novice/Clubman Rally, regular QRC competitors who expect 100 people to stand around for them at all hours in all weathers could, one would think, spare half a night once a year but that doesn't seem to be the case, so if your nothing to do with the Competitors side of things then ring Laurie on 349 8053, I appear to be a sweep car on the night and stimulating Booksmith Show Bags will be given away to Control Officials.

If your with some other branch of the clubs sporting activities, and your looking smugly at this, then don't, the offers of assistance from within the Off Road fraternity (to run what are basically long autocrosses) are even fewer, and the only branch which to my mind has any vim are the Night Runners.

Big Ed

Major Forthcoming Event 8pm Monday 23rd FebruaryEvent Organisers Meeting at the Clubrooms

Starting at 8pm there will be a get together for all those who want to help the Brisbane Sporting Car Club be a success in the future. Subjects covered will be Directing, Assistant Directing, Secretaryship and the other important jobs required for each of the many types of event we organise. So whatever YOUR sport is, whether it be Autocrosses and Speed Events, Motorkhanas, Night Runs, Off Roading, or Rallies theres a place for you not only in competing but in management too.

8pm 23rd February / 8pm 23rd February / 8pm 23rd February / 8pm 23rd February

Frank Tomlin Mitsubishi Novice Clubman Rally

Starts at 3pm from Frank Tomlin Mitsubishi Toowong on Saturday 28th March. The event will then transport to Warwick, the Division break will be in Warwick and the finish near Minden. The event will be a test of both crewmembers with Map Reading, Gates, and will run on the Allora, Heldon, Warwick and Toowoomba 1 - 100,000 maps. There will be a flat-blat through private property. Entry Fees \$38. Contact Laurie Garth,

349 8053. No Special Car Exam needed

## Meet the Winners

### The 1980 Brisbane Sporting Car Club Night Run Championship Winner

#### Charlie Blake

#### Final Point Scores

1	Charlie Blake	95	23	Gary Kabel	26	=43	Ross Fullerton	9
2	David Mundy	85	24	Rod Skennerton	25	=46	Tricia Smith	8
= 3	Gary Luiten	81	=25	Shayne Sirett	24		Desley Collins	8
	Paul Goopy	81		Alan McConnell	24		Pat Collins	8
5	Peter Marcovich	66	=27	Kevin Hall	22	=49	Richard McColm	7
= 6	Harry Bosboom	54		Kerry Payne	22		Peter Lynch	7
	John Ward	54	=29	Tim Charalambou	20		Mike Mitchell	7
	Tony Hazeldine	54		Warren Tegg	20		Mary Bugden	7
9	Wayne Salmond	53	31	Carol Howard	18		Wendy Marshall	7
=10	Barbara Knight	51	32	Paul Wallace	16	=54	Kathstrine Tegg	5
	Peter Stockton	51	=33	Raymond Gough	15		Oriano Giammiche	5
12	John Blake	42		Steve Bynon	15		Matt Read	5
=13	Ken Bosboom	40		Greg Weale	15	=57	Phil Douglas	4
	Alan Ball	40	36	Paul Dillon	13		Peter Marshall	4
15	Chris Harbeck	39	=37	Bruce Fullerton	12		Chris Pike	4
16	Dale Payne	38		John Beggs	12		Paul Williams	4
17	Peter McMahon	33	=39	Mick Stephensen	11	61	Graeme Adair	3
=18	Neal Howard	32		Jeff Tremain	11	=62	Bill Dillon	2
	Ian Goldsworthy	32		Steve Donoghue	11		Terry Crawford	2
	Brad Skinner	32	42	Col Powell	10		R Alcock	2
21	Bernie Bugden	30	=43	Phil Stephan	9	=65	Pete Smith	1
22	Sherry Smith	27		Debbie Smith	9		Rodney Hamilton	1

an interview with the mound of muscle .....

BE:- Congratulations Charlie Blake the 1980 Brisbane Sporting Car Club Night Run Champion. Well done Charles, a winner again, how many times is this you've won it? CB:- Four Times. BE:- Four. And you didn't do the first event to give the lads a chance. CB:- I left one out deliberately. But next year I'm organizing the first one and may organize five or six, because I'm only going to navigate for newcomers to give them a hand. BE:- Shame to say I only did one Night Run in 1980 but Tricia did a few. How do you get your act together? Because you have to be a very quick thinker at Night Runs, very quick to be consistent, you must no sooner say something than your driver must act on what you say. CB:- I think the main thing Pete is knowing the roads. There's hardly a road I don't know in Brisbane, and hardly a trick I don't know either. And to win you must have a good driver, I had Tony (Hazeldine) last year, his eyes are good and I didn't even have to put my long range glasses on. BE:- Do you use a Referdex? CB:- No you get into trouble with a Referdex. But next year I'll help Pat Collins an Off Road chap, and by doing that I think we may get a few Off Road people in it, because I don't think the Off Road people have enough to do with the Club generally. If you have a look at any clubnight, other than Night Runs, the majority of people are the Night Run people in there - you have a look at the clubroom now. BE:- How many people did we have in the Night Run Championship? CB:- Sixty Five. That's one in six people in the club. A few went in one, quite a few went in two or three. Because I think Night Runs are definitely the nucleus of rallying, there's not much difference between calling out a route chart than there is in a Night Run. First left instead of 200 left. BE:- I suppose once you've got your head down looking at a set of instructions that's half the battle, once you pace yourself and start shouting them up. CB:- It's only experience that does it, you may as well go out, it's good fun anyway. Even if you get lost the first few times it's good

BE:- The first one I did years ago we ended up in Samford CB:- The first one I did about 15 years ago, it had left at T and we were on Logan Road. They left one instruction out and we ended up at Labrador. We used to have Expert Night Runs that were 70 miles, like little rallies they were. We had one at my place once, the navigator had to get out and eat a bikkie, then whistle, then the driver had to go and carry a balloon full of water round the block. Jeffery (Tremain) won that. People who go on Night Runs look on it as good training, especially for teams, it doesn't cost anybody much and everybody from 13 - 70 years of age can have a go. BE:- Lots of new names finished well up this year, David Mundy, Gary Luiten, Paul Goopy, they're all youngsters Charles. (This is the Editor from the Olympian heights of his 35 years). CB:- Of course they are, that's the idea of it. I think it's the nucleus of the club, it started off that way and I reckon we should keep on, in spite of opposition half in fun and half in feeling. BE:- And we'll still get the Night Run Championship included in the Car Club Championship. CB:- We should, what would be the idea of not having it in. It's been in every year except 1979, what a stupid idea. I think some Committee members must be feeling their age. BE:- Any complaints about the Night Runs. About the way they're run? I know that sometimes they're not run at all which is cheeky. CB:- No the people who are organizing them are getting better, but every now and again you get a crook one. I don't like a Night Run that has 10 winners, it doesn't serve any purpose whatsoever. I always like to try and get a winner, and to get a winner you don't have to make it hard, you just make it simple and keep them on the ball all the time. A good question for Night Runs for anybody new to organizing, is "How many Stop signs did you encounter?" You can't say "...go through" because if some joker puts 10 down he should be excluded for a traffic breach. Jack Read used to bung all those things on. But I think the standard is improving and if I organize four or five everybody should gain, I'm not cracking myself up but I think that, You're not champion for four years unless you can organize something. BE:- So the Championship is wide open for 1981. CB:- Yes wide open to everybody. And we want everybody in it - I even struck a good bit of route tonight. As I drive around during the week, as soon as I see something good I memorise it and then I just fit all the bits together. BE:- Thank You Charles, and we all look forward to a good years Night Running.

Forthcoming Event

Entries have just closed for the event but perhaps a pre-dated phone call could find a sympathetic ear. The event is the Northern District Sporting Car Club Powder Puff Rally for Lady Drivers, it covers two divisions on the Gympie and Ipswich maps and starts from the International Blakeway Pools Display Centre, South Pine Road, Strathpine at 4pm on 21st February 1981.

For Sale

Cheetah Racing Buggy 1600cc. Worked Motor rebuilt Nov.80 - Beef -a- diff, Close Ratio Gears, Fully Welded, HD Side Plate, Competition Clutch rebuilt Nov.80, Widened Front End, Near New Front Tyres, New Rear Tyres, Steel Trailer, Spares Include Twin Port Motor, Spoku wheels with tyres etc, etc. Ready to Race - \$4500 - will trade early model Falcon or Holden Ute. Phone RON WILSON 59 3096.

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THE PRESTIGE CAR CARE PRODUCTS RALLY

22nd-23rd November, 1980

This event, held over the 22nd-23rd November, was run by The Light Car Club and directed by Keith Paulsen. Using mostly good forestry roads in the Mt. Glorious and Mt. Mee areas, total distance was 119 km of which 81 km was competitive over seven sections. This, the fifty and final round of The Intercity Rally Series showed all the signs of being a very competitive event, what with timing to the quarter minute, a good field of 26 entries and using some roads that had been used in The Kriticos Rally and some which have not been used for quite a while.

Starting from the Maijala National Park picnic area, atop picturesque Mt. Glorious, overlooking beautiful downtown Samford, the field, included two Classified crews, two Recognised, three Clubman and nineteen Novices. First car was away at 7 pm on a short transport into the forest for the first of seven competitiveness averaging 10km - 14 km in length. It was on this transport that we were to "loosen up, but no desperates yet, please".

I was again pointing the way (literally, in some places) for Peter McMahon in the Wayne Black Mazda RX2 (thanks Wayne). As we set off on the first of four competitive stages in a row, the heavens opened - down into the valley of death rode the.....

"Good dirt, all the way", well that's what the instructions said anyway. Very slippery all the way, that's when we were able to see the road, what with the rain, mud and other assorted debris all over the place. The Director, in his wisdom, had cautioned most of the hairpin bends, as the bushes on my side of the car were the tops of 80 ft trees!

Times shown are the times taken to do the sections in minutes and seconds. Gary Batts/Syd Smith were quickest on the first stage (14.16 km) on 12 mins 56 secs from Mark Taylor/Coral Fritter and Dave Shannon/Chris Lane, both on 13 mins 22 secs. Taylor/Fritter on 8.09 won the second stage (7.91 km) from Trevor Garbett/Peter Garbett on 8.11 and Batts/Smith down 8.21. On the third stage (10.96 km) Gary Batts rolled out of contention, leaving it to the Garbetts (10.30) then Shannon/Lane on 11 mins. The fourth stage was a short 5 km in 5 mins with only one instruction, with Shannon/Lane (does Dave Shannon's Fiat really have 80 h.p.?) quickest on 5 mins 42 secs from Garbett/Garbett on 5.48.

Then came a service at Mt. Mee (still raining). This was followed by a 14 km competitive down Mt. Mee with quickest time going to the Garbetts down 15.11 from Taylor/Fritter on 15.13. The rain had stopped momentarily and this was the first chance we had to give the Mazda some real stick and I actually started to enjoy the event. Another short transport then into a 12 km competitive. The Lancer of Taylor/Fritter was quickest on 11 mins from Dave Shannon's Fiat on 11.59, followed by the Gemini of Rod Petty/M. Horsnell on 12.13. As we were running near the back of the field the road had become not only slippery but chopped up. We were stopped by some cars that had become bogged and lost a lot of time pushing, shoving and winching ourselves and them through a very slippery patch of road. The last competitive of 15 km ended not far from the Woodford Prison and this saw the Mazda of Williams/Wallace fastest on 13.33 from Taylor/Fritter in the little grunter on 14.28.

Final results saw Mark Taylor and Coral Fritter first outright from Dave Shannon and Chris Lane in second place and Rod Petty and M. Horsnell in third.

A good event, although somewhat spoilt by the rain. Thanks must go to Keith Paulsen and his team from The Light Car Club for the great amount of work that goes into even a short club event.

Boyd Owens

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QUEENSLAND TIMES OFF-ROAD SPECTACULAR

MINDEN

30th November, 1980

Once again a Class IV 'Baja' took the money at Minden when Barry MacFarlane drove his bright yellow 2300cc VW powered 'Baja' into first place in the 'Grande Finale' of this unique short course, off-road event.

Barry took home a total of \$475.00 (\$300 for First Outright and \$175 for First in Class IV) plus a set of racing tyres, donated on the day by Dick Depic who turned up with the Gartshore family (Tyre Services) to see the race. Tyre Services, Stable Motors, Manx Buggies and Daryl Ricks Motor Cycles, combined with Queensland Times to sponsor the event.

Held on a rough, rocky, 1.6 km track cut out of the side of a mountain in the Minden Range, the race was fairly unique in off-roading in that it provided the 2000+ spectators lining the mountainside at the start/finish line, with a 90% unimpeded view of the steep and winding track. Plenty of excitement was provided for the spectators by the creek crossings, whoop-de-dooos, and in particular, a man-made jump at the crest of an extremely steep but fast climb to the start/finish. The endurance of cars and drivers were tested to the extreme by the terrain, and the cars came off second best with eleven of the thirty retiring with broken transmissions.

With each driver vying for heat position in the time trials, the spectators quickly became familiar with the potential winners. Paul Watkinson firmly cemented his place among the top off-road drivers when he set the fastest lap time of 1 min 53.4 sec. Close behind (all under 2 mins.) were the Class I buggies of Steve Blackburn, Steve Barbe and Bob Baird. When Geoff Dein also broke the 2 mins. he once again showed very clearly that he has the ability to keep his 1600 cc buggy right up with the Class I cars. Eventual Outright Winner Barry MacFarlane (Class IV) was close behind with a 2 min .01 sec lap time, while Class III winner, Rod Brand, clocked a 2 min 04.5 sec and Gary Moedt, in his Class V Subaru 4WD clocked 2 min 13.4 sec.

Each driver was allowed two heats, with the fastest heat of each driver deciding positions in the Grande Finale and Class winners. With two cars taking off at a time in the heats, the fight for first place at the first tight righthander, 200 metres from the start, set the adrenalin pumping for the 10 laps, and provided a speedway-type wheel-to-wheel spectacle.

The first heat was the fastest with Watkinson and Baird away first, followed 15 sec later by Dein and Blackburn, Barbe and Bond were the backmarkers, a further 15 sec behind. Paul Watkinson once again set the pace and ensured his place in the Grande Finale by clocking 15 min 42.3 sec for the 10 laps, but Steve Blackburn pushed him every inch of the way to clock 15 min 42.5 sec. Bob Baird joined the ranks

of the many to fall by the wayside during the day when he withdrew with a blowout. Watkinson put a rock through his sumpguard and crank case in this heat and had to forego his second heat to allow time for a hurried sillastic repair job to set before the Grande Finale. Times set in this heat put Watkinson, Blackburn, Barbe and Dein in the "Grande Finale".

The surprise of the day was surely Heat 4 when Chris Hamlin, having his first go behind the wheel, drove beautifully to take out first place. The BSCC spectators in the crowd were solidly behind Chris all the way and were thrilled to see him win with a time of 16min 09.9 secs, not quite fast enough to win a place in the Grande Finale. Chris continued to demonstrate his ability in Heat 6 and clocked a 1min 52.9 sec lap, the fastest of the day, before the differential disintegrated, putting him in the pits for the rest of the day.

Les Flood, in his V8 Toyota, took out the fifth heat and won the Class IV place in the Grande Finale with a time of 18min 05.8sec, 30.8sec in front of Cedric Loy's 4th Heat time and 50.7 sec in front of Steve Abraham's Suzuki in the 5th Heat.

Heat 6 saw some excellent driving and loads of excitement. Ian Bond's effort gave him the Class I position in the final (excluding the fastest four cars) and Alan Marshall's time put him second in Class II behind Geoff Dein. Steve Blackburn and Steve Barbe thrilled the crowd with a fast and furious battle in this heat. They raced wheel-to-wheel, with Blackburn just in front of Barbe until Barbe tapped Blackburn politely on the rear to tell him to move over while he passed. Although Blackburn obliged, he was soon in front again, and went on to win (albeit with a flat tyre) when Barbe was sidelined with a blown transmission.

In Heat 7, both Chris Brand and Barry MacFarlane made amends for their first heats by winning places in the Grande Finale - Brand as fastest Class III buggy and MacFarlane as third fastest outright.

The Stewards decided to call Heat 8 off before the completion of 10 laps, when Michael O'Brien's Falcon Ute was the only survivor and his time was well outside what he needed to win a place in the final.

Starting positions in the final were won as follows:-

Fastest 4 cars outright -	1.	Paul Watkinson	(Class I)
	2.	Steve Blackburn	(Class I)
	3.	Barry MacFarlane	(Class IV)
	4.	Steve Barbe	(Class I)

As Barbe was unable to start, the 5th fastest car - Geoff Dein (Class II) - was moved up to take his place.

Fastest in each class (excluding fastest 4):

Class I	Ian Bond
Class II	Alan Marshall
Class III	Rod Brand
Class IV	Nev Taylor
Class V	Les Flood

Nev Taylor was also unable to start in the Grand Finale due to mechanical problems.

The remaining 8 cars lined up in reverse order of times and the result was a repeat of 1979 - an impossible task for the back markers. With the 4 back-markers being only seconds apart in their heat times, a 15 sec interval between each car, a CAMS requirement, was a totally unrealistic handicap.



With \$500 (40% of the total prize money) riding on the Grande Finale, the handicapping system must be improved for 1981, or alternatively a smaller percentage of the prize money should be allocated to the Grande Finale winners.

The drivers put on a terrific demonstration and the crowd certainly got their money's worth.

While this event attracts in excess of 2000 spectators, it is a very good promotional event for off-roading in Queensland, and as such, deserves the support of all club members. Where were all the navigators and non-competing drivers? Bruce Taylor faced a mammoth task and the helpers were as scarce as hens teeth. It seems to be the same half dozen who offer their services every event. Directing an event is far from an easy task and, while it is accepted that not everybody has the time to direct an event, we can all at least help, either with the setting up of the tracks or on the day of the race. You don't have to wait to be asked. Just ring up the organising committees and you'll be welcomed with open arms and a tone of appreciation.

<u>GRANDE FINALE RESULTS:</u>				
		1st	Barry MacFarlane	\$300
<u>Outright</u>		2nd	Alan Marshall	\$150
		3rd	Ian Bond	\$ 50
<hr/>				
<u>Class</u>	<u>Class I</u>	1st	Paul Watkinson	\$175
<u>Winners</u>		2nd	Steve Blackburn	\$ 75
	<u>Class II</u>	1st	Geoff Dein	\$175
		2nd	Alan Marshall	\$ 75
	<u>Class III</u>	1st	Rod Brand	\$175
		2nd	Owen Patterson	\$ 75
	<u>Class IV</u>	1st	Barry MacFarlane	\$175
		2nd	Nev Taylor	\$ 75
	<u>Class V</u>	1st	Les Flood	\$175
		2nd	Cedric Loy	\$ 75

### Minor Forthcoming Events

#### Castrol Australia Rally 81

This superb event, generally regarded as the best in Australia, starts in Canberra at midday on Saturday March 14th. The first Division finishes at 1am the next morning and Division 2 starts at 10.30am on Sunday 15th March. The event is 750 kilometres long and will feature 40 special stages. Several competitors from Brisbane are going, certainly Dennis Brown, Peter Phillips and Murray Coote, so if you've the time and the inclination then Canberras the place to be.

#### Lyn Perrin Memorial Rally

This event organised by the Central Queensland Motor Sporting Club is the first round of the 1981 Queensland Rally Championship. The event starts from Chippindale Motors, Yaamba Road, North Rockhampton at midday on Saturday 7th March and will run for two divisions on maps Monto (1:100K) and Rockhampton (1:250k). Every man and his frog who aspire to the QRC crown will be there, so it'll be a great week-ends spectating.

1980 ALPINE INTERNATIONAL RALLY

by Brian Marsden

I haven't had much time to write about the Alpine, but I've got to rebut my well known expatriate literary critic's claim that I only write about rallies in which I've finished first or second.

We finished fifth in the Alpine. There were no protests on the event, but had director Stuart Lister accepted competitors route cards on the cancelled Division 2, there might well have been.

Division 2 was cancelled after four competitives, after approximately thirty cars had done the four sections. This unusual decision cost us dearly, because Murray was running third, ahead of Portman and Carr, who had lost massive amounts of time in offs. Fury and Bond who were leading, looked very secondhand, and if the cancelled sections could have been reinstated, I think we would have been third. However, the decision not to accept route cards to score the cancelled sections makes that nothing but conjecture.

However, the cancellation of those four sections and the remaining sections in Division 2 allowed the service crews of the damaged and bent cars 3 hours repair time, which they used to good advantage.

The Alpine was wet. It was nearly, but not quite, as wet as the Stones Corner. Rod Browning/Don Gibson, Dennis Brown/Warren Tegg and Peter Markovich/Peter Garbett made the trek down from Queensland for this year's Alpine, but were disappointed in their effort by being seeded towards the twenties. The wet conditions meant that they were subject to bogs and holdups. Peter Glennie/Tony Best were there too. Our first section wasn't encouraging. We found Bob Watson winching across the road and wasted 2 minutes getting past him. I understand Rod went off on the same corner!

A few sections later, we hit the same tree as Colin Bond and put a microscopic ding in the front guard. C.B. said we couldn't have been trying. He had a tree shaped hole about a foot deep in the Escort's navigator's door.

At the end of Division 1, we were lying fifth. The scores at that point were Carr 10.26, Bond 14.41, Portman 15.03, Fury 17.28, Coote 19.40 and Thompson 21.27.

The Second Division started in pouring rain and claimed Carr and Portman in the same section. The back of Portman's 1600 looked something like the upswept tail on a Fiat x-9. The corner they went off on was a very deceptive downhill righthander and only Carr's triangles saved us from possibly doing the same.

The Third Division on Sunday morning was relatively dry, because a number of the worst sections had been deleted or rerouted. Fury and Portman were pouring it on, although Carr was pulling away from both of them and at the end of that Division, Portman had just got in front of Bond. We were still in fifth, with about a three minute lead over Warwick Smith.

Division Four started with a four lap run around the Bright Speedway circuit, after we had a contest to see how many carpet tacks we could find on the track. Some irate local had strewn a few pounds around as a protest over the speedway cars disturbing his sleep. Max Stahl named this gentleman the "illegitimate glowworm", which goes right over my head.

Division Four was five short sections and Fury's times need to be mentioned. He beat Carr on every section in the Division. Although Carr was in no danger of losing first place, it's rare for anyone to take section after section from him.

The results at the finish were -

Carr/Gocentas	Yellow Chainsaw	23.12
Fury/Suffern	Stanza	28.06
Bond/Dawson-Damer	Dinged Yellow Chainsaw	28.19
Portman/Runnals	Customised 1600	28.44
Coote/Marsden	White Chainsaw	37.36
Clark/Harker	Galant	42.37

The results of other Queenslanders were -

19th	Browning / Gibson	51.32
22nd	Brown / Tegg	53.43
39th	Marcovich / Garbett	64.19

The party after the event was one of the most disgusting, drunken brawls I have been to in twelve years of rallying. It was a classic scene from Hogarth and I thoroughly enjoyed it. Murray went for a swim in the creek in sub-zero temperatures and was so paralytic he didn't even feel the cold enough to sober up!

Dennis forgot to refuel at Goondiwindi (the fool) and had to be towed 100km to Warwick and we arrived home.

That was probably my last Alpine, as I have accepted (reluctantly) a transfer to Roma. This is one of the less desirable aspects of my job as a civil engineer with Queensland Railways, the transport system of tomorrow, and I will miss events like the Alpine. However, I will be competing in the ORC with Murray this year and although I am disillusioned with some aspects of the transfer, the fact is that no one has offered me enough to navigate for them to make it worth giving up my job! It would be a real pleasure to have any BSCC members look me up at 19 Chrystal Street, Roma over the next 2 years.

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### Major Forthcoming Event

#### Wednesday 4th March -

I've got a note from Desley Collins here, it says this night will be a panic night - I get the scene, unsuspecting members of the club arrive at the clubrooms and z-o-o-o-m hordes of scantily clad females chase you to exhaustion, Cor !!, No hold on, its a PANCAKE NIGHT, of course Pancake day! So if you like a pancake - and who doesn't - it'll all be happening at the Clubrooms from 8pm onwards. I'll see if I can get "Flaps" Featherstone to pancake his F-111 in the bar - Wizard Prang.

#### Off Road Classic - Sunday 8th March

##### Pinewoods 150 at Purga Creek

This feast for Competitors and Spectators begins at 10am. Take the Cunningham Highway (Highway 15) out of Brisbane, Turn L at the Boonah Turnoff, Proceed South along Boonah Road for 5.9km approx, Turn Right into Purga Creek School Road, Continue West along Purga Creek School Road for 1.6km, Turn Left onto dirt road, 2.2km Turn Left through wire gate into pit area. Pat Collins owns the property, he's huge, hairy and the sight of litter turns him into a homicidal maniac - so don't drop any! Director of the event is Ian Baker (370 7988 work, 355 0219 home) and the secretary is Christine Croucher (351 1071 home). The Smith family will be presenting a display of precision timekeeping.

## NEW MEMBERS

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No less than 23 people joined the Brisbane Sporting Car Club during January. A warm welcome is extended to the following:

Campbell Little .....	Goonellabah NSW
Charles Muir .....	Camira
Bob Bumstead .....	Logan Village
John Broughton .....	Annerley
Bob Butter .....	Loganlea
Geoff Redfern .....	Kallangur
Greg Byrne .....	Mt Gravatt
Nick Pritchard .....	Beenleigh
Jeff Hassard .....	Brownsleigh
Don McClymont .....	Main Beach
Ron Wilkins .....	Ekibin
Rod Hutton .....	Mt Gravatt
Martin Harris .....	Southport
Doug Scottorn .....	Lawnton
Gwenda Rae Deacon .....	Bundaberg
Bill Buchanan .....	Milton
Lloyd Prescott .....	Albany Creek
Jeff Burton .....	Slacks Creek
June Carlow .....	Ekibin (Associate)
Bradley Rush .....	Camp Hill
Rick Beasley .....	Wooloowin
Rod Browning .....	The Gap
Kerrie Browning .....	The Gap (Associate)

## MISSING FRIENDS

Correspondence for the following members has been returned unclaimed. If you know the whereabouts of any of these people please advise the Secretary of their address, or ask them to contact the Secretary:

Ron Dormer  
Steve Feneck  
Jenny Gray  
Tayne Johnston  
Brian Lenke  
Fred van Tuinen  
Ray Wallace

## ARE YOU FINANCIAL?

Members who have still not paid their membership subscription for 1981 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 forwarded to the club's postal address.

## MEMBERSHIP CARDS

Members who have paid their 1981 membership subscription have not yet received their membership cards, simply because they have not yet been printed. As soon as they are available they will be distributed to all financial members.

THE STONES CORNER MOTORS RALLY

## Final Round 1980 Queensland Rally Championship

It was dark and stormy the night before, and I rang the Assistant Director on Saturday morning, fully expecting to be told that the event was cancelled, or postponed. Charlie Blake told me the event was still on, so I got over to the start at the Centenary Hills shopping centre prepared to spend the night pushing the car out of bogs. We started the event with a six place lead in the series, but a wet event can so easily bring disaster that I wasn't full of confidence. The first section was a high speed slalom through the decorative islands of the shopping centre car park, and a couple of competitors gave the assembled spectators a brilliant show. Barry Heywood's death-defying high speed backwards spin across one of the islands stands out as one of Barry's more memorable hairsbreadth lucky escapes.

We had a moderately quick drive around the slalom and set off for Wamuran for the first section in pouring rain. The first section was diabolically slippery. I thought Murray drove brilliantly just to stay on the road, from start to finish!

The field - those who got through the Wamuran section - headed for Jimna and we started the next competitive just after dark. The road was generally good on this section, but the next competitive was disastrous. A steep hill three kilometres into the section was impassable, and when we arrived, the first six cars were stuck at varying distances, in numerical order, on the hill.

We accordingly cursed the weather, the rally, each other, and the hill, and settled down to the task of manhandling each car around so it faced down the hill. While this was going on, John Hall and Dave Kortlang walked back to the control stopping each following car. Fortunately, Jim Reddiex was the official at that control, and he brought order out of chaos and instructed us to proceed to Rally H.Q. at the Jimna forestry tower.

When we arrived, Rally Director, Peter Marshall, had decided to continue with the event, and sent us off on the remainder of Division 1. The following two competitive sections were just marginally driveable, but we got through them and returned to the tower. I shudder to think what the roads must have been like for the competitors after us. There ought to be a definite limit to the amount of rain which falls in 24 hours prior to the start of an event. Ran Vandersee's navigator, Ian Young, and I put our heads together and calculated that we were leading, with 17 mins 55 secs loss, and that Ray was second on 19 mins 00 secs. Dennis Brown and Warren Tegg were third on 19 mins 25 secs.

We set off on the second division into two very long sections, one 36 km and then a 56 km to follow. It wasn't easy to keep enthusiastic about this event in the long sections, but Vandersee woke us up by taking 1½ mins from us on the first section. We started the 56 km section with Ray behind us on the road, looking very determined.

Murray gave the Mazda firm orders to go faster, but 15 km from the start of the section, it started overheating (due to grass in the radiator) and we had to back off. Ray took 3 mins off us in that one, and I am still wondering how it happened. The times Ray did on those sections hardly seemed possible in the conditions and I can only assume he had a couple of temporary pacts with the devil, and sold Ian Young's soul.

The remaining competitives were all relatively short, and leaving miracles, Ray had a four minute lead and looked pretty safe from us. We put petrol in the Mazda, and headed off for the next competitive. The 120Y was stopped on the side of the road about 2 km from the service point, but nothing looked out of the ordinary, so I assumed they had pulled up to check their instructions. When they hadn't turned up at the start of the next competitive 8 mins after their due time in, it was obvious that something was wrong. Their petrol drum had got rainwater in it sitting in the back of the service truck and to top it off they had a minor engine bay fire trying to get the car going. The tank was drained and they were able to get the 120 Y started and going, but had lost a lot of time.

We coasted around the last two competitives and duly finished the 16th and last Stones Corner Motors Rally in first place.

Rallying is a strange sport and one sport which could never be a gambler's paradise. We all have a hard luck story about the two ifs, a but and a maybe which cost us first place, but Ray and Ian Young's first place looked very secure in this event. They were plainly disappointed when they congratulated us on winning the series, but were still able to smile through it.

It seems appropriate at this time to say that four crews went into this event with a chance at the title -

Ray Vandersee/Ian Young	...	Datsun 120Y
Ian Ogilvie/Tony Suthers	...	Repco Cortina
Rod Browning/Dave Kortlang	...	Gemini

The level of competition in this series was extremely professional and we can only consider ourselves fortunate to have enjoyed a series in competition with crews of the calibre represented by those above. Ray and Ian in particular stand out as the crew who were out to win, and so often did. Rod did amazing section times in the Gemini, but lack of resources was his downfall. Ian and Tony mounted their attack from Townsville and Hoges did a brilliant job to get consistent results in every event.

Nearly all of the seventy crews who competed in this series stand out for one reason or another, but I would like to highlight George Kahler, Peter Phillips, Peter Glennie, Wayne Black, Mark Taylor, Keith Tapsall and Dennis Brown as the people who stood out in my list of potential threats as well as the three major threats listed above. Dennis Brown and Warren Tegg have got their act together and have joined my short list of people to worry about in 1981.

Grand Prix Mazda owners, Ross Moir and Joe Camilleri's faith in their Mazda 626 and in Murray Coote never wavered. Their financial support provided the means to campaign the series, but their absolute confidence and firm support provided the impetus to win. There are just not enough ways to thank Ross and Joe. Team Manager, Gordon Little, made the presentation which convinced Grand Prix Mazda that sponsorship of a car would be enjoyable and beneficial. Gordon's firm guidance and attention to detail proved him as Queensland's first professional rally team manager. Tom Cunston and Terry Donahue were the backbone of our service crew and both men could be given no higher praise than to say that Murray trusted them both to work on his car without help or supervision. Murray gives this accolade to very few people indeed.

I can think of no more difficult task than that of summarising Murray Coote. Murray is a rally car constructor with few equals, as evidenced by the fact that he has now built four reliable, strong and competitive rally cars which have all gained outright results in State and National Championship results, and have only been consistently beaten by works cars. Murray is a driver's driver, and it has been a pleasure for six years to watch him at work and improve from good to excellent. His talent and efforts make him a distinguished member of the exclusive list of Queensland Rally Championship titleholders.

I would like to finish by thanking the directors and officials and sponsors of the Queensland Championship events, our sponsors, Grand Prix Mazda of Aspley, and on this occasion Stones Corner Motors for their sponsorship and the director and his officials of this 1980 Stones Corner Motors Rally.

Brian Marsden

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Now before the Stones Corner Motors Rally Results summary we'll have a commercial break.....

#### Brisbane Sporting Car Club Rally School

B.S.C.C.'s Rally School will be held this year on 9th, 16th and 23rd March, in time for old navigators to brush up their skills for the Novice/Clubman Rally on 28th March. Also, new navigators will be able to test what they have learned.

The calendar for the school includes map reading, route charts and car preparation. Instructors are the maestro of the maps, Ross Moir, ace director and ex Southern Cross navigator, Garry Connolly, and manager of G.P. Cars, Keith Tapsall. Cost per night will be \$4.00 or you can buy a season ticket for a measly \$10.00.

All you need is an Ipswich map, notebook, pencil and be at the clubrooms at 8pm.

Brian Stenzel

#### End of Year Clearance Sale

(Smith forgot to publish this ad in 1980)

4 Rallyquipe Navigators Boards - \$8 each, 1 Escort RS Steering Wheel - \$50, 1 Lancer Drivers Seat (Std.) - \$15, 1 Windscreens Stone Mesh Screen (Med Size) - \$15, 1 6000rpm Tacho (4 cyl) - \$10, 1 Lancer Gearbox - \$50, Various Secondhand Rally Tyres (Very) - \$x, A mound of CCC and Rallysport Mags - \$30. Contact Mark Taylor - 52 3141 (Wrk)

#### For Sale

Bell R - T Helmet. CAMS Approved. White in Colour. Size 7 $\frac{1}{2}$  (I Think) \$40 221 9648

ADVERTISING in this magazine is free to members, but should only be used for personal items, after all you never see the Editor advertising his two Secondhand Bookshops in Sherwood (Open Mon-Sat 9-5), adverts can either be phoned to Mrs Smith at 208 1721 (Home) or given to either Pete Smith, Big Ed, Chuck Chunder or The Editor at the clubrooms.

Stones Corner Motors Rally Results SummaryStage 1 - Centenary

1 Vandersee/Young	40	=16	Robbins/Horsburgh	49	=33	Manser/Manser	53
2 Coote/Marsden	42		Reid/McDade	49		Watson/Michel	53
3 Phillips/O'Connor	43	=19	Batts/Garth	50	=36	Woodward/Offer	55
4 Beikoff/Beikoff	44		McCubben/Neaton	50		Passlow/Crawford	55
= 5 McGilvray/Bryant	45		Kelly/Coonan	50	=38	Sibley/Bruce	56
Lynch/Guyatt	45		Cadell/Mewing	50		Williamson/Wall	56
Marcovich/McNeil	45		Halpin/Hutton	50	40	Ogilvie/Suthers	57
= 8 Jones/Jefferys	46		Shirley/Shinn	50	41	French/O'Dea	59
Shannon/Lane	46	=26	Lockhart/Dunstan	51	42	Dillon/Goldswor	60
Salter/Briigman	46		Jackson/Jackson	51	43	Skinner/Ovens	63
McColm/Kruger	46		Morrison/Robinson	51	44	Tapsall/Hall	66
=12 Browning/Kortlang	47	=29	Brown/Tegg	52	45	Kabel/Hetherman	67
Glennie/Smith	47		Charalambous/Cat	52	46	Hayward/Hill	68
=14 Kahler/Weale	48		Neilsen/Stollzno	52	47	Sudiro/McBride	86
McLoughlin/Clark	48		Milner/Szandursk	52			
=16 Sparkes/Sparkes	49	=33	Cutts/Best	53			

Stage 2 - Basin Flats

1 Vandersee/Young	354	17	Cutts/Best	649	33	Skinner/Ovens	1872
2 Reid/McDade	370	18	McLoughlin/Clar	665	34	Neilsen/Stoll	1884
3 Glennie/Smith	371	19	Lockhart/Dunsta	749	35	Jackson/Jacks	1994
4 Tapsall/Hall	372	20	Milner/Szandurs	861	36	French/O'Dea	2063
5 Coote/Marsden	385	21	Marcovich/McNei	985	37	Charalambous/	2156
6 Ogilvie/Suthers	438	22	Morrison/Robins	1098	38	Dillon/Goldsw	2224
7 Batts/Garth	444	23	Watson/Michel	1362	39	Salter/Briigm	2400
8 Brown/Tegg	446	24	Hayward/Hill	1381	40	Kabel/Hetherm	2567
9 Kahler/Weale	453	25	Jones/Jeffreys	1435	41	Robbins/Horsb	2666
10 Kelly/Coonan	456	=26	McGilvray/Brya	1459	42	Williamson/Wa	3046
11 McCubben/Neaton	477		Lynch/Guyatt	1469	43	Sibley/Bruce	3097
12 Browning/Kortlang	479	28	Sudiro/McBride	1500	44	Woodward/Offer	3706
13 Cadell/Mewing	540	29	Manser/Manser	1598	45	Passlow/Crawf	3961
14 Shannon/Lane	551	30	Beikoff/Beikof	1656	46	Sparkes/Spark	4387
15 Halpin/Hutton	566	31	McColm/Kruger	1688			
16 Phillips/O'Connor	607	32	Shirley/Shinn	1744			

Stage 3 - Humbug

1 Phillips/O'Connor	70	13	Glennie/Smith	138	=24	Neilsen/Stollz	227
2 Tapsall/Hall	85	14	Halpin/Hutton	152	26	Charalambous/C	231
3 Reid/McDade	94	15	Sibley/Bruce	167	27	Skinner/Ovens	234
4 Brown/Tegg	95	16	Jones/Jefferys	171	28	Kabel/Hetherma	240
= 5 Coote/Marsden	96	17	Cutts/Best	195	29	Jackson/Jackso	241
Kahler/Weale	96	18	Watson/Michel	198	30	Woodward/Offer	257
= 7 Shannon/Lane	118	19	Passlow/Crawford	201	31	Lockhart/Dunst	281
Cadell/Mewing	118	20	Salter/Briigman	208	32	Dillon/Goldsw	297
9 Batts/Garth	126	21	Kelly/Coonan	210	33	McLoughlin/Cla	310
10 Browning/Kortlang	127	22	McCubben/Neaton	217	34	Beikoff/Beikof	315
11 Vandersee/Young	132	23	Robbins/Horsbur	225	35	Shirley/Shinn	520
12 Ogilvie/Suthers	136	=24	Hayward/Hill	227			

Stage 4 - Tightstuff

1 Phillips/O'Connor	34	=10	Brown/Tegg	50	=18	Sibley/Bruce	66
= 2 Kahler/Weale	41		McCubben/Neaton	50	=20	Kabel/Hetherman	69
Cadell/Mewing	41	12	Batts/Garth	52		Charalambous/Ca	69
Halpin/Hutton	41	13	Neilsen/Stollzne	54	22	Reid/McCade	70
5 Shannon/Lane	42	=14	Ogilvie/Suthers	55	23	McLoughlin/Clar	75
= 6 Browning/Kortlang	45		Lockhart/Dunstan	55	24	Dillon/Goldswor	82
Glennie/Smith	45	16	Cutts/Best	61	25	Beikoff/Beikoff	85
8 Vandersee/Young	46	17	Skinner/Ovens	62	26	Shirley/Skinn	114
9 Coote/Marsden	48	=18	Kelly/Coonan	66	27	Hayward/Hill	1680



Stones Corner Motors Results Summary (Cont.)Stage 5 - Eastern

1 Coote/Marsden	4.15	10 Kelly/Coonan	7.15	19 Kabel/Hether	11.15
2 Hayward/Hill	4.18	11 Halpin/Hutton	7.17	20 Sibley?Bruce	12.04
3 Vandersee/Young	4.57	12 Reid/McDade	7.21	21 Charalamboué	14.38
4 Phillips/O'Conno	5.31	13 Shannon/Lane	7.48	22 Beikoff/Beik	15.12
5 Brown/Tegg	6.05	14 McCubben/Neato	8.29	23 Lockhart/Dun	16.08
6 Batts/Garth	6.07	15 Cutts/Best	8.55	24 Dillon/Goldsw	17.21
7 Kahler/Weale	6.23	16 Skinner/Ovens	9.38	25 Neilsen/Stol	20.41
8 Ogilvie/Suthers	6.43	17 McLoughlin/Cla	10.03	26 Shirley/Shin	67.23
9 Browning/Kortlan	6.47	18 Cadell/Mewing	10.15		

Stage 6 - Jimna

1 Coote/Marsden	4.10	9 Kelly/Coonan	6.33	17 Sibley/Bruce	8.20
2 Brown/Tegg	4.21	10 Ogilvie/Suther	6.54	18 Shannon/Lane	8.34
3 Phillips/O'Conno	4.26	11 Reid/McDade	6.58	19 Charalambous/	9.09
4 Vandersee/Young	4.31	12 Skinner/Ovens	7.18	20 Neilsen/Stoll	9.42
5 Kahler/Weale	4.59	13 Cadell/Mewing	7.23	21 Dillon/Goldsw	9.48
6 Browning/Kortlan	5.27	=14 McCubben/Neaton	7.25	22 Kabel/Hether	11.00
7 Batts/Garth	5.33	Cutts/Best	7.25	23 Lockhart/Dun	11.05
8 Halpin/Hutton	6.22	18 McLoughlin/Cla	7.45	24 Beikoff/Beik	12.45

Division 1

1 Coote / Marsden	17.56	16 McLoughlin / Clark	36.06
2 Vandersee / Young	19.00	17 Lockhart / Dunstan	46.09
3 Brown / Tegg	21.09	18 Beikoff / Beikoff	62.37
4 Phillips / O'Connor	22.31	19 Charalambous / Catt	65.35
5 Browning / Kortlang	23.52	20 Neilsen / Stollznow	67.10
6 Reid / McDade	24.03	21 Dillon / Goldsworthy	71.32
7 Ogilvie / Suthers	25.03	22 Sibley / Bruce	86.50
8 Kelly / Coonan	26.50	23 Kabel / Hetherman	131.18
9 Halpin / Hutton	27.08	24 Skinner / Ovens	153.07
10 Shannon / Lane	28.59	25 Shirley / Shinn	178.51
11 McCubben / Neaton	29.08	26 Hayward / Hill	262.14
12 Batts / Garth	29.52	27 Glennie / Smith	329.01
13 Kahler / Weale	30.00	28 French / O'Dea	578.22
14 Cadell / Mewing	32.07	29 Williamson / Wallace	591.42
15 Cutts / Best	32.18		

Stage 7 - Cowah

1 Vandersee/Young	5.21	4 Ogilvie/Suther	80.34	7 Reid/McDade	105.15
2 Coote/Marsden	6.59	5 Kelly/Coonan	86.14		
3 Brown/Tegg	7.34	6 Batts/Garth	87.40		

Stage 8 - Moonarumbi

1 Vandersee/Young	6.58	2 Coote/Marsden	10.10	3 Brown/Tegg	58.42
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Stage 9 - Plank Bridge

1 Coote?Marsden	3.14	6 Ogilvie/Suther	4.40	11 Dillon/Goldsw	7.59
2 Brown/Tegg	4.01	7 Vandersee/Youn	5.13	12 Sibley/Bruce	8.09
3 Browning/Kortlan	4.03	8 Cutts/Best	5.25	13 McLoughlin/Cla	8.11
4 Neilsen/Stollzno	4.15	9 Halpin/Hutton	6.30	14 Lockhart/Dunst	9.15
5 Kelly/Coonan	4.20	10 French/O'Dea	6.36	15 Shannon/Lane	16.39

Stage 10 - Winch

= 1 Browning/Kortlan	6.42	6 Brown/Tegg	8.06	11 McLoughlin/Cl	11.27
Coote/Marsden	6.42	7 Vandersee/Youn	8.35	12 Sibley/Bruce	11.52
3 Shannon/Lane	7.21	8 Halpin/Hutton	9.32	13 Dillon/Goldsw	15.33
4 Neilsen/Stollzno	7.58	9 French/O'Dea	10.00	14 Lockhart/Duns	18.37
5 Ogilvie/Suthers	8.07	10 Cutts/Best	10.04		

Stones Corner Motors Results Summary (Cont.)Division 2

1	Coote / Marsden	27.05	12	Sibley / Bruce	240.01
2	Brown / Tegg	78.25	13	Shannon / Lane	241.00
3	Vandersee / Young	79.07	14	Cutts / Best	265.17
4	Ogilvie / Suthers	169.21	15	Kelly / Coonan	338.34
5	Neilsen / Stollznow	213.06	16	Batts / Garth	449.40
6	Halpin / Hutton	215.02	17	Kahler / Weale	488.00
7	French / O'Dea	220.36	18	Phillips / O'Connor	499.00
8	McLoughlin / Clark	227.38	19	Beikoff / Beikoff	507.00
9	Dillon / Goldsworthy	228.32	20	Reid / McDade	517.15
10	Lockhart / Dunstan	228.52	21	Kabel / Hetherman	540.00
11	Browning / Kortlang	239.45			

Results

1	Coote / Marsden	45.01	11	Cutts / Best	297.35
2	Vandersee / Young	98.07	12	Dillon / Goldsworthy	300.04
3	Brown / Tegg	99.34	13	Sibley / Bruce	326.51
4	Ogilvie / Suthers	194.24	14	Kelly / Coonan	365.24
5	Halpin / Hutton	242.10	15	Batts / Garth	479.32
6	Browning / Kortlang	263.37	16	Kahler / Weale	518.00
7	McLoughlin / Clark	263.44	17	Phillips / O'Connor	521.31
8	Shannon / Lane	269.59	18	Beikoff / Beikoff	569.37
9	Lockhart / Dunstan	275.01	19	Kabel / Hetherman	671.18
10	Neilsen / Stollznow	289.16	20	Reid / McDade	741.18
			21	French / O'Dea	798.53

Wherefore art thou Audio ?

Evening All ! We have a couple of things that have gone astray recently. Last seen on the night of December 6th at the Stones Corner Motors Rally were two of our P.A. speakers. Doubtless somebody was helping to tidy up at Jimna and put them in their boot, well would you please let either Steve Bynon (the property officer) or the Club Secretary or John Hall behind the bar, or at least someone belonging to the committee, have them.

The second item that we can't place are the clubs T-Shirts that we recently had printed - would the current holder of these items please keep two and let John Hall or somebody in authority have the rest.

Nick Pritchard - Navigator ?

I have some incomprehensible notes here, doubtlessly written in a drunken frenzy on a Wednesday Night. Now Nick either wants a navigator for the QRC, or wishes to navigate on QRC rounds, I print my notes in fool :- Nick Pritchard. I navigato fer the QRC. Novice - 9 events in NSW. 872 4944 Bus. Hrs. So if you either do or don't want a navigator for the QRC then give Nick a ring.

Night Run - 28th January

This was a top event. Gary Luiten and David Mundy were investigating the back blocks of The Gap when a huge Islander, as black as the ace of spades, leapt out of an underwear festooned Hillman Hunter and threatened them with a hideous weapon, quick as a flash our heroes drove up the footpath, through several lines of washing, and finally ski-jumped onto Waterworks Road. Even those other competitors who don't go peering into parked cars with 200w aircraft landing lights found it an interesting night, Charlie Blake set us a merry chase through the near-Northern suburbs, Great Fun Night Runs - get some in.

Next Month we will have full page interviews with the 1980 Club Champion and the 1980 Ladies Championship Winner, but just to round things off for 1980 here are the Final 1980 Championship tables.

### 1980 Brisbane Sporting Car Club Championship

1	Ian Fink	20	=48	John Blake	2	=80	Mark Forster	1
2	Bruce Taylor	19		Geoff Dein	2		Stephen Flux	1
= 3	Phil Stephan	13		Ross Fullerton	2		Raymond Gough	1
	Paul Watkinson	13		Oriano Giammichele	2		Bruce Grigg	1
= 5	Charlie Blake	12		Neal Howard	2		Peter Gartshore	1
	Steve Barbe	12		Kevin Hall	2		Al Guidotti	1
	David Mundy	12		Chris Hamlin	2		Wayne Hufschmid	1
= 8	Graeme Adair	11		Barbara Knight	2		John Herbert	1
	Jim Adness	11		Tony Kabel	2		Tim Hegarty	1
	Harry Bosboom	11		Peter McMahon	2		Carol Howard	1
	Tony Best	11		Alan McConnell	2		Rodney Hamilton	1
	Pat Collins	11		Alan Marshall	2		John Hall	1
	Gary Luiten	11		Dale Payne	2		Ed Hopkins	1
	Brian Marsden	11		Matt Read	2		John Hinz	1
	Lindsay Sutherland	11		Gerry Reynolds	2		Bill Hinz	1
=16	Paul Goopy	10		Peter Stockton	2		Simon Kabel	1
	Col Powell	10		Brad Skinner	2		Hank Kabel	1
=18	Laurie Garth	9		Debbie Smith	2		Richard Kelly	1
	Greg Weale	9		Bob Sherrin	2		Jo-Anne Jay	1
=20	Steve Blackburn	8		Paul Wallace	2		Peter Itzstein	1
	George Kahler	8		Paul Williams	2		Tayne Johnson	1
	Ian MacFarlane	8	=80	Dave Ambrose	1		Noel Jeffery	1
	Peter Marcovich	8		Mick Abrahams	1		Stephen Jeffery	1
=24	Glen Carpenter	7		Jo Ackerman	1		Peter Lynch	1
= 27	Dave Chadwick	7		Steve Abrahamson	1		Cedric Loy	1
	Ian Goldsworthy	7		Greg Barbe	1		Geoff Loy	1
	Nev Hamlin	7		Bob Baird	1		Col Leavey	1
	Pete Smith	7		Ian Baker	1		Shan Lawrence	1
	John Ward	7		Rod Bailey	1		Don Milner	1
	Mike Mitchell	7		Errol Bailey	1		Bruce McCubben	1
=30	Tony Hazeldine	6		Rod Brand	1		Geoff Mewing	1
	Ian Bond	6		Christine Brand	1		Richard McColm	1
=33	Marianne Bond	5		Bruce Borchardt	1		Steve McCabe	1
	Chris Harbekk	5		Steve Bynon	1		Clayton Mitchell	1
	Barry MacFarlane	5		John Beggs	1		David Martin	1
	Jack Read	5		Mary Bugden	1		Barry MacFarland	1
	Warren Tegg	5		Gary Batts	1		Dwayne McClintock	1
=38	Tom Poots	4		Tim Bailey	1		Barry Meller	1
	Kel Taylor	4		Dennis Brown	1		Val Marshall	1
=40	Burt Goostrey	3		Tim Charalambous	1		Gary Moedt	1
	Gary Kabel	3		Paul Cadell	1		Kerry Payne	1
	Wendy Marshall	3		Rod Cross	1		Chris Pike	1
	Peter Marshall	3		Russell Crew	1		Ross Perry	1
	Russell Reid	3		Sandra Chalk	1		Mark Nissen	1
	Wayne Salmond	3		Max Castles	1		Peter Shillips	1
	Syd Smith	3		Debbie Chadwick	1		Simon Passlow	1
	Bill Dillon	3		Phil Douglas	1		Mick Norris	1
=48	Ken Bosboom	2		Lee Drummond	1		Les Poole	1
	Alan Ball	2		Noelle Drummond	1		Debbie Poole	1
	Bernie Bugden	2		Mike Davis	1		Lloyd Prescott	1
	Brian Bellairs	2		Dennis Denning	1		Leon Promet	1
	Desley Collins	2		Bill Daley	1		Cedric Reinhardt	1
	Terry Crawford	2		Carol Daley	1		Nicholas Reeve	1
	Terry Connwely	2		Bruce Fullerton	1		Don Rea	1
	George Croucher	2		Ralph French	1		Mark Siemon	1
	Garry Connelly	2		Coral Fritter	1		Paul Swenson	1
	Paul Dillon	2		Norma Fritter	1		Jon Street	1
	Steve Donoghue	2		Les Flood	1		Janelle Svenson	1

=80 Sherry Smith	1	=80 Rod Skennerton	1	=80 Shayne Sirett	1
Mick Stephensen	1	Tricia Smith	1	John Shirley	1
Mal Shinn	1	Guenter Schmied	1	Rod Sams	1
Peter Spring	1	Lawrence Svenson	1	Jeff Tremain	1
Kathstrine Tegg	1	Keith Tapsall	1	Ann Thomson	1
Nev Taylor	1	Don Tainton	1	Col Wilton	1
Ron Wilson	1	Gary Wolfe	1	Gary Wolfe	1
Pat Whyte	1	Paul Zacka	1	Brad Zacka	1

In all 187 different names figure in the Club Championship.

### 1980 Ladies Championship

1 Wendy Marshall	26	=12 Debbie Chadwick	8	=20 Jo Ackerman	3
= 2 Desley Collins	15	Carol Howard	8	Kathstrine Tegg	3
Debbie Smith	15	=14 Sandra Chalk	7	=25 Debbie Poole	1
= 4 Marianne Bond	11	Janelle Svenson	7	Jo-Anne Jay	1
Barbara Knight	11	Roberta Barbe	7	Val Marshall	1
= 6 Coral Fritter	10	=17 Tricia Smith	6	Lenore Leavey	1
Noëlle Drummond	10	18 Mary Bugden	5	Bernadette Bracken	1
Sherry Smith	10	19 Barbara Castles	4	Christine Brand	1
= 9 Shan Lawrence	9	=20 Ann Blackburn	3	Carol Daley	1
Ann Thompson	9	Kim O'Loughlin	3		
Kerry Payne	9	Heather Graham	3		

1981 Club Championships - These will be scored as per the sheet opposite.

<u>Night Run Championship</u>		<u>Off Road (hamp (Cont.))</u>		<u>Club Championship (Cont.)</u>	
= 1 Desley Collins	11	=19 Col Leavey	3	=17 Ian Baker	3
Tony Hazeldine	11	Dwayne McClintock	3	=21 Sue Griffin	1
= 3 Paul Wallace	10	=21 Sandra Chalk	2	Ross Stanfield	1
John Beggs	10	Max Castles	2	Tricia Smith	1
R Wilkins	10	=23 Ed Van Amstel	1	Pete Smith	1
Greg Weale	10	David Peason	1	Nev Hamlin	1
Gary Luiten	10	Ashton Bradley	1	Chris Hamlin	1
David Mundy	10	Glenn Bradley	1	Lawrence Svenson	1
= 9 Charlie Blake	9	Wayne Cambie	1	Janelle Svenson	1
Jeff Tremain	9	Noel Jeffery	1	Cedric Loy	1
=11 Sue Griffin	7	Steven Jeffery	1	Geoff Loy	1
Ross Stanfield	7			Rod Sams	1
=13 Tricia Smith	6			Lloyd Prescott	1
Pete Smith	6			Col Leavey	1
		<u>Club Championship</u>		Dwayne McClintock	1
<u>Off Road Championship</u>		= 1 Desley Collins	11	Sandra Chalk	1
= 1 Jim Adness	11	Tony Hazeldine	11	Max Castles	1
Ian MacFarlane	11	Jim Adness	11	Ed Van Amstel	1
= 3 Paul Watkinson	10	Ian MacFarlane	11	David Peason	1
Burt Goostrey	10	= 5 Paul Wallace	9	Ashton Bradley	1
= 5 Dave Chadwick	9	John Beggs	9	Glenn Bradley	1
Bruce Taylor	9	R Wilkins	9	Wayne Cambie	1
Ian Bond	9	Greg Weale	9	Noel Jeffery	1
Marianne Bond	9	Gary Luiten	9	Steven Jeffery	1
= 9 Bob Baird	8	David Mundy	9		
Ian Baker	8	Paul Watkinson	9		
=11 Nev Hamlin	7	Burt Goostrey	9		
Chris Hamlin	7	=13 Dave Chadwick	7	<u>Ladies Championship</u>	
=13 Lawrence Svenson	6	Bruce Taylor	7	= 1 Desley Collins	11
Janelle Svenson	6	Ian Bond	7	Marianne Bond	11
=15 Cedric Loy	5	Marianne Bond	7	= 3 Sue Griffin	10
Geoff Loy	5	=17 Charlie Blake	3	Janelle Svenson	10
=17 Rod Sams	4	Jeff Tremain	3	= 5 Tricia Smith	9
Lloyd Prescott	4	Bob Baird	3	Sandra Chalk	9

1931 CLUB CHAMPIONSHIPS

In the Magazine each month you will find an up-to-date list of point scores for the Club Championships. Each month we will explain the scoring system.

In 1981 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.

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 9 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 1981 Club Champion.

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

Pete Smith (208 1721 - Home, 379 6182 - work. 15 Laurel St, Woodridge, Q 4114) has volunteered his services as Registrar again this year, and organisers of all club events are asked (nay demanded) 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.

Re-Opening Night 14th JanuaryCrowded !!Wot ! No Cheese ?

Last year on this notable occasion we had the benefit of 300 people all peering at Noelle Drummond-knee-Heales (of the Kingaroy Drummond-knee-Heales's) tiny television as a rally sprint was on. This year we went upmarket to the NEW cinema screen and some films supplied by Peter Marcovich. We watched those-daring-young-men-in-their-forestmobiles do there stuff, the drink flowed altogether too fast, and the pattern was set for another bumper year of entertainment, fear and turpitude.

Meet the WinnersThe 1980 Brisbane Sporting Car Club Motorkhana Championship WinnerLindsay Sutherland

Editors Note: I can't find Lindsay anywhere, the day after he collected his CAMS Motorkhana award, he took his lovely wife to farthest Patagonia in search of the lesser spotted turd - hurler, in his absence I interviewed a cardboard replica of him.

But first the full results for 1980...

Final Point Scores

1	Lindsay Sutherland	54	13	Lee Drummond	12	=23	Gary Kabel	5
2	Ian Fink	51	14	Matt Read	11	=26	David Martin	4
3	Col. Powell	38	15	Steve McCabe	10		Bill Dillon	4
4	Graeme Adair	33	16	Ralph French	9		David Mundy	4
5	Phil Stephan	27	=17	Clayton Mitchell			Mike Mitchell	4
6	Pete Smith	20		Ross Perry	8	=30	Peter Marshall	3
7	Jack Read	19		Alan McConnell	8		Bernie Bugden	3
= 8	Kel Taylor	18	=20	Gary Luiten	7	=32	Wendy Marshall	2
	Harry Bosboom	18		Ken Bosboom	7		Paul Wallace	2
=10	Chris Harbeck	16	22	Paul Dillon	6		Noelle Drummond	2
	Bob Sherrin	16	=23	Steve Donoghue	5	=35	Allan Ball	1
12	Oriano Giammichele	14		Tony Best	5		Paul Williams	1

BE:- Well done Lindsay on winning the popular club Motorkhana Championship. RLS:- Thank You, errrrr Whatever your name is, yes its given me great pleasure to win the Championship for the M.G./Renault/Ipswich West Moreton/Brisbane Sporting (Delete those not applicable) Car Club. BE:- At the end of the '79 season you bought that years winning car from Greg Wolski and its been just as good this year, why did you do this? RLS:- Well Jim its basically because I like grinding peoples faces into the dust, it was either win the Motorkhana Championship this year or invade Poland. BE:- So winning the Championship saves you a trip? RLS:- Yes Bert, also we save the expense of fixing the special up with a rear gunners seat, also in the workers paradise they seem to work 8 days a week, so our surprise attack on a frontier post could well have found them all having a kip round the back. BE:- What sort of Special is it you use? RLS:- Its a chrome - moly frame with a rear mounted 36 litre supercharged Rolls - Royce Griffon aero engine driving through a 78 to 1 diff. BE:- What advantages does this give you? RLS:- Well it takes off in 10 metres and then we've got not only the dust problem beaten, but we've never knocked any flags over either. Also you only have to decapitate a couple of the people doing the timing, and the word quickly goes round about where the quick times should be going to. BE:- So would you describe yourself as a vicious swine Lindsay? RLS:- A hard man Wayne, a hard man but cruel. BE:- Thank you Lindsay, and for the peace of the world the best of luck in '81. RLS:- Luck makes itself Norman, its either the Motorkhana Championship again or there won't be too much biscuit smelling going on down Coro Drive I'll tell you that.

Thank You the Cardboard Replica Lindsay Sutherland

EEyeless in TaraBig Eds EEyeView - Of a weekend for two

I was sitting at my ledgers in the shop, gloating over another Old Lady Cheated, when the phone sounded its tinny cacophony.

"G'day Sport. Hower goin' yer old Pommie Bastard. Fair dinks the missus and I was just thinking about youse but". Yes Dave Chadwick wanted The Incredible Mrs Smith and I to time the competitors at Tara again.

We left the Prologue timing Saturday afternoon to those Tinsel Town Timers Brian Swinton and his mate - and a good job they did too. TIMS and I left the vast Booksmith Emporium in the care of a local nurse (Our prices can lead to seizures) and we zoomed off in the Suzuki Hatch.

The one ingredient the 540cc four stroke flyer needs for high performance was there, a tailwind. 4 hours at 7000 revs, that is to say 16,800 revs, or 20 metres a rev, we arrived.

We found the Motel, signs of life, the staff didn't treat ethnic minorities like dirt. The Teggs were occupying a cobweb festooned unit out the back, "move in with us" we cried, Kathstrine was wet all over, either A) The plumbing was a bit shaky, B) Her Goldfish was a messy eater, or C) The town had a swimming pool. And before long TIMS and I were all at C, along with the Ian Baker family. I jumped in and left a brown ring in the water, with a tremendous thrashing a red faced monster rushed towards me, when will TIMS learn to breath and swim at the same time? The pool was full of Bakers, little ones steaming along, big ones splashing about, I saw some women sitting on the sidelines watching me and dreaming of lard sandwiches - which is strange as I've only been to Scotland once.

We then went back to the Mot L Tara and joined the Teggs in the bar. Beer was consumed my firends, O how beer was consumed. One of the nice things about country pubs is that some of them have table tennis tables. So we had the Brisbane Socio-Economic Group B versus the Brisbane Socio-Economic Group D (Or Yeronga v. Woodridge). After a tense struggle Woodridge became blinded by science and came second.

Food - now I can't count the number of times I've been to a Lions/Rotary/Masonic nosh-up and the foods been 'orrible. Yes I know its a Good Cause, I know People Are Doing Their Best, but I hate potato salad, loath coleslau, and unless my steak is GBH'd with a large walloper I find it unpalatable. So will it be alright if I pay for it and don't eat it? So there we were at the pub, now other people have always been keen to make the point that my conversation lacks a certain something - namely interest. So as I addressed TIMS and the Teggs I wasn't too surprised as they stared over my shoulder with glazed eyes. But after 10 minutes I smelt a rat, and turning quickly I perceived that the people behind me were eating a pub dinner - tres bon, plates and diners groaned under the weight of food. A look at the menu, so cheap so we ate. I ordered "Filet of exotic fish with decicious crisp Pommies Frites, fresh garden vegetables and the Chefs special sauce" (Well I am a two pot screamer and we were upto about six) the girl wrote it down as FishChipsVeggies-Sauce, but it still makes my mid-afternoon mouth water as I write it down. Such food, fit for a visitor, nail the chef to the floor Mot L Tara.

Then we went on to the Annual Disco at the Golf Club. Well it's been good every year and it constantly gets better. Warren arranged the best seats in the house on the verandah, and we sat back and watched some of the best crumpet, en masse, that I've seen in years. While we were dancing - No not with Warren Tegg with TIMS, that swine Paul Swenson was awarded the Dancing Partner to Drool Over Trophy, what his little lady did to yellow shorts shouldn't be allowed out at nights. I started drinking Vodka and Limes, then Vodka and Limes began drinking me. We fell in with a rough crowd of CAMS Stewards and Len from the CAMS flagship the "Retribution". Swilling rum they were, polishing their eye-patches and handling tender maidens most coarsely. Len Weine breathed on his parrot and it fell stunned on his wooden leg. Still enough of these lies, I decided that TIMS and Kathstrine had had enough to drink (They were swinging from the chandler and singing a very vulgar boat song). So back to the Mot L Tara before the short Pommie could make a fool of himself dancing to "Macho Man".

Now we come to the delicate part. The Teggs occupied the main room and we were in the small annexe - this was TIMS idea, she insisted, silly mutton. Anyway I had to get my chance to nip into the bathroom by watching the Teggs oblute out of the corner of my eye, and I suffer from tunnel vision. Just out of interest, dimly out of the corner of my vision it seems that Warren wears a pimply white suit to bed, and Kathstrine either wears a long black nighty or she's related to the Mayor of Bayswater. After TIMS had made me wash with SOAP, we settled down to one of lifes most uncomfortable nights - worse even than last year when we shared a byre with Warren McKewen.

Warren (Tegg) had the noisy bed and hideous nightmares owing to the women that he has wronged. So he twanged through the night, soon a pattern was set. Dolores was worth two "Twings" while Rebecca was a "twang" and a "Twong" - thank heavens we're musical. About 3am the mosquitos arrived and they began sharpening their noses on one of Tricias split hairs. I defeated them by sleeping with my fingers in my ears. Our unit was the end of a block and the service road to the other half of the Mot L ran round the end of our wall. Those Good 'Ole Off Road boys set up a course that ran round 3 corners of our unit and through the night vast V8 things screeched round the corner, their total lack of engineering finesse being made up for by 3000.hp. While I was lying awake wondering if I could hold my breath long enough to die the ladies slept on, the room dimly lit by the reflective glow from Kathstrines false teeth.

Morning - all 7 hours of it - then back to food again. Warren ordered breakfast bless his little cotton socks. He convinced them we were either 4 big people or 6 little ones. We had four huge breakfasts and enough toast to carpet the Tirpitz. Warren and I ate outside on the verandah while the ladies stayed within keeping a jealous eye on each other and the dog. While we were eating, depraved Off Road people crept to photograph my shorty pyjamas. Off to the circuit. Heat, noise Warren McKewen, Neil Swaysland, Clarrie Harrison, the agony of it all.

The cars had to do 4 laps of a 70km course in the drought swept Tara interland. Promptly on time Brian Swinton sent the cars off at one minute intervals. Owing to the relatively small entry, and the Off Road law of diminishing returns (33 starters and 14 finishers) TIMS and I were rather under-employed. But such was not the case for Warren our runner, running here, and there. Tot dat bale - get a little drunk and you land in jail. Etc. Jim Adness skipped into sight sideways through the gate, and one poor soul arrived on three wheels, then as he turned into his pit a rose bush broke up and the brakeless buggy careened into a parked Holden Wagon - but it was made so tough of metal and stuff that the assault from the rear was ignored.



The sun got higher, and our tired spirits lower. The one bright spark were our ladies and Kerry Browning who was visiting. Just how did the Poms run the British Empire without lovely ladies to gladden the eye on a hot and dusty day? Anyway there was bags of attrition amongst the competitors and the course cut up so much without any moisture to bind the soil together, that a halt was called after 3 laps.

We headed back to the fleshpots at 3.15pm, but curses now we had a headwind. Flat out was 105kmph Petrol Consumption rose to 40 mpg I was knackered by Oakey (What a foul way to be knackered) so TIMS drove. Home to soup and bed What a weekend.

Whilst I don't pretend that the above is anything other than a load of nonsense its all I've got on Tara at present, so I'll do the results summary and hope that a proper report can follow it.

#### Tara Results Summary - Lap 1

1	Adness / MacFarlane	1	54.38	15	MacFarlane / Vahry	4	66.31
2	Watkinson / Goostrey	2	57.51	16	Flood / Swenson	5	67.10
3	Baird / Baker	1	58.09	17	Sams / Prescott	3	67.58
4	Bond / Bond	1	59.11	18	Poole / Turkington	3	68.14
5	Hamlin / Hamlin	1	60.23	19	Poots / Guidotti	1	68.15
6	Collins / Crew	2	62.28	20	Chalk / Castles	2	72.24
7	Svenson / Svenson	3	62.35	21	Cambie / Scottorn	5	79.52
8	Hufschmid / Tainton	1	62.45	22	Bradley / Bradley	1	85/07
9	Loy / Loy	5	62.58	23	Van Amstel / Peason	2	90.52
10	Leavey / McClintock	1	64.05	24	Jeffery / Jeffery	4	91.30
11	Stanfield / Hutton	1	64.16	25	Rea / Meller	2	111.48
12	Jervis / McClymont	1	64.45	26	White / Blackbourne	4	160.52
13	Wilson / Bellairs	2	64.59	27	Marshall / Hassard	2	164.05
14	Williams / Perkins	1	65.08				

#### Lap 2

1	Adness / MacFarlane	1	55.33	10	Loy / Loy	5	65.33
2	Watkinson / Goostrey	2	56.44	11	Flood / Swenson	5	66.21
3	Bond / Bond	1	59.09	12	Chalk / Castles	2	70.14
4	Baird / Baker	1	59.36	13	Leavey / McClintock	1	72.00
5	Hamlin / Hamlin	1	60.15	14	Collins / Crew	2	73.13
6	Van Amstel / Peason	2	63.08	15	Bradley / Bradley	1	76.42
7	Svenson / Svenson	3	63.20	16	Jeffery / Jeffery	4	87.04
8	Sams / Prescott	3	63.58	17	Wilson / Bellairs	2	109.42
9	Cambie / Scottorn	5	64.47	18	Marshall / Hassard	2	157.27

#### Progressive Total

1	Adness / MacFarlane	1	110.11	10	Collins / Crew	2	135.41
2	Watkinson / Goostrey	2	114.35	11	Leavey / McClintock	1	136.05
3	Baird / Baker	1	117.45	12	Chalk / Castles	2	142.28
4	Bond / Bond	1	118.20	13	Cambie / Scottorn	5	145.39
5	Hamlin / Hamlin	1	120.38	14	Van Amstel / Peason	2	154.00
6	Svenson / Svenson	3	125.55	15	Bradley / Bradley	1	161.49
7	Loy / Loy	5	128.31	16	Wilson / Bellairs	2	174.41
8	Sams / Prescott	3	131.56	17	Jeffery / Jeffery	4	178.34
9	Flood / Swenson	5	133.31	18	Marshall / Hassard	2	322.32

#### Lap 3

1	Adness / MacFarlane	1	56.12	8	Sams / Prescott	3	64.48
2	Watkinson / Goostrey	2	58.29	9	Svenson / Svenson	3	65.10
3	Bond / Bond	1	60.15	10	Van Amstel / Peason	2	65.25
4	Baird / Baker	1	60.56	11	Leavey / McClintock	1	66.11
5	Loy / Loy	5	62.58	12	Chalk / Castles	2	69.49
6	Bradley / Bradley	1	63.00	13	Jeffery / Jeffery	4	70.24
7	Hamlin / Hamlin	1	63.16	14	Cambie / Scottorn	5	84.55

Results

1st	Jim Adness / Ian MacFarlane	1	166.23	1st Class 1
2nd	Paul Watkinson / Burt Goostrey	2	173.04	1st Class 2
3rd	Ian Bond / Marnie (Who ?) Bond	1	178.35	2nd Class 1
4th	Bob Baird / Ian Baker	1	178.41	3rd Class 1
5th	Nev Hamlin / Chris Hamlin	1	183.54	
6th	Lawrence Svenson / Janelle Svenson	3	191.05	1st Class 3
7th	Cedric Loy / Geoff Loy	5	191.29	1st Class 5
8th	Rod Sams / Lloyd Prescott	3	196.44	2nd Class 3
9th	Col Leavey / Dwayne McClintock	1	202.16	
10th	Sandra Chalk / Max Castles	2	212.27	2nd Class 2
11th	Ed Van Amstel / David Peason	2	219.15	3rd Class 2
12th	Ashton Bradley / Glenn Bradley	1	224.49	
13th	Wayne Cambie / Noel Jeffery	5	230.34	2nd Class 5
14th	Steven Jeffery / Noel Heffery	4	248.58	1st Class 4

Fastest Laps

1	Adness / MacFarlane	1	54.38	14	Stansfield / Hutton	1	64.16
2	Watkinson / Goostrey	2	56.44	15	Jervis / McClymont	1	64.45
3	Baird / Baker	1	58.09	16	Cambie / Scottorn	5	64.47
4	Bond / Bond	1	59.09	17	Wilson / Bellairs	2	64.59
5	Hamlin / Hamlin	1	60.15	18	Williams / Perkins	1	65.08
6	Collins / Crew	2	62.28	19	Flood / Swnnson	5	66.21
7	Svenson / Svenson	3	62.35	20	MacFarlane / Vahry	4	66.31
8	Hufschmid / Tainton	1	62.45	21	Poole / Turkington	3	68.14
9	Loy / Loy	5	62.58	22	Poots / Guidotti	1	68.15
10	Bradley / Bradley	1	63.00	23	Chalk / Castles	2	69.49
11	Van Amstel / Peason	2	63.08	24	Jeffery / Jeffery	4	70.24
12	Sams / Prescott	3	63.58	25	Marshall / Hassard	2	157.27
13	Leavey / McClintock	1	64.05	26	White / Blackbourne	4	160.52

Sexterganaginal Survey

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Adness / MacFarlane	1	3					
Watkinson / Goostrey	2		3				
Bond / Bond	1			2	1		
Baird / Baker	1			1	2		
Hamlin / Hamlin	1					2	
Loy / Loy	5					1	
Collins / Crew	2						1
Van Amstel / Peason	2						1
Bradley / Bradley	1						1

Prologue Times

1	Adness / MacFarlane	1	4.51	18	Williams / Perkins	1	5.56
2	Poots / Guidotti	1	5.06	19	Wilson / Bellairs	2	5.57
3	Collins / Collins	1	5.09	20	Brand / Brand	3	6.01
4	Watkinson / Goostrey	2	5.11	21	Svenson / Svenson	3	6.02
5	Baird / Baker	1	5.26	22	Flood / Swenson	5	6.06
6	MacFarlane / Vahry	4	5.28	23	Cambie / Scottorn	5	6.09
7	Bond / Bond	1	5.31	=24	Poole / Turkington	3	6.11
8	Borchardt / Itzstein	2	5.32		Van Amstel / Peason	2	6.11
9	Barbe / Barbe	1	5.36	26	Rea / Meller	2	6.12
10	Jervis / McClymont	1	5.43	27	Loy / Loy	5	6.13
11	Marshall / Hassard	2	5.44	28	Jeffery / Jeffery	4	6.14
=12	Leavey / McClintock	1	5.47	29	White / Blackbourne	4	6.30
	Collins / Crew	2	5.47	30	Buckley / Byrne	4	6.37
	Hufschmid / Tainton	1	5.47	31	Chalk / Castles	2	6.41
15	Stanfield / Hutton	1	5.48	32	Bradley / Bradley	1	7.29
=16	Taylor / Denning	4	5.52	33	Abrahamson / Burton	5	11.25
	Hamlin / Hamlin	1	5.52				

GREG CHALK MEMORIAL 280 TARA25th January, 1981

I have, as a competitor, been asked to supply to Big Ed a summary of the above event, but being shy, bashful, bad speller, reggub of a letter writer, bloody awfully slow thinker, here goes.

Saturday, 24th January, 1981 and all the Off Roaders of the BSCC were either camped out or on their way to Tara for the Greg Chalk Memorial 280. All had one thought in mind, winning the event this year.

The Prologue started at 1pm sharp, so from 12.30pm onwards, there was a steady line of vehicles heading for the start. I noticed some fellows still working on their machines as late as 2.30pm, however they still made it. Mr. 'Cool' Adness cruised (as he said) around the 6km in 4.51 mins to take pole position for the event next day. Times varied up to 11.25 mins for the rest of the 34 starters.

Sunday came hot and dry after a very wet (for some) Saturday night at the Golf Club, with just a slight breeze to blow away the dust HA! HA! and after Dave had given us the good news and the bad news about the track, Ian and Jim blasted off into the wilds of Tara on an unknown, unexplored (by the competitors) track, that soon had quite a few of the unlucky ones caught in the loose sand behind the house. I believe one chap (not to be named) took on an early (short) cut that ran out of arrows. I shall not name the unlucky couple.

Lap 1, claimed only 2 of the starters, Noel and Greg in their new Baja and Steve and Jeffrey in the Suzy. We travelled down so many fence lines that I thought I was boundary riding again - so much so, that at one time I saw a damaged fence that I almost stopped and repaired it. Generally though, except for the bull dust sections, we had a good first lap.

At the pits I noticed much feverish activity as fuel, and some new tyres were added to the vehicles in the 10 minute break before Lap 2 commenced.

Tom Foets was noticed leaning over a fence and calling for 'AARCHY'. I didn't know he had any relatives by that name. Tom must have been very concerned about poor ARCHY, because he never started in Lap 2, perhaps Tom will tell us if he found Archy at the next off road night. Roy and Don in No. 11 apparently were in sympathy with Tom, as they, along with Donald and Barry in No. 57 and Kev and Warren in No. 10 did not start Lap 2.

During Lap 2 we were rerouted behind the dam to cut out the sand trap that so many became bogged in, but alas, all to no avail, as the rest of the course became a spectator point for Barry and Sid in No. 93, Wayne and Don in No. 75, Ross and Rod in No. 25, our co-sponsor and Robert in No. 19 and Les and Rod in No. 67, so you can assume that it was no picnic for anybody but Jim, who was out in front of the dust.

At the lunch break of 30 minutes it was announced that we would only be travelling 3 laps instead of the 4 as planned because some of the competitors were complaining that it was 'too rough' - bloody hell!!! We were in an off road rally, not a Sunday drive to the coast. I am going to stick my neck out here and say that the cause of a lot of damage to the machines is because the drivers drive beyond their ability to control their units. Sure, mechanical failures do happen 'I know', but one sees so much damage caused by hitting moving trees etc.

Out of a total of 34 starters, Alan and J in No. 41, Ron and Brian in No. 28, and Les and Paul in No. 555 did not make Lap 3, leaving a grand total of starters for the last lap of 16. Michael and Russell in No. 22 did not finish it. On this lap, the ruts were getting deeper, the bull dust dustier, and Grahame Smith was still trying to catch us in crazy positions. Fourteen of the original starters finished what I consider to be the social event of the off road calendar. Sandra Chalk finished again - 'what a lady' - she has finished every time she has started and come 2nd in class as well; well done Sandra, good to see you enjoying the bull dust, you must have liked it as you looked as though you had been bathing in it when I saw you after the 3rd Lap.

Speaking for all the off roaders, our thanks go firstly to the property owners for allowing us the use of their paddocks, secondly to Dave and Debbie, Mick Norris and so the list goes on to all those responsible for arranging, setting out the directions etc, and our biggest thank you to the control and timing officials who copped plenty of dust, even the strange abo at one control who had a branch over his shoulder, either as shade, to chase the flied, or to keep off some of the dust (good on you Colin). Our heartiest thanks to our sponsors, Bushdriver and Volkspares for their support and trophies. Thank you in fact to all of us doing our bit and having such a good time.

In closing, may I say that I hope to be with you all the next time Tara is on again, and if you think I am going to sign my name to this you're bloody wrong! Happy off-roading.

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A letter from Midge Garth appertaining to the Christmas Tree

To All Clubmembers

With regards to the Christmas Tree I have 2 thanks to convey. Firstly to Pat and Desley Collins who allowed us to move the tree to the in much used the previous night, premises. This was done because rain became imminent. All it took was a phone call early Sunday morning and they came to my rescue.

Also thanks are due to Paul Goopy for once again putting on the red suit and doing a fantastic job. Paul spends time with each child and then has no objections to posing with, sometimes wet and wringing, kids while proud parents take photos. Thank You Paul !!

Now that I have said that I would like to air my thoughts on the matter.

For a club which boasts more than 400 members we could only manage 14 Children in attendance for the tree (Half of these belonged to either John Halls family or Laurie and I). When I started doing the tree years ago, members seemed to care and we would have about 40 kids and 60 adults at the tree. Maybe the club should look at implementing either or both of the following suggestions :- Points be awarded towards the Club Championship for attending - or - Free Booze. Then we would, in my opinion, find more "parents" in the club.

Lastly to the Wallaces, Tremains, Banks, Powells, Halls and Dennis Brown, I thank you for making the effort, after a late night the night before. I hope you enjoyed yourselves.

Midge Garth

A few comments by Big Ed.....

The prospect of a local beauty spot lined with the incapacitated figures of B.S.C.C. members laid low by Free Booze is too awful to contemplate, and I believe that the Club Championship should be solely competitive. Personally I don't think I gave the event enough advertising space in the magazine - events are either Promoted or Demoted.

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 .....	Dale Payne	221 9648	52 5571	
COMMITTEE .....	Ian Bond			
	Dave Chadwick			
	Desley Collins			
	Pat Collins			
	Peter McMahon			
	Peter Marshall			
	Jim Reddiex			
	Peter Smith			
	Sherry Smith			
	Brian Stenzel			
CAMS DELEGATE .....	Garry Connelly	341 3961	221 6899	
CAMS OBSERVER .....	Ian Bond	345 7828		
HON. AUDITOR .....	Nev Johnston	266 8241	358 1022	
PROMOTIONS OFFICER .....	Brian Stenzel	262 1089	52 8816	
BUILDING & PROPERTY OFFICER .....	Steve Bynon	398 4793		
REGISTRAR .....	Peter Smith	208 1721	379 6182	
MAGAZINE EDITOR .....	Peter Smith	208 1721	379 6182	
REFRESHMENTS OFFICER .....	John Hall	345 5751		
ART UNIONS PROMOTER .....	Sherry Smith	349 9323		
FINANCE SUB-COMMITTEE CHAIRMAN .....	Errol Bailey	48 0546	371 5277	
SOCIAL SUB-COMMITTEE CHAIRMAN .....	Desley Collins	390 1145		
SPORTING SUB-COMMITTEE CHAIRMAN .....	Dale Payne	221 9648	52 5571	
MOTORKHANA AND SPEED EVENT OFFICER .....	Colin Powell	206 4338		
OFF-ROAD OFFICER .....	Ian Bond	345 7828		
RALLY OFFICER .....	Peter Marshall	202 6932	202 6932	

### POSTAL ADDRESS

All correspondence for the Club should be addressed to:

The Hon. Secretary  
 Brisbane Sporting Car Club Ltd  
 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 available to the wife, fiancée and/or children of ordinary members.

### CLUB BADGES

The following badges may be obtained from the Refreshments Officer:

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

COMING EVENTS29

- Wed 18 Feb Finance Sub-committee meeting  
Off-road night at the clubrooms  
Presentation of trophies for Greg Chalk Memorial 280
- Sun 22 Feb NDSCC closed restricted rally (Powder Puff)
- Mon 23 Feb Event organisers meeting at the clubrooms, 8.00 pm
- Wed 25 Feb Night run organised by Warren Tegg & Dale Payne
- Tue 3 Mar Committee meeting at the clubrooms, 8.00 pm
- Wed 4 Mar Pancake night at the clubrooms
- Sat 7 Mar CQMSC Lyn Perrin Memorial Rally (QRC 1)
- Sun 8 Mar BSCC closed long course off-road event (Purga Creek)
- Mon 9 Mar Navigation school at the clubrooms - night 1
- Wed 11 Mar Rally night at the clubrooms
- Sat 14 Mar Castrol Rally
- Sun 15 Mar IWMAC closed autocross
- Mon 16 Mar Navigation school at the clubrooms - night 2
- Tue 17 Mar Sporting Sub-committee meeting
- Wed 18 Mar Finance Sub-committee meeting  
Off-road night at the clubrooms
- Mon 23 Mar Navigation school at the clubrooms - night 3
- Wed 25 Mar Night run organised by Paul Wallace & Paul Williams
- Sat 28 Mar BSCC Frank Tomlin Mitsubishi Novice/Clubman Rally
- Sun 29 Mar Lakeside races
- Wed 1 Apr Guts and guzzle night at the clubrooms
- Tue 7 Apr Committee meeting at the clubrooms, 8.00 pm
- Wed 8 Apr Rally night at the clubrooms
- Sun 12 Apr BSCC closed autocross  
TSCC Queensland Motorkhana Championship Round 2
- Wed 15 Apr Finance Sub-committee meeting  
Off-road night at the clubrooms
- Sat 18 Apr DDSCC open rally
- Sun 19 Apr DDSCC closed rallysprint  
CQMSC Queensland Motorkhana Championship Round 3
- Tue 21 Apr Sporting Sub-committee meeting
- Wed 22 Apr Night run - organisers required