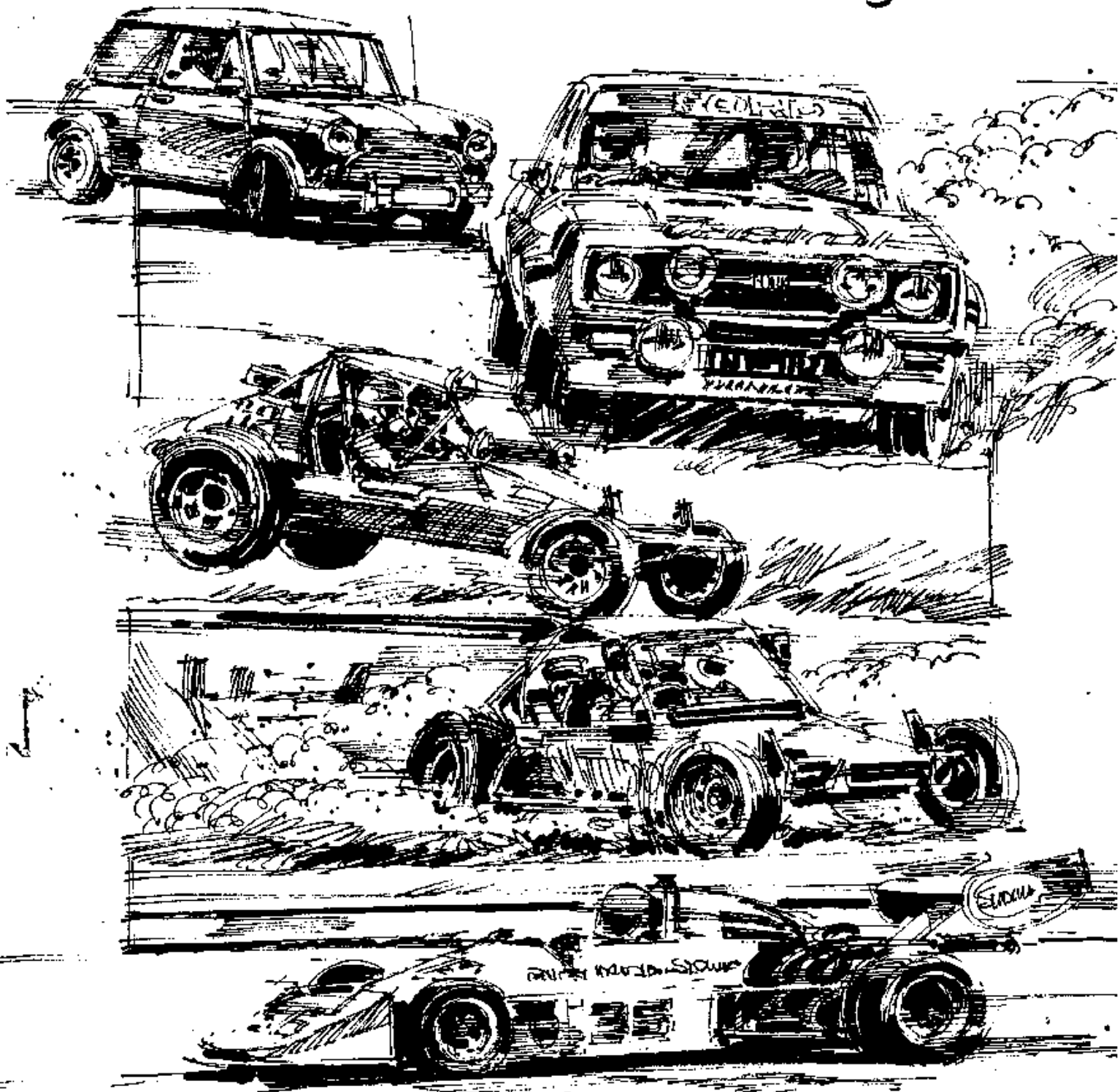




BRISBANE SPORTING CAR CLUB MAGAZINE

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Brisbane Sporting Car Club

Magazine - May 1981

This is the second May 1981 magazine as the comrades of the Peoples Post Office tell us you can only bulk post a magazine if its Back dated - and then only the expurgated edition with the Gannet ripped out. So its not really a case of I'm Sorry have I got to Read That Again, it just looks like it.

This is quite a good magazine with interesting articles and Something for Everyone, but apart from the Cherribah Off Road event next months looks a little bare, however Ira Berk are lending us a Stanza SSS to do a test on and if you've always had a burning desire to write an article on Tudor Flowerpots nows your chance.

Great News from my copy of the Moreton Bay Boiler Makers Gazette (The Motoring page), Channel 9 (Nine) will be televising The Belgium Grand Prix live at 10.50pm on Sunday May 17th - so you've missed that one, and then on May 31st the Monaco Grand Prix will be live from 11.10pm onwards. Also, for those crazy about lefthand corners, Indianapolis will be on from 11pm on May 25th which is a Monday. Very Nice Too.

Major Forthcoming Event

This Sunday, May 24th is the big day for the Cherribah Enduro. This event is a National Open Long Course Off-Road event and is Round 2 of the 1981 Queensland Off-Road Championship.

Location: From Brisbane travel to Warwick. Take the Warwick-Killarney Road. After approximately 10 kms., turn right and follow the Cherribah signs. The first car away will be at 10.00a.m. A large number of entries have been received and it will be a great day for competitors and spectators alike.

MEMBERSHIP CARDS NOW AVAILABLE

1981 membership cards are now available and have been posted to those members living outside the Brisbane area.

Members living in Brisbane are asked to help us save on postage costs by collecting their membership card from the Secretary on Wednesday night.

If your name has been spelled incorrectly, or if your address is not exactly as shown on the membership card, please advise the Secretary so that our records can be updated.

Please remember that production of a club membership card, as well as at least a basic licence, is essential for participation in any closed event.

If you have paid your membership subscription but have not yet received your membership card, it could be because we have still not received your form of consent.

BRISBANE SPORTING CAR CLUBLUTWYCHE SHOPPING VILLAGE RALLYROUND 2 AUSTRALIAN RALLY CHAMPIONSHIPMAY 2nd/3rd 1981

Every year there's some sort of promotional event before the Lutwyche is actually run, and this year Ira Berk brought George Fury out to give a few lucky people a burst through the Beerburrum State Forest in a works Datsun rally car.

The Friday before the event there was copious press coverage so a large crowd was anticipated. Tims and I got up at the COD to drive to Beerburrum (I promised The Incredible Mrs Smith she would see a rally with 100 works Datsuns running). On our arrival we sped to the front of the queue of cars that led to the firetower, and simply because I'm an officious little busybody we made a chronological list of arrivees - the earliest of whom had been there all night.

The scene when George arrived in the Ira Berk wagon was like something from The Life of Brian, with me as The Prophet with the Tablet and the early arrivals following me down the dusty sun-drenched hill as The Multitude.

With the arrival of The Organisers (Peter Marshall and Barry Torrens) things got underway and soon George was ripping the air apart with gay abandon, and we must put it to his credit that he never looked as if he was taking it easy. Several BSCC members had a ride but I can't get any of the bums to write about it - perhaps they all had their eyes shut.

Owing to the airline strike George only got the first 54 (and a policeman!) through then he had to have a 6 hour flight back on a two stroke pogo-stick. So it was a good thing I made a list otherwise there could have been Ugly Scenes, the only pity was that I'm such a wacker I forgot to put my own name down!

Thank You Ira Berk and George, who after a 165km stage looked dusty but game.

Purely as an aside the day ended with my dog squeezing one of Peter Marshall's chooks between its teeth, organising anything has its unexpected pitfalls.

Now onto the event proper and we Welcome Warren Tegg whos event lasted longer than most

"BUT THE SUNNIES DIDN'T BREAK"

Le Specs, Dennis and I were out in force for the recent Lutwyche Shopping Centre Rally. Dennis and I were pleased to see our Sponsor at the start, Dennis particularly because he scored a new pair of sunnies. I don't know, these drivers take all the spoils.

Le Specs are soon to release their driving glasses and Dennis now has a prototype set, so to speak. By the way, they work, Dennis wore them for the whole of the daylight stages of rally and found them of great benefit particularly driving into the sun. I could use a set driving around town.

It seems after the official start that we only managed to block two kilometers of Lutwyche Road and have one policeman seriously affected by smoke inhalation with our purple smoke screen, but not to worry, better luck next time. We actually had three smoke bombs behind the car, one each in the company colours, but it seems they blended together to give us the purple screen.

The first competitive was of course, Big Falls in reverse - what a great stage - I knew it from the Warana and my terrifying - ch - ah - enjoyable experience with Mark Taylor. We did 6.55 and I thought that a bit slow but of course the heavens did open about half-way through the stage. We improved that to a 6.41 on the second run.

I heard an interesting story on this stage from further back in the field. Bruce Garland - a mechanic from Colin Bonds workshop, lately of the Browns Wynnum Golden Fleece Garage set an astounding time in the stage, had one spin, and still passed the car in front of him twice. It seems our mate Bruce is a bit of a rocket and will have to be watched closely in the future. Dennis Browns brother, Allan navigated for Bruce in this event in his 1st rally ever and did a bang-up job as well. I think we may also see a lot more of Allan from now on.

The daylight was good; Dennis was setting some flying times and I was having a ball. By the third competitive we were starting to get competitive and set a 4.33 - seventh fastest time of the stage. Dennis was off the planet - best bit of driving I've seen out of him yet. We were placed around 11th at the Division 1 break but having some heavy dust problems with Doug Thomson. We'd been knocking him off consistently and in most sections catching him in control but unfortunately not quite quick enough to change places on the road with him.

The result was for the whole of our rally we fought dust - and it is the most frustrating thing because all night we were finding that we were running one gear lower than we should have been. What's got me wondering is if we set the times we did in the dust, what would have been possible if we'd been seeded a little closer to the front of the field.

Peter Glennie was right behind us for most of our two divisions and there was a battle royal raging there. Himself and Brian were setting a blistering pace. Have a go at the times - Sec.6 we did a 4.33 and Peter sets a 4.37 but Sec.8 we dropped 6.41 to his 6.35 and this went on all night. It got that way that Dennis and I were waiting for them in control so that I could check their time in the last stage. If they beat us we'd go harder in the next section and knock them off and then Peter would do a brainsnap section and beat us. It is a great way to rally and didn't it get results from Dennis?

Comes the end of Division two and here we are on the board at 5th outright. It was here though that we had some brake problems. They had gone off a bit in that 50 km competitive and the crew found in service that we had split a line at the flare. Dennis and the crew dismantled the hydraulics for the rear brakes and re-flared the end of the line and bolted her all back together - a quick bleed of the lines and we were gone. The brakes were functioning but Dennis seemed a little worried about the repair job holding.

Not to worry, Division 3 - 1st competitive and we have a 1.34 km straight to a keep right. Now lets set the scene - we know the road as we've done this section before - very wide, very quick bit of dirt highway it is - we're off - and Dennis has the now well known Le Specs Escort stoked up to about 7500 R.P.M. in top gear; the final drive ratio is 5:1 to 1 so work that out for yourselves. Now we arrive at this sweeping left hander on the road and Dennis is out wide and the next thing I know I'm looking out the window counting the pebbles near my left shoulder. Actually we rolled right over and back onto the wheels - well I'm out of the car with the torch running back to the outside of the corner wondering if the next competitor is going to harrell me - but he didn't. We had two cars go past before we got going again and one of them was Keith Tapsall.

Anyhow the cars going - it steers alright and the brakes and power plant work. So off we go - now I had been a little ill earlier on in the evening, was now a little dazed to say the least, so it takes me about three (3) instructions to get back on the pace and for that matter know where I am. We're coming up to a huge floodlit spectator point and the calls go; .17 hard left then .13 turn right. Now you have to remember that Dennis has this large oblique crack through the windscreen right in his line of vision - OK, .17 hard left was beautiful, a real crowd pleaser but do you think Dennis could see that turn right - the last call I remember was saying its 30 yards more Dennis - anyway he turned in and we must have ridden up the bank with the right hand front wheel because we found ourselves back on two wheels heading for the bank on the outside of the turn right..

And thats when she stopped - two broken bolts on a steering arm and we couldn't repair it quick enough. Well Dennis gets out of the car and he's walking around it saying "Will you look at this.....car!" He couldn't believe we had two crashes in the space of 5 kilometers - it has to be some kind of rally record. By the way there were several pairs of Le Specs floating about in the car at the time of these incidents "and we didn't break one".

The good news is the car is OK and well on the way to being repaired for Rega on the 6 June. We had a great rally, and by the way its the first time I had ever competed in a Lutviche. Gary and his team did a marvellous job of organising the event and I can now say from my experience interstate that its a rally well respected on the A.R.C. calender.

Finally and perhaps most important of all I would like to thank all those spectators who helped us extricate the car from the bank and push it out of harms way before the next competitor arrived.

We'll see what happens at Rega.

Warren Tegg.

Lutwyche Shopping Village Rally - Results SummaryDiv 1 Sec 2

1	Fury/Suffern	6.10	23	Fisher/Roberts	7.45	45	Mann/Henning	8.17
2	Bell/Ellis	6.19	24	Jory/Walker	7.46	=46	McCubben/Nea	8.18
3	Dunkerton/Beaumo	6.20	25	McColm/Wptsit	7.48		Hall/Ruiter	8.18
4	Portman/Runnalls	6.22	26	Cottam/Davies	7.51	48	Woodward/Ste	8.19
5	Phillips/Garbett	6.29	27	Hetherington/M	7.55	49	French/Schot	8.20
= 6	Vandersee/Young	6.32	28	Morrison/Burst	7.57	50	Kahler/Hinge	8.23
	Nicholi/Macneall	6.32	29	Batts/Garth	7.58	=51	Payne/Smith	8.24
8	Johnston/Small	6.34	30	Worthington/Ka	7.59		Bath/Hutchin	8.24
-9	Mulligan/Jones	6.37	=31	Perrett/Tindal	8.00		Hutchinson/F	8.24
10	Masling/Gocentas	6.40		Hayward/Thing	8.00	54	Barry/Offen	8.25
11	Coote/Marsden	6.42	=33	Tapsall/Hall	8.01	55	Drummond/Har	8.26
12	Glennie/Smith	6.43		Rainsford/Crin	8.01	56	Currie/Vogel	8.30
13	Brown/Tegg	6.55	35	Marcovich/McNe	8.02	57	Taylor/Salmo	8.35
14	Thompson/Lugg	7.02	=36	Cutts/Best	8.03	58	Kass/Hine	8.36
15	Berne/Fullerton	7.03		Lowe/Luckel	8.03	59	Kabel/Goopy	8.38
16	Taylor/Young	7.07	=38	Eritter/Taylor	8.05	60	O'Kane/O'Kan	8.41
17	Hankinson/Splung	7.10		Bailey/Blake	8.05	=61	White/White	8.43
18	Garland/Brown	7.30		Skinner/Kabel	8.05		Mason/Sisson	8.43
19	Pritchard/Paton	7.34	41	Kelly/Coonan	8.07	63	Williams/Wal	8.45
20	Shannon/Lane	7.39	=42	Reid/McDade	8.12	64	Stephan/Bee	8.50
21	Hill/Day	7.42		Jackson/Jackson	8.12	65	Cross/Ovens	8.59
22	Kielniacz/Dillon	7.43	44	Power/McKinnon	8.13	66	O'Shanesy/O	53.03

Div 1 Sec 4

1	Portman/Runnalls	5.21	23	Shannon/Lane	6.08	45	O'Kane/O'Kan	6.42
2	Fury/Suffern	5.25	24	Cottam/Davies	6.13	46	Morrison/Wal	6.43
3	Dunkerton/Beaumo	5.27	25	Taylor/Young	6.14	47	Jackson/Jack	6.46
4	Bell/Ellis	5.34	=26	Perret/Tindal	6.15	48	Lowe/Luckel	6.47
5	Phillips/Garbett	5.38		Hill/Day	6.15	49	Drummond/Harb	6.51
6	Vandersee/Young	5.39	28	Kelly/Coonan	6.16	50	French/Schot	6.53
= 7	Nicholi/Macneall	5.42	29	Barry/Offen	6.19	51	Pritchard/Pa	6.55
	Johnston/Small	5.42	=30	Marcovich/McNe	6.20	52	Kabel/Goopy	6.56
-9	Coote/Marsden	5.43		Eritter/Taylor	6.20	53	Russ/Hine	6.57
=10	Masling/Gocentas	5.44	32	Fisher/Roberts	6.23	=54	Bailey/Blake	6.58
	Bath/Hutchinson	5.44	33	McCubben/Neato	6.27		Cross/Ovens	6.58
12	Mulligan/Jones	5.52	=34	Kahler/Hinge	6.28		Payne/Smith	6.58
13	Berne/Fullerton	5.56		Skinner/Kabel	6.28	57	Hall/Ruiter	7.02
14	Thompson/Lugg	5.58	36	White/White	6.30	58	Mason/Sisson	7.05
15	Garland/Brown	5.59	=37	Brown/Tegg	6.31	59	Bower/MacKin	7.11
16	Taylor/Salmond	6.00		Reid/McDade	6.31	60	Williams/Wall	7.17
=17	Glennie/Smith	6.01	=39	Currie/Vogel	6.33	61	Mann/Henning	7.39
	Cutts/Best	6.01		Hetherington/M	6.33	62	McColm/Wotsi	7.54
19	Hankinson/Moule	6.02	41	Jory/Walker	6.35	63	Hutchinson/F	13.42
20	Rainsford/Catt	6.04	42	Kielniacz/Dill	6.38	64	O'Shanesy/O	17.21
21	Worthington/Kabe	6.05	=43	Woodward/Stewa	6.41	65	Hayward/McLot	19.56
22	Tapsall/Hall	6.07		Stephan/Beechn	6.41			

Div Sec 6

1	Fury/Suffern	4.18	13	Nicholi/Macnea	4.47	25	Tapsall/Hall	5.12
2	Dunkerton/Beaumo	4.19	14	Hankinson/Moul	4.47	26	Cottam/Davie	5.16
3	Bell/Ellis	4.22	15	Berne/Fullerto	4.49	=27	Worthington/	5.17
= 4	Portman/Runnalls	4.24	16	Taylor/Young	4.53		Fritter/Tayl	5.17
	Phillips/Garbett	4.24	=17	Thompson/Lugg	4.55		Drummond/Har	5.17
6	Masling/Gocentas	4.29		Hayward/McLoug	4.55	30	Marcovich/Mc	5.19
7	Brown/Tegg	4.33	19	Garland/Brown	4.58	=31	White/White	5.21
8	Johnston/Small	4.34	=20	Cutts/Best	5.02		Barry/Offen	5.21
-9	Mulligan/Jones	4.35		Kelly/Coonan	5.02	33	Skinner/Kabel	5.23
=10	Vandersee/Young	4.37	=22	Perret/Tindal	5.08	=34	Jackson/Jack	5.24
	Glennie/Smith	4.37		Mann/Henningse	5.08		Stephan/Bee	5.24
12	Coote/Marsden	4.45	24	Shannon/Lane	5.10	36	Jory/Walker	5.27

Div 1 Sec 6 (Cont.)

37 Pritchard/Paton	5.28	=46 Payne/Smith	5.39	=57 Cross/Ovens	6.01
38 McCubben/Neaton	5.29	French/Shotte	5.39	Kuss/Hine	6.01
39 Fisher/Roberts	5.30	49 Loew/Luckel	5.43	59 Power/MacKinn	6.03
=40 Woodward/Stewart	5.31	50 Mason/Sisson	5.44	60 Hall/Ruiter	6.10
Kielniacz/Dillon	5.31	51 O'Kane/O'Kane	5.48	61 McColm/Wotsit	6.13
42 Taylor/Salmond	5.32	52 Hill/Day	5.49	62 Hutchinson/Fa	6.35
=43 Kahler/Hinge	5.34	53 Williams/Walla	5.55	63 Bailey/Blake	6.44
Reid/McDade	5.34	=54 Kabel/Goopy	5.57	64 Rainsford/Cat	7.30
45 Currie/Vogel	5.36	Bath/Hutchinson	5.57		
=46 Hetherington/Mar	5.39	Morrison/Walle	5.57		

Div 1 Sec 8

1 Portman/Runnalls	8.57	=22 Thompson/Lugg	9.52	43 Woodward/Ste	10.27
2 Bell/Ellis	8.58	Tapsall/Hall	9.52	44 Reid/McDade	10.36
3 Phillips/Garbett	9.00	24 Shannon/Lane	9.54	45 Hetherington/	10.42
4 Dunkerton/Beaumo	9.02	25 Jory/Walker	9.56	46 Mason/Sisson	10.48
5 Williams/Wal(DBI)	9.03	26 White/White	9.58	47 Jackson/Jack	10.49
6 Fury/Suffern	9.04	27 Marcovich/McNe	9.59	48 Payne/Smith	10.53
7 Glennie/Smith	9.12	28 Fritter/Taylor	9.59	49 Bath/Hutchin	10.57
8 Masling/Gocentas	9.13	29 Hutchinson/Was	10.00	50 Fisher/Rober	10.58
9 Nicholi/Macneall	9.14	30 Cutts/Best	10.01	51 Lowe/Luckel	11.00
10 Brown/Tegg	9.16	31 Cottam/Davies	10.03	=52 Taylor/Salmo	11.09
11 Vandersee/Young	9.19	32 Pritchard/Pat	10.05	O'kane/O'Kan	11.09
12 Mulligan/Jones	9.25	33 Rainsford/Cat	10.06	54 Kabel/Goopy	11.15
13 Garland/Brown	9.27	34 Barry/Offen	10.09	55 Cross/Ovens	11.16
14 Johnston/Small	9.29	=35 McCubben/Neat	10.11	56 Morrison/Wal	11.17
15 Hankinson/Moule	9.30	Perret/Tindal	10.11	57 Kuss/Hine	11.22
16 Coote/Marsden	9.32	Stephan/Beech	10.11	58 Power/Mackin	11.28
17 Berne/Fullerton	9.41	Hill/Day	10.11	59 French/Schot	11.47
18 Mann/Henningsen	9.43	Kielniacz/Dil	10.11	60 McColm/Wotsi	11.48
19 Kelly/Coonan	9.44	40 Skinner/Kabel	10.17	61 Hall/Ruiter	11.51
20 Taylor/Young	9.47	41 Drummond/Harbe	10.24	62 Worthington/	14.30
21 Hayward/McLoughl	9.49	42 Currie/Vogal	10.25		

Div 1 Sec 10

1 Fury/Suffern	5.59	22 White/White	6.57	43 Jackson/Jacks	7.27
2 Portman/Runnalls	6.04	23 Taylor/Young	6.58	44 Hetherington/	7.32
3 Dunkerton/Beaumo	6.06	24 Cottam/Davies	6.59	45 Power/Mackinn	7.36
4 Phillips/Garbett	6.17	=25 Worthington/Ka	7.00	46 Taylor/Salmon	7.37
5 Vandersee/Young	6.20	Perret/Tindal	7.00	47 Morrison/Wall	7.40
6 Johnston/Small	6.22	27 Marcovich/McNe	7.03	=48 Currie/Vogal	7.44
7 Bell/Ellis	6.24	28 Rainsford/Catt	7.04	Lowe/Luckel	7.44
8 Masling/Gocentas	6.25	29 Tapsall/Hall	7.05	50 Woodward/Stew	7.45
9 Mulligan/Jones	6.29	=30 Fritter/Taylor	7.20	51 Hutchinson/Fas	7.46
10 Coote/Marsden	6.33	Stephan/Beecha	7.20	52 Kuss/Hine	7.47
11 Garland/Brown	6.34	=32 Barry/Offen	7.13	53 Payne/Smith	7.56
12 Glennie/Smith	6.35	Jory/Walker	7.13	54 McColm/Wotsit	8.07
13 Nicholi/Macneall	6.36	34 Read/McDade	7.14	55 Kabel/Goopy	8.08
14 Brown/Tegg	6.41	35 Kelly/Coonan	7.15	56 Cross/Ovens	8.15
=15 Thompson/Lugg	6.47	36 Fisher/Roberts	7.17	57 O'Kane/O'Kane	8.17
Mann/Henningsen	6.47	37 Drummond/Harbe	7.18	=58 French/Schotte	8.20
17 Cutts/Best	6.49	=38 Skinner/Kabel	7.20	Williams/Wall	8.20
18 Hayward/McLoughl	6.51	Kielniacz/Dill	7.20	60 Hall/Ruiter	8.37
19 Shannon/Lane	6.54	40 Pritchard/Pato	7.22	61 Mason/Sisson	8.56
20 Berne/Fullerton	6.55	=41 McCubben/Neato	7.25	62 Bath/Hutchins	15.03
21 Hankinson/Moule	6.56	Hill/Day	7.25		

Div 1 Sec 12

1 Fury/Suffern	5.19	6 Vandersee/Youn	5.34	11 Johnston/Smal	5.42
2 Dunkerton/Beaumo	5.20	7 Bell/Ellis	5.36	12 Nicholi/Macna	5.43
3 Portman/Runnalls	5.25	= 8 Coote/Marsden	5.38	13 Glennie/Smith	5.48
4 Mulligan/Jones	5.32	Phillips/Garbe	5.38	=14 Thompson/Lugg	5.54
5 Masling/Gocentas	5.33	10 Brown/Tegg	5.39	Cutts/Best	5.54

Div 1 Sec 12 (Cont.)

16	Hankinson/Moule	5.56	32	Jory/Walker	6.15	48	Lowe/Luckel	6.43
17	Garland/Brown	6.00	33	Shannon/Lane	6.16	49	Power/Mackin	6.52
18	Cottam/Davies	6.01	34	White/White	6.17	50	Morrison/Wal	6.55
=19	Taylor/Young	6.02	35	Reid/McDade	6.21	51	McColm/Wotsi	6.56
	Marcovich/McNeal	6.02	36	McCubben/Neat	6.26	52	Williams/Wal	7.00
21	Kelly/Coonan	6.05	37	Hetherington/	6.29	53	Kabel/Goopy	7.04
22	Barry/Offen	6.06	=38	Perret/Tindal	6.32	54	Cross/Ovens	7.12
23	Mann/Henningsen	6.08		Skinner/Kabel	6.32	55	Hall/Ruiter	7.20
24	Rainsford/Gatt	6.08		Jackson/Jacks	6.32	56	O'Kane/O'Kan	7.35
=25	Berne/Fullerton	6.09		Payne/Smith	6.32	57	Kielniacz/Di	7.36
	Worthington/Habe	6.09		Pritchard/Pat	6.32	=58	Bath/Hutchin	8.00
	Hayward/McLoughl	6.09	43	Fisher/Robert	6.35		Hutchinson/F	8.00
28	Fritter/Taylor	6.13	=44	Currie/Vogal	6.37	60	Mason/Sisson	8.06
=29	Tapsall/Hall	6.14		Woodward/Stew	6.37	61	French/Scho	10.15
	Stephan/Beecham	6.14		Kuss/Hine	6.37	62	Drummond/Ha	44.57
	Hill/Day	6.14		Taylor/Salmon	6.37			

Div 1 Sec 14

= 1	Fury/Suffern	4.17	22	Cutts/Best	5.01	=42	Lowe/Luckel	5.42
	Dunkerton/Beaumo	4.17	=23	White/White	5.03	=44	Mason/Sisson	5.44
3	Portman/Runnalls	4.18		Marcovich/McN	5.03		Payne/Smith	5.44
4	Bell/Ellis	4.22	25	Shannon/Lane	5.05		Taylor/Salmo	5.44
5	Phillips/Garbett	4.25	=26	Worthington/K	5.09	47	Hetherington	5.47
6	Glennie/Smith	4.31		Fritter/Taylor	5.09	48	Fisher/Rober	5.49
7	Brown/Tegg	4.32	=28	Hayward/McLou	5.10	49	Bath/Hutchin	5.51
= 8	Vandersee/Young	4.34		Cottam/Davies	5.10	=50	Reid/McDade	5.57
	Johnston/Small	4.34	30	Stephan/Beech	5.13		Kuss/Hine	5.57
10	Masling/Gocentas	4.37	31	Tapsall/Hall	5.15	=52	O'Kane/O'Kan	5.59
11	Nicholi/Macneall	4.38	32	Hill/Day	5.16		French/Scho	5.59
12	Mulligan/Jones	4.39	=33	Jory/Walker	5.18	54	Morrison/Wal	6.03
13	Hankinson/Moule	4.42		Perret/Tindal	5.18	55	Kabel/Goopy	6.04
14	Coote/Marsden	4.44	35	McCubben/Neat	5.21	=56	McColm/Wptsit	6.07
15	Garland/Brown	4.50	36	Barry/Offen	5.22		Drummond/Har	6.07
=16	Berne/Fullerton	4.53	37	Jackson/Jacks	5.23	58	Cross/Ovens	6.10
	Thompson/Lugg	4.53	38	Currie/Vogal	5.24	59	Hall/Ruiter	6.25
18	Taylor/Young	4.54	39	Woodward/Stew	5.28	60	Power/Mackin	6.38
19	Mann/Henningsen	4.57	40	Kielniacz/Dil	5.31	61	Skinner/Kabe	9.07
20	Kelly/Coonan	4.58	41	Rainsford/Gat	5.40			
21	Hutchinsch/Fassb	5.00	=42	Pritchard/Pat	5.42			

Div 1 Sec 16

1	Portman/Runnall	15.07	20	Mann/Henning	17.26	=38	Skinner/Kab	18.41
2	Fury/Suffern	15.09	=21	Marcovich/Mc	17.28	40	Kabel/Goopy	18.42
3	Dunkerton/Beaum	15.27		Kelly/Coonan	17.28	41	Currie/Voga	18.54
4	Vandersee/Young	15.47	23	Pritchard/Pa	17.30	42	Hetheringto	19.09
5	Brown/Tegg	15.48	24	White/White	17.40	43	Worthington	19.11
6	Bell/Ellis	15.52	25	Hayward/McLo	17.42	44	Morrison/Wa	19.26
7	Coote/Marsden	15.58	26	Jory/Walker	17.47	45	Hall/Ruiter	19.32
8	Phillips/Garbet	16.00	27	Tapsall/Hall	17.49	46	Cross/Ovens	19.35
9	Masling/Gocenta	16.03	28	Cutts/Best	17.58	47	French/Scho	19.38
10	Nicholi/Macneal	16.11	29	Kielniacz/Di	18.03	48	Power/Macki	20.11
11	Mulligan/Jones	16.20	30	Perret/Tinda	18.05	49	O'Kane/O'Ka	20.20
12	Glennie/Smith	16.28	31	Hill/Day	18.07	50	Payne/Smith	20.40
=13	Berne/Fullerton	16.37	32	Woodward/Ste	18.08	51	Bath/Hutchi	21.17
	Johnston/Small	16.37	33	Taylor/Salmo	18.12	52	Mason/Sisso	21.30
15	Shannon/Lane	16.48	34	Stephan/Beec	18.26	53	Jackson/Kac	21.45
16	Hankinson/Moule	16.53	35	Fisher/Rober	18.35	54	Rainsford/C	22.07
17	Garland/Brown	16.59	=36	Barry/Offen	18.40	55	Hutchinson/	22.08
18	Thompson/Lugg	17.01		Fritter/Tayl	18.40	56	Lowe/Luckel	30.52
19	Cottan/Davies	17.08	38	McCubben/Nea	18.41			

Div 1 Sec 18

1	Dunkerton/Beaum	11.43	=17	Fritter/Tayl	14.03	=37	Kielniacz/Di	15.09
2	Bell/Ellis	12.07	20	Rainsford/Ga	14.05	38	Morrison/Wal	15.09
3	Portman/Runnall	12.27	21	Perret/Tinda	14.06	39	O'Kane/O'Kan	15.16
4	Masling/Gocenta	12.38	22	Payne/Smith	14.07	40	Power/Mackin	15.28
5	Shannon/Lane	12.42	23	Woodward/Stew	14.08	41	Bath/Hutchin	15.41
6	Coote/Marsden	12.44	=24	Barry/Offen	14.12	42	Hutchinson/F	16.22
= 7	Garland/Brown	13.09		Skinner/Kabe	14.12	43	Phillips/Gar	17.41
	Cottam/Davies	13.09	26	White/White	14.15	44	Mason/Sisson	18.23
9	Hayward/McLough	13.12	=27	Pritchard/Pa	14.23	45	Worthington/	19.11
=10	Brown/Tegg	13.17		Hill/Day	14.23	46	Glennie/Smit	19.37
	Kelly/Coonan	13.17	29	Currie/Vogal	14.29	47	Fury/Suffern	19.56
12	Jory/Walker	13.26	30	Stephan/Bee	14.34	48	Jackson/Jack	19.58
13	Marcovich/McNea	13.28	31	Thompson/Lug	14.35	49	Hall/Ruiter	20.03
14	Cutts/Best	13.39	32	Cross/Ovens	14.44	50	Taylor/Salmo	20.26
15	Berne/Fullerton	13.40	33	Lowe/Luckel	14.54	51	Nicholi/Macn	21.07
16	Hankinson/Moule	13.45	34	McCubben/Nea	14.57	52	Johnston/Sma	22.10
=17	Tapsall/Hall	14.03	35	Hetherington	15.04	53	Vandersee/Yo	35.43
	Mann/Henningsen	14.03	36	Kabel/Goopy	15.05			

Div 1 Sec 20

1	Fury/Suffern	10.21	=17	Kelly/Coonan	11.58	=34	McCubben/Nea	12.59
2	Portman/Runnall	10.23	19	Hayward/McLo	12.02	36	Skinner/Kabe	13.83
3	Dunkerton/Beaum	10.30	20	Marcovich/Mc	12.17	37	Hetherington	13.07
4	Bell/Ellis	10.36	21	Perret/Tinda	12.25	38	Thompson/Lug	13.09
5	Nicholi/Macneal	10.58	22	Tapsall/Hall	12.27	39	Morrison/Wal	13.18
6	Masling/Gocenta	11.02	23	Mann/Henning	12.34	40	Lowe/Luckel	13.35
7	Phillips/Garbet	11.03	24	Rainsford/Ca	12.38	41	Kielniacz/Di	13.41
8	Coote/Marsden	11.05	=25	Cutts/Best	12.44	42	Kabel/Goopy	13.51
9	Brown/Tegg	11.24		Currie/Vogal	12.44	43	Cross/Ovens	13.56
10	Garland/Brown	11.26		Barry/Offen	12.44	44	Power/Mackin	14.03
11	Berne/Fullerto	11.29	=28	Woodward/Ste	12.51	45	O'Kane/O'Kan	14.07
12	Shannon/Lane	11.31		Hill/Day	12.51	46	Hall/Ruiter	14.32
13	Glennie/Smith	11.39	30	Fritter/Tayl	12.52	47	Mason/Sisson	14.40
14	Cottam/Davies	11.43	=31	Payne/Smith	12.58	48	Hutchinson/F	14.59
15	Hankinson/Moule	11.49		Taylor/Salmo	12.58	49	Stephan/Bee	16.40
16	Johnston/Small	11.51		Pritchard/Pa	12.58	50	Jackson/Jack	26.35
17	Jory/Walker	11.58	=34	White/White	12.59			

Division 1

1	Dunkerton/Beaum	Datsun	1.18.31	26	Fritter/Taylor	Datsun	1.33.48
2	Portman/Runnall	Datsun	1.18.48	27	Pritchard/Patcn	Datsun	1.34.29
3	Bell/Ellis	Datsun	1.20.10	28	Barry/Offen	Datsun	1.34.31
4	Masling/Gocenta	Datsun	1.22.24	29	Woodward/Stewar	Fiat	1.35.55
5	Coote/Marsden	Mazda	1.23.24	30	McCubben/Neaton	Datsun	1.36.14
6	Brown/Tegg	Escort	1.24.36	31	Currie/Vogel	Datsun	1.36.56
7	Fury/Suffern	Datsun	1.25.58	32	Kielniacz/Dillo	Datsun	1.37.23
8	Phillips/Garbet	Datsun	1.26.35	33	Hetherington/Ma	Toyota	1.37.57
9	Garland/Brown	Escort	1.26.52	34	Skinner/Kabel	Mazda	1.39.08
10	Berne/Fullerton	Escort	1.27.12	35	Stephan/Beecham	Datsun	1.39.23
11	Hankinson/Moule	Toyota	1.27.30	36	Payne/Smith	Mazda	1.39.51
12	Shannon/Lane	Fiat	1.28.07	37	Morrison/Waller	Escort	1.40.25
13	Cottam/Daves	Datsun	1.29.33	38	Kabel/Goopy	Mazda	1.41.40
14	Thompson/Lugg	Datsun	1.30.06	39	Taylor/Salmond	Mazda	1.42.50
15	Kelly/Coonan	Escort	1.30.10	40	Power/McKinnon	Mazda	1.43.43
16	Marcovich/McNeil	Escort	1.31.01	41	O'Kane/O'Kane	Mazda	1.43.54
17	Glennie/Smith	Datsun	1.31.11	42	Cross/Ovens	Mazda	1.48.06
18	Cutts/Best	Datsun	1.31.12	43	Hall/Ruiter	Torana	1.49.50
19	Nicholi/Macneal	Datsun	1.31.28	44	Lowe/Luckel	Falcon	1.51.03
20	Jory/Walker	Mazda	1.31.41	45	Mason/Sisson	Toyota	1.52.39
21	Tapsall/Hall	Toyota	1.32.05	46	Hutchinson/Fassb	Datsun	1.52.56
22	Mann/Henningsen	Datsun	1.32.42	47	Hayward/McLough	Mazda	1.56.46
23	Perret/Tindal	Datsun	1.33.00	48	Jackson/Jackson	Gemini	1.59.51
24	Johnston/Small	Datsun	1.33.35	49	Hill/Day	Datsun	2.00.13
25	White/White	Escort	1.33.42	50	Rainsford/Catt	Mazda	2.09.23

Div 2 Sec 2

1	Fury/Suffern	21.27	16	Haywood/McLaughlin	24.57	31	Payne/Smith	27.32
2	Dunkerton/Beaumo	21.43	17	Mann/Henningsen	25.00	32	Fritter/Taylor	26.33
3	Portman/Runnalls	21.56	18	Garland/Brown	25.10	33	McCubben/Neat	26.41
4	Bell/Ellis	21.58	19	Worthington/Kabel	25.12	34	Stephan/Beech	26.51
5	Masling/Gocentas	22.55	20	White/White	25.29	35	Pritchard/Pato	27.18
6	Nicholi/MacNeall	23.32	21	Cutts/Best	25.51	36	Lowe/Luckel	27.30
7	Coote/Marsden	23.16	22	Tapsall/Hall	25.54	37	O'Kane/O'Kane	27.35
8	Phillips/Garbett	23.30	23	Perret/Tindal	25.55	38	Power/MacKinn	27.58
9	Brown/Tegg	23.35	24	Mason/Sisson	26.01	39	Cross/Ovens	28.05
10	Johnston/Small	23.56	25	Currie/Vogal	26.05	40	Kielniocz/Dil	28.54
11	Berne/Fullerton	24.00	26	Sudiro/McBride	26.14	41	Hall/Ruiter	28.56
12	Thompson/Lugg	24.36	27	Barry/Offen	26.21	42	Shannon/Lane	29.29
13	Kelly/Coonan	24.44	28	Hetherington/Marl	26.27	43	Kabel/Goopy	30.08
14	Cottam/Davies	24.46	=29	Skinner/Kabel	26.28	44	Hill/Day	31.10
= 15	Glennie/Smith	24.50		Rainsford/Catt	26.28	45	Jory/Walker	31.36
	Hankinson/Moule	24.50	30	Woodward/Stewart	26.31	46	Hutchinson/Tas	32.28

Div 2 Sec 4

1	Portman/Runnall	16.13	17	Rainsford/Catt	19.13	=32	Kielniacz/Dil	21.22
2	Fury/Suffern	16.18	18	Tapsall/Fall	19.29		Cross/Ovens	21.22
3	Dunkerton/Beaum	16.29	19	Perret/Tindal	19.44	=33	Power/Mackinn	21.35
4	Masling/Gocentas	16.51	20	Barry/Offen	19.49		Mason/Sisson	21.35
5	Coote/Marsden	17.00	21	Cottam/Davies	19.53	34	Pritchard/Pat	21.51
6	Phillips/Garbett	17.20	22	Fritter/Taylor	20.00	35	Shannon/Lane	21.54
7	Nicholi/MacNeall	17.21	23	Cutts/Best	20.02	36	Currie/Vogal	22.51
8	Payne/Smith	17.22	24	Worthington/Kabel	20.16	37	Hill/Day	23.11
9	Brown/Tegg	17.37	25	Johnston/Small	20.17	38	Woodward/Stew	23.15
10	Berne/Fullerton	18.14	26	McCubben/Neaton	20.21	39	Hall/Ruiter	23.20
11	Garland/Brown	18.29	27	Haywood/McLaughl	20.24	40	O'Kane/O'Kane	23.21
12	Thompson/Lugg	18.50	28	Stephan/Beecham	20.25	41	Hutchinson/Fas	23.48
13	Hankinson/Moule	18.55	29	Kabel/Goopy	20.40	42	Lowe/Luckel	23.49
14	Glennie/Smith	18.57	=30	Sudiro/McBride	20.51	43	White/White	25.47
15	Kelly/Coonan	19.00		Jory/Walker	20.51			
16	Mann/Henningsen	19.04	31	Hetherington/Marl	20.58			

Div.2 Sec.6

1	Portman/Runnall	12.22	16	Perret/Tindal	14.25	30	Currie/Vogal	15.36
2	Fury/Suffern	12.23	17	Thompson/Lugg	14.27	31	Payne/Smith	15.46
3	Dunkerton/Beaum	12.29	18	Rainsford/Catt	14.38	32	Woodward/Stew	15.57
4	Nicholi/MacNeall	12.51	19	Mann/Henningsen	14.43	33	Hill/Day	15.59
5	Hutchinson/Fras	12.57	20	Jory/Walker	14.47	34	Stephan/Beech	16.12
6	Masling/Gocentas	13.02	21	Tapsall/Hall	14.49	35	Kabel/Goopy	16.26
7	Phillips/Garbett	13.11	22	Worthington/Kabel	14.59	36	Mason/Sisson	16.27
8	Brown/Tegg	13.15	23	Cottam/Davies	14.55	37	White/White	16.31
9	Coote/Marsden	13.16	24	Barry/Offen	14.53	=38	Cross/Ovens	16.43
10	Hankinson/Moule	13.41	25	McCubben/Neaton	15.06		Lowe/Luckel	16.43
11	Kelly/Coonan	13.57	26	Fritter/Taylor	15.12	39	O'Kane/O'Kane	16.49
12	Berne/Fullerton	13.59	27	Sudiro/McBride	15.18	40	Pritchard/Pat	16.87
13	Johnston/Small	14.04	28	Haywood/McLaughl	15.22	41	Power/MacKinn	17.28
14	Garland/Brown	14.07	=29	Hetherington/Marl	15.26	42	Hall/Ruiter	18.29
15	Glennie/Smith	14.16		Cutts/Best	15.26			

Div.2 Sec.8

1	Dunkerton/Beaum	8.05	9	Hankinson/Moule	9.01	17	Kelly/Coonan	9.39
2	Fury/Suffern	8.06	10	Johnston/Small	9.03	18	Cottam/Davies	9.44
3	Portman/Runnall	8.09	11	Garland/Brown	9.10	19	Jory/Walker	9.45
4	Nicholi/MacNeall	8.23	12	Berne/Fullerton	9.11	20	Barry/Offen	9.50
5	Masling/Gocentas	8.29	13	Glennie/Smith	9.19	21	Fritter/Tayl	9.51
6	Brown/Tegg	8.36	14	Mann/Henningsen	9.22	22	Tapsall/Hall	9.52
7	Coote/Marsden	8.30	15	Thompson/Lugg	9.29	=23	Cutts/Best	10.00
8	Phillips/Garbett	8.41	16	Perret/Tindall	9.34		Sudiro/McBri	10.00

Div 2 Sec 8 Contd.

24 McCubben/Neaton	10.03	29 Payne/Smith	10.30	34 Cross/Ovens	11.00
25 Kielniacz/Dillon	10.11	30 O'Kane/O'Kane	10.44	35 Lowe/Luckel	11.04
26 Currie/Vogal	10.19	31 Hill/Day	10.46	36 Pritchard/Paton	12.16
27 Hetherington/Mar	10.23	32 Stephan/Beecham	10.50	37 Hutchison/Fassb	13.21
=28 Hayward/McLaughl	10.28	=33 Kabel/Goopy	10.54	38 Hall/Ruiter	13.50
Woodward/Stewart	10.28	Power/MacKinnon	10.54		

Div 2 Sec 10

1 Fury/Suffern	21.32	14 Kelly/Coonan	24.55	27 Stephan/Beecham	27.12
2 Portman/Runnals	21.45	15 Tapsall/Hall	24.56	28 Lowe/Luckel	27.59
3 Dunkerton/Beaum	22.00	16 Cutts/Best	25.32	29 Cross/Ovens	28.42
4 Phillips/Garbett	22.29	17 Perret/Tindal..	25.38	30 Hutchison/Fassb	30.06
5 Coote/Marsden	22.32	18 Barry/Offen	25.49	31 Power/MacKinnon	30.19
6 Nicholi/MacNeall	22.37	19 McCubben/Neaton	25.52	32 Fritter/Taylor	31.22
7 Berne/Fullerton	23.21	20 Cottam/Davies	26.10	33 Glennie/Smith	31.46
8 Brown/Tegg	23.21	21 Woodward/Stewart	26.33	34 Payne/Smith	33.58
9 Johnston/Small	23.29	22 Hetherington/Mar	26.41	35 Hall/Ruiter	35.43
10 Hankinson/Moule	23.47	23 Currie/Vogal	26.47	36 Hayward/McLaugh	38.02
11 Thompson/Lugg	24.04	24 Mann/Henningsen	26.51	37 Hill/Day	44.58
12 Garland/Brown	24.24	25 Kabel/Goopy	27.00		
13 Jory/Walker	24.43	26 O'Kane/O'Kane	27.03		

Div 2 Sec 12

1 Fury/Suffern	18.27	13 Coote/Marsden	22.04	25 Cottam/Davies	24.00
2 Portman/Runnals	18.56	14 Perret/Tindal	22.11	26 Woodward/Stewart	24.05
3 Dunkerton/Beaum	19.07	15 Jory/Walker	22.12	27 Currie/Vogal	24.06
4 Brown/Tegg	19.56	16 Tapsall/Hall	22.22	28 Payne/Smith	24.48
5 Phillips/Garbett	20.04	17 Barry/Offen	22.24	29 Cross/Ovens	24.59
6 Nicholi/MacNeall	20.22	18 Mann/Henningsen	22.26	30 Stephan/Beecham	25.03
7 Berne/Fullerton	20.50	19 Cutts/Best	22.33	31 Kabel/Goopy	25.11
8 Hankinson/Moule	20.54	20 Fritter/Taylor	22.45	32 Lowe/Luckel	25.13
9 Johnston/Small	21.13	21 Hall/Ruiter	22.58	33 Power/MacKinnan	26.56
10 Thompson/Lugg	21.15	22 McCubben/Neaton	23.11	34 O'Kane/O'Kane	35.23
11 Garland/Brown	21.44	23 Kelly/Coonan	23.17	35 Hill/Day	44.58
12 Glennie/Smith	21.48	24 Hetherington/Mar	23.51		

Div 2 Sec 14

1 Fury/Suffern	42.53	12 Garland/Brown	52.18	23 Barry/Offen	57.52
2 Portman/Runnalls	43.57	13 Glennie/Smith	52.22	24 Berne/Fullerton	58.03
3 Dunkerton/Beaum	44.33	14 McCubben/Neaton	52.24	25 Lowe/Luckel	58.09
4 Coote/Marsden	45.02	15 Jory/Walker	52.39	26 Payne/Smith	58.18
5 Phillips/Garbett	46.01	16 Cutts/Best	53.47	27 Mann/Henningsen	58.22
6 Brown/Tegg	46.55	17 Woodward/Stewart	53.98	28 Cottam/Davies	58.25
7 Hankinson/Moule	47.40	18 Perret/Tindal	52.14	29 Cross/Ovens	1. 0.47
8 Johnston/Small	48.50	19 Fritter/Taylor	54.28	30 Hill/Day	1. 1.24
9 Thompson/Lugg	49.29	20 Hetherington/Mar	55.44	31 Kabel/Goopy	1. 3.42
10 Kelly/Coonan	50.45	21 Currie/Vogal	57.02	32 Hall/Ruiter	1.19.43
11 Tapsall/Hall	52.09	22 Stephan/Beecham	57.12		

Div 2 Sec 16

1 Fury/Suffern	11.31	11 Tapsall/Hall	13.12	22 Kabel/Goopy	14.46
2 Coote/Marsden	11.43	12 Cutts/Best	13.23	23 Mann/Henningsen	14.57
3 Portman/Runnalls	11.51	14 Garland/Brown	13.26	=24 Currie/Vogal	14.57
4 Phillips/Garbett	12.01	15 McCubben/Neaton	13.44	Lowe/Luckel	14.57
=5 Dunkerton/Beaum	12.02	16 Woodward/Stewart	14.03	25 Hetherington/Mar	15.23
Brown/Tegg	12.02	17 Cottam/Davies	14.07	26 Cross/Ovens	15.40
6 Johnston/Small	12.29	18 Perret/Tindal	14.08	27 Hill/Day	25.49
7 Berne/Fullerton	12.35	19 Jory/Walker	14.26		
8 Hankinson/Moule	12.44	20 Payne/Smith	14.30		
9 Glennie/Smith	12.56	=21 Fritter/Taylor	14.32		
10 Thompson/Lugg	13.10	Stephan/Beecham	14.32		

Div 2 Sec 18

1	Fury/Suffern	10.25	11	Glennie/Smith	12.12	21	Currie/Vogal	13.27
2	Brown/Tegg	10.42	12	Kelly/Coonan	12.15	22	Stephan/Beecham	13.31
3	Coote/Marsden	10.43	13	McCubben/Neaton	12.25	23	Lowe/Luckel	13.39
4	Portman/Runnall	10.51	14	Mann/Henningsen	12.26	24	Cross/Ovens	13.49
5	Phillips/Garbet	10.52	=15	Fritter/Taylor	12.43	25	Cottam/Davies	14.51
6	Dunkerton/Beaum	10.58		Jory/Walker	12.43	26	Hill/Day	15.21
7	Hankinson/Moule	11.20	16	Perret/Tindal	12.52	27	Johnston/Small	15.25
8	Berne/Fullerton	11.26	17	Cutts/Best	12.53	28	Payne/Smith	1.48.00
9	Tapsall/Hall	11.59	18	Woodward/Stewart	13.09			
=10	Thompson/Lugg	12.07	19	Hetherington/Mar	13.18			
	Garland/Brown	12.07	20	Kobel/Goopy	13.25			

Division 2

1	Portman/Runnalls	Datsun	4.04.48	15	Cutts/Best	Datsun	4.49.37
2	Dunkerton/Beaum	Datsun	4.05.57	16	Perret/Tindal	Datsun	4.50.41
3	Fury/Suffern	Datsun	4.09.00	17	Mann/Henningsen	Datsun	4.55.53
4	Coote/Marsden	Mazda	4.17.38	18	McCubben/Neaton	Datsun	4.56.01
5	Brown/Tegg	Escort	4.21.36	19	Jory/Walker	Mazda	4.57.23
6	Phillips/Garbett	Datsun	4.22.44	20	Fritter/Taylor	Datsun	5.01.14
7	Hankinson/Moule	Toyota	4.30.22	21	Hetherington/Mar	Toyota	5.06.10
8	Thompson/Lugg	Datsun	4.37.28	22	Currie/Vogel	Datsun	5.08.12
9	Garland/Brown	Escort	4.40.47	23	Stephan/Beecham	Datsun	5.11.11
10	Berne/Fullerton	Escort	4.41.51	24	Cottam/Daves	Datsun	5.11.24
11	Johnston/Small	Datsun	4.42.21	25	Woodward/Stewart	Fiat	5.12.04
12	Kelly/Coonan	Escort	4.43.07	26	Kobel/Goopy	Mazda	5.23.52
13	Tapsall/Hall	Toyota	4.46.47	27	Lowe/Luckel	Falcon	5.30.06
14	Glennie/Smith	Datsun	4.49.37	28	Cross/Ovens	Mazda	5.32.13

Division 3

1	Portman/Runnalls	Datsun	5.15.31	14	Perret/Tindal	Datsun	6.13.23
2	Dunkerton/Beaum	Datsun	5.16.52	15	Jory/Walker	Mazda	6.19.47
3	Fury/Suffern	Datsun	5.19.47	16	McCubben/Neaton	Datsun	6.21.48
4	Coote/Marsden	Mazda	5.29.13	17	Fritter/Taylor	Datsun	6.32.06
5	Phillips/Garbett	Datsun	5.39.14	18	Hetherington/Mar	Toyota	6.33.14
6	Hankinson/Moule	Toyota	5.53.58	19	Cottam/Daves	Datsun	6.38.33
7	Berne/Fullerton	Escort	5.57.35	20	Stephan/Beecham	Datsun	6.38.33
8	Thompson/Lugg	Datsun	5.59.33	21	Woodward/Stewart	Fiat	6.39.12
9	Garland/Brown	Escort	6.02.33	22	Kobel/Goopy	Mazda	6.50.18
10	Kelly/Coonan	Escort	6.04.32	23	Currie/Vogel	Datsun	6.55.11
11	Tapsall/Hall	Toyota	6.07.40	24	Lowe/Luckel	Falcon	6.56.36
12	Cutts/Best	Datsun	6.11.20	25	Cross/Ovens	Mazda	7.03.02
13	Mann/Henningsen	Datsun	6.12.25				

Lutwyche Jottings

The following observations were gathered by the Editor at the club-rooms following the event, they do not pretend to be a comprehensive selection and if they do not make sense, well it was a wine and cheese night.

Laurie Garth (Navigating for Gary Batts) - We could have been home for the 6pm news on Saturday because the clutch blew 6km into the first stage, however we stayed up to spectate for the night.

Peter Marcovich (Driver for Neil McNeil) The Motor blew in the first competitive of the second division, Beerburum was great fun.

Dale Payne (Driving Sherry Smith) If the fuel tank was bigger by the space between my ears we would have finished. We ran out of fuel 2km from the end of the last stage on the 2nd division, it was the final uphill bit, another 200 metres and we could have rolled down to the control.

Bruce Fullerton (Navigating for Port Macquarie man John Berne) They lost 10mins on the 52km Division 2 stage when their spare tyre proved to be firmly attached to the re-designed housing. They loved the event, the sponsors loved it and Port Macquarie news had rally updates every hour on the hour.

Peter Garbett (Navigating for Peter Phillips) The most enjoyable part of this event was passing John Berne, and the worse was being passed by John Berne ! At one time our Datsun - Escort exchanged a bit of paint. I left my brains at home and made the same mistake Monty Suffern made, only 2 minutes less. It was a brilliant event, a bit rough sometimes but when arn't they ? The tacho jammed at 8500 in top once, halfway through the second division we came across Murray Coote coming back up the road towards us - however he did a quick turn and followed our dust for a bit, we did a 360° spin once. Late in the event we lost a rear brake and finished on three stoppers.

Phil Stephan (Driving Chris Beecham) Well it wasn't any surprise - our Datsuns took 1st, 2nd and 3rd. The best organised event we've been in even if I did pass out on the stage at the presentation.

Anthony Kielniacz (Driving William Dillon) If it wasn't so dark we wouldn't have to use our lights, our alternator went Phutt ! on Division 2 Section 6.

Chris Harbeck (Navigating for Noelle Drummond) We were going super fast when we rolled frontwise into a ditch, the car was totalled, I managed to push my fingers through the seat. We did another competitive after the shunt but the car was past its best. Noelle certainly impressed me, she MUST be the quickest lady in Queensland.

Paul Gocpy (Navigating for Tony Kabel) We were delighted to finish 22nd, the event was as good as expected and was a credit to Garry Connelly, I would also thank Tony for the ride.

Mark Taylor (Driving with Ian Young) The steering broke halfway through the first division but I couldn't come to terms with the handling, it was very hard to determine a medium.

Nick Pritchard (Driving with David Paton) We broke two wheels and tyres in the first two competitiveness, but my worries about a lack of rubber were solved when the alternator gave up.

Coral Taylor (Navigating for Norm Fritter) Our only problem was that on a long event like this I gradually lose my voice, I was delighted when daylight arrived and I could point the way.

Russell Reid (Driving with A. McDade) We only managed the first division then the radiator sprung a leak.

Neil Jory (Driving and Hugh Walker) This was my first rally as a driver and we were delighted to finish 15th overall and first Novice. It was a bit rough but I loved the 50km section, we passed 4 cars on the go and two stopped.

Paul Cadell (Driving with Geoff Mewing) Halfway through the first division the engine proved to be too fast and it blew a hole in the block! Man there was steam like you've never seen.

George Kahler (Driving with Greg Weale) First we lost the exhaust in the Beerburum forest then a wheel fell off - this wasn't our most successful event.

^u Sothern visitor Ron Lugg, the girls agree, is a lovely little mover but his offers of 'service' can lead to embarrassment, a certain Mrs was made to feel quite inadequate.

I haven't been able to get an appointment with multi-media personality Brad Skinner, who, with Gary Kabel, two wheeled his way to a photo spread in the Sunday Mail. What some people will do for a bit of fame, what you can't see is that Garys running alongside holding the bloody thing up.

-0-0-0-0- -0-

Forthcoming Events

Film Show - 3rd June

The Movie as advertised on the clubs noticeboard is positively lurid. You can join the C.I.B. in viewing 'The Bitch' (and I can assure you its NOT about greyhounds) at 8pm. Long plastic macks, dark glasses and a large brimmed hat are almost mandatory wear.

Night Run - 27th May

The standard of Night Runs this year has been brilliant, and continuing this trend will be Sherry Smith and Dale Payne with another tempting brain teaser. All you need to enter a Night Run is a torch, pen, car, solicitor (to read the small print) and if your on your own theres always somebody hanging around the bar just waiting to be asked. It starts from the Clubrooms from 8pm onwards.

Motorkhana 17th June

This feast of speed and dust is being organised by somebody so fantastic he needs no introduction from me. It will be held at the Donaldson Rd Venue (Left through a gate just before the Sewage Works and follow the squeals of anguish) starting at 12.30pm for no cash prizes. Any type of car can enter as long as its wheels are firmly attached and the battery can't fall over. We will be running 4 tests and having a minimum of 2 goes at each, the entry fee is \$3 per person, if you want further information phone Pete Smith at 208 1721(Home) or 379 6182 when I'm doing my business.

G.L.C.C. - Kriticos Rally. Saturday 27th June

This is a fine event for the Notice/Clubman Rallyperson. Regs. arn't to hand yet but in previous years it started from Kriticos Motors Caboculture at about 3pm and then went for half a nights thrash through the woods. Doubtless our good Secretary will have the Regulations soon and spectator instructions should be available from the start on the day.

1981 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 motorkhana, 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 2 points for their efforts, however these points can only be gained on two occasions per type of event.

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 Street, 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.

1981 Club Championship

1	Desley Collins	20	=36	D Martin	2	=41	Rob Reardon	1
2	Gary Kabel	15	=41	John Beggs	1		Mark Raynor	1
= 3	Tony Best	11		Greg Barbe	1		Jim Reddiex	1
	Burt Goostrey	11		Jeff Beeson	1		Tricia Smith	1
	Paul Watkinson	11		Allan Brown	1		Pete Smith	1
= 6	Lee Drummond	10		John Blake	1		Peter Stockton	1
	Dale Payne	10		Dune Carlow	1		Laurie Streitberg	1
	Ron Wilkins	10		Peter Glydesdale	1		Wayne Salmond	1
	Greg Weale	10		Garry Connelly	1		Graham Smith	1
=10	Peter Garbett	9		Tim Charalambous	1		Lindsay Sutherland	1
	Steve McCabe	9		Terry Crawford	1		Warren Tegg	1
	Bruce Taylor	9		Rod Cross	1		Jeff Tremain	1
=13	Ian Baker	8		Brian Day	1		Kathstrine Tegg	1
	Sue Griffin	8		Noelle Drummond	1		Keith Tapsall	1
	Peter Kelly	8		Bruce Fullerton	1		Goral Taylor	1
	Simon Kabel	8		Norm Fritter	1		Fred Van Den Brin	1
	Ross Stanfield	8		Laurie Garth	1		Franz van den Bri	1
	Brad Skinner	8		Bruce Garland	1			
=19	Rod Browning	7		Paul Goopy	1		<u>World Championship</u>	
	New Hamlin	7		Ian Goldsworthy	1	1	Carlos Reutteman	79
=21	Chris Beecham	6		Greg Gilliland	1	2	Alan Jones	77
	Phil Stephan	6		Kerry Gilliland	1	3	Nelson Piquet	62
	Kelvin Taylor	6		Tony Hazeldine	1	4	Ricardo Patrese	28
	Lawrence Svenson	6		John Hall	1	5	Alain Prost	20
	Janelle Svenson	6		Chris Harbeck	1	6	Elio de Angelis	18
=26	Charlie Blake	5		Peter Johnston	1	7	Marc Surer	17
	Sherry Smith	5		Barbara Knight	1	8	Mario Andretti	16
	Paul Wallace	5		Tony Kabel	1	9	Rene Arnoux	15
=29	Jim Adness	4		Don Milner	1	10	Eddie Cheever	10
	Geoff Dein	4		Alan McConnell	1	11	Patrick Tambay	9
	Gary Luiten	4		Sandy Milner	1	12	Jacques Laffite	8
	Ian MacFarlane	4		Lorrelle Mansfie	1	=13	Francesco Serra	6
	Tom Poots	4		Peter Marshall	1		J P Jarier	6
=34	T Krebs	3		Mike Mitchell	1	15	John Watson	4
	David Mundy	3		Bruce McCubben	1	=16	Keijo Rosberg	2
=36	Allan Ball	2		Boyd Ovens	1		Siegfried Stohr	2
	Ray Gough	2		Pat Collins	1	=18	Giles Villeneuve	1
	Hank Kabel	2		Peter Phillips	1		Bruno Giacomelli	1
	Brian Marsden	2		Simon Passlow	1			

Telecast of the Belgium Grand Prix - 17/18th May

Well this was a race that had most things, I hope Channel 9 were pleased with what they got. The start was an unmitigated shambles, and one felt quite shaky after seeing Stohr slam into Patrese knowing that a mechanic was crouching at the rear of Patrese's car, the views of the poor unfortunate, unconscious and twitching, didn't help either. Perhaps Patrese couldn't find a gear and the mechanic was fiddling with the linkage? The reason for Jones going off is obscure, about 5 corners before the shunt he is Williams gave a twitch and a small shower of sparks was seen underneath, I'd no sooner said to TMS that the track was quite rough than he turned into a ninety right but the thing didn't turn out. The damage these modern cars can take is fantastic, the whole left front was crushed in but Jonesy had a very minor limp. The Belgium telecast was a bit slack, we missed Piquet going off while we looked at the back of a car in the pits, and there were too many Still Lives in the crowd and views of the police. Also I can understand the interruptions for adverts but not for previews of "Love Boat" - this is a split second sport after all, still lets not L.A.G.H.I.T.M. Thank You Channel 9.

MEMBERSHIP REPORT

During April another 22 people joined the Brisbane Sporting Car Club. A warm welcome is extended to the following new members:

Bob Lindsay	Kenmore	
Dave Blackmore	Browns Plains	
Mick Sayers	Browns Plains	
Allan Brown	Daisy Hill	
Bruce Garland	Wynnum	
Allan Briscoe	Goodna	
Fred Schatte	St Lucia	
Nerida Blackmore	Browns Plains	(Associate)
Ash Morgan	Greenbank	
Clint Carroll	Inala	
Barry Massey	Sunnybank	
Lynne Massey	Sunnybank	(Associate)
Stewart Reid	Browns Plains	
Greg McLachlan	Toowoomba	
Rod Nealon	Toowoomba	
Richard McColm	Red Hill	
Neale Carter	Auckland N.Z.	
Tony Kabel	The Gap	
Craig Garth	Mansfield	(Associate)
Jim Ferguson	MacGregor	
Bill Porteous	Buderim	
Bill Dillon	Ashgrove	

Membership for the year to date has now reached 379, consisting of 322 ordinary members, 43 associate members, 4 life members and 10 honorary members.

ADVERTISEMENTS SOUGHT

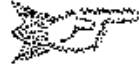
To help defray the costs of producing and distributing the Magazine (currently over \$1000 per year) we are currently seeking full, half and quarter page advertisements. These ads will be offset printed on glossy paper (as per the front cover of this issue of the Magazine) and each advertisement will run for a total of 12 months (11 issues). Rates are as follows:-

Full page.....\$250
 Half page.....\$150
 Quarter page.....\$100

Any art work required is additional, at cost.

We believe these rates reflect good value for money, as each issue of the Magazine is distributed to an average of 400 club members as well as potential members and other CAMS clubs in Queensland.

Some advertising space is still available, so if you wish to place an ad or obtain further details please contact Sue McGarry at the clubrooms (phone 391 8881, 9.30 - 2.30 weekdays except Thursdays) by Friday 29th May. The ads will run for 12 months commencing in July.



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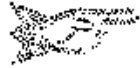
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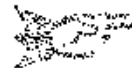
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FOR ONLY \$100

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YOUR

QUARTER PAGE ADVERTISEMENT

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FOR 12 MONTHS

FOR ONLY \$100

CONTACT SUE McGARRY

PHONE 391 8881

BY FRIDAY 29th MAY

GRIFFITH - ROUND ONE OF THE AUSTRALIAN OFF-ROAD
CHAMPIONSHIP, 1981

The first round of the inaugural Australian Off-Road championship, complete with green and gold commemorative T.Shirts, was held during the Easter weekend at Griffith N.S.W.

While no great competitive success story for most of the Queensland contingent, socially the weekend was well worth the long trip. Garry Connelly's professional approach to directing once again paid off with a meeting that ran like clockwork from the official welcome and briefing on Good Friday night, through to the 'grand' presentation dinner and disco held in the sumptuous surroundings of the Rankin Springs R.S.L. (or was it School of Arts) hall, where, in spite of the inhibiting splendour of the surroundings, the competitors and crews let their hair down and danced well into the night to the accompaniment of the latest in 78 r.p.m. discs.

The competition scene started on Saturday when cars lined up for the prologue, and drivers let all stops out in their attempts to get the best possible starting positions. The most casual of observers was able to predict that overtaking during the race would be almost impossible in the thick blanket of dust thrown up by the cars.

Queensland open Class cars - Tom Poots/Pat Collins and Jim Adness/Ian Macfarlane showed their potential by winning 4th and 5th starting positions but their prologue performances were in no way indicative of the eventual outcome.

The Poots/Collins team, in Tom's sparkling "Funco" were the first to strike problems, when 25k from the end of the reconnaissance, they dropped a fulcrum pin from a trailing arm, thus allowing it to drop and cause the C.V. to collapse. After borrowing Rod Brand's navigator, car and trailer to bring the Funco home, a rushed repair job that left them 3 seconds to get to the starting line, resulted in a surclip being left off the C.V. It all held together during a comparatively slow night loop, but as soon as Tom put on the pressure in the 1st day loop, the axle and C.V. politely parted company at the first right hander.

The Adness/Macfarlane car - while having a slightly longer initial life-span - didn't survive the night loop. Jim blew a dif, then blew his stack and in a most ungentlemanly manner told us what he thought of the race, the track, and anyone vaguely associated with the thick Griffith desert dust.

The Class 2 Queensland flag was waved strongly by Edward Van Amstel and navigator George Croucher. Although unplaced, they were among the 55 cars out of a field of 195 who managed to complete the race.

Rod Brand and his navigator Chris, were the Queensland champions of the event. Rod maintained the style and reliability he is fast becoming known for locally when he finished 2nd in Class 3 and 22nd outright. Rod reports that his car never missed a beat and would have been well and truly capable of completing the 4th lap, had it not been cancelled due to the rapidly deteriorating track conditions.

GRIFFITH (contd.)

Rod's reliability was not shared by many other finishers. Of the first three placegetters, only the third would have made it through another loop.

The excitement and tension of the final 25k of the third loop was more akin to a circuit race than an off-road event. Bernie Stack, in his Mk1 Southern Cross, won the pole position and consequent dust-free night run, and virtually had the race won as a result. However, he was hard pushed by Craig Martin, out for the first time in his new Datsun powered Rivmaster, and Reg Owen in his Funco. The first three cars changed places four times during the last 25k, with each car taking its turn in 1st, 2nd and 3rd places, but problems hit all three. Stack had gear problems, Martin sucked part of his air cleaner down into his fuel injection where it promptly caught fire and almost put paid to his hopes and his car. How he put the fire out and stayed in the race is beyond me, but he did; and Owen tore a rear tyre to shreds about 15k from the finish.

Eventual places were: 1st Bernie Stack, 2nd Craig Martin (with fastest lap time) and 3rd Reg Owen (with second fastest lap time)

While the driving conditions were obviously "hellish", I have little doubt that the competitors will line up again next year, like cattle to the slaughter, and subject themselves to a repeat performance of the dust, dust, and more dust that is Griffith.

Desley Collins.

Collecting Rally Books

Motor Racing and not Rallying has always been the greater spectator sport, the thrilled onlooker of a Motor Race (by which I mean a race for open wheelers or sports cars over 150bhp - saloons only motor race with small capitals) realise the gulf that separates them from the participants. However to the rally spectator its obvious that he can "have a go" with a bit of welding on his old motor, a sumpguard, a mate, a Halda and off he goes at least enjoying the struggle not to be last.

This probably explains why Motor Racing has always had such a lot of books about it on the market, whereas Rallying books are like Hens Teeth, and Off Roading books are non-existent.

Rallying history falls into three categories. Pre-1950 it was Paris banker Pierre Dellacroix taking his Delahaye on a spin to Monaco. Between 1950 - 1960 rallying began to commercialise, although it was still held mostly on the public highway, but anybody who showed a constant turn of speed could get a 'works' drive and the whole tempo of the sport became quicker. But by 1960 most of Europe's working people could afford a Fiat 500, and the added summer pressure on the roads began driving competitive rallying into the woods. And from the date rallying became Forest Racing spectator interest exploded until the RAC International now attracts 3,000,000 spectators - mind you we all know its the same bloke three million times but its very indicative of his keenness.

So it follows that pre-1960 rallying books are very rare. I have one and thats a cheat. Its not really about rallying so much as using personal knowledge of rallies to build a story around it. The 1933 "Motor Rally Mystery", in the book a 20hp Armstrong Siddeley Saloon had to leave Bath at 8.45pm on Tuesday and in 52 hours cover a 1005 mile route over public roads, naturally en route they come across the Gruesome - Shunt - with - Suspicious - Overtone. The first real book in the collection is Marcus Chambers "Seven Year Twitch" covering the period 1955 - 1961 when he was BMC (now Leylands) competition manager. This came out in 1962 when I, and a lot of other youths, were riding the first big swell of rallying interest.

Chronologically next is Peter Harpers "Destination Monte" which came out in 1964. Peter Harper drove for Rootes for years and on one notable occasion was disqualified when his Sunbeam Tiger had undersized valves. Format wise one of the most important books is the 1965 "Rallying with BP", this shows that by 1965 books on rallying could be general and not specific, appealing to a younger audience thereby being cheaper as they knew they could sell more of them. Things were really underway now, my "Rallying" by Stuart Turner is a revised 1966 edition, a 1960 first edition would be a real find. The Marathon events, London - Sydney (1968), London - Mexico (1970), London - Munich (1974) really had authors by the dozen and most of the books are terrible. Mark Kahns "Mexico or Bust" could well have come from the searing pages of "Truth", the exception to this rule being Evan Greens "A Boot full of right arms" which, grotty title apart (the Publishers choice?), is thrilling, well documented and aided by lots of pictures.

Rally Annuals were just non-existent, "Autocourse" had 33 pages of Rallying in 1961, 11 pages in 1969, 3 pages in 1974 and none thereafter. "Automobile Year" had none in 1960, 9 pages in 1966, 13 in 1974 and 17 in 1977, so they at least kept the faith. We had to wait until 1979 (about 15 years overdue) for THE rally annual to arrive. World Rallying 1 was good with lots of photo's. But its

production was scrappy and it was presented on poor quality semi-cardboard paper. However having tentatively dipped their tootsies in the pool and found the water agreeable, World Rallying 2 (1980) was far better, good paper, glossy pictures, a joy to look at and own now, and it'll be just as good memorywise in 10, 20, 30 years time.

Even the best can be topped and the peak of this blokes collection is Futamura's "The Rally" published in 1979 with the aid of Alen, Rohrl, Shinozuka and Vatanen. The little commentary is in English and Japanese, and the hundreds of mind boggling pictures are printed on top quality art paper, it looks good, even smells good and the best bum in the book is standing in front on Bondies Escort at Port Macquarie. It cost me about \$45 but its quality will always be there.

To hold all your Australian Rally Books you'll need a Very Short Shelf. Evan Green, Gelegnite Jack, David McKays early book has a fair bit about the Repco Trials, even Erabhams "When the flag drops" contains a bit, cheat a bit with the Australian Competition Yearbooks, can't some enterprising publisher persuade either Bond, Carr, Pury or Dunkerton to put pen to paper? the ideal birthday present for at least 200 little boys I know.

Collecting old Rally Books is like getting books on any esoteric interest. There arn't many books to start with so isn't it nice when one is added to the collection! I have 18 so far, if you want european rally books buy them by mail from England, they charge very little for postage and you save 33% on the licenced bandits who retail in Australia. The best ads. are in Motor Sport.

Big Ed

While we're on about books may I heartily recommend Terry Walkers "Around the Houses" the history of motor racing in Western Australia, this is currently on sale from newsagents and the like.

It is a fascinating history of the specials that have been built in W.A. and the circuits they raced over. The last half of the book has biographical studies of everybody who was anybody on the W.A. racing scene. It would be very interesting to see Mr Walker do a similiar study for Queensland.

After much heart searching I paid up my \$6.50 at the Woodridge Newsagents, and if you think thats too much, I promise you that when its out of print and secondhand its value will go up dramatically, I can see it fetching \$25 in five years time.

Big Ed

Wanted

Now this a unique offer that should stir the blood of any BSCC member. Persons with rally experience interested in becoming Marlboro Holden Precision Driving Team back-up drivers, Phone Lloyd Robertson 374 1283

1981 CLUB OFFICERSPhone Numbers

		<u>Home</u>	<u>Work</u>
PATRON..Minister for Defence, Hon. D.J. Killen			
PRESIDENT	Garry Connelly	341 3961	221 6899
VICE PRESIDENT.....	Mike Mitchell	59 8785	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 9642	52 5571
BOARD MEMBERS.....	Ian Bond	Peter Marshall	
	Dave Chadwick	Jim Reddiex	
	Desley Collins	Peter Smith	
	Pat Collins	Sherry Smith	
	Peter McMahon	Brian Stenzel	
CAMS DELEGATE.....	Garry Connelly	341 3961	221 6899
CAMS OBSERVER	Ian Bond	345 7828	
HON. AUDITOR	Nev Johnston	266 8241	258 1022
PROMOTIONS OFFICER.....	Brian Stenzel	262 1089	52 8816
BUILDING & PROPERTY OFFICER	Brian Swinton	48 4558	44 8125
REGISTRAR.....	Peter Smith	208 1721	379 6182
MAGAZINE EDITOR.....	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER.....	John Hall	345 5751	
ART UNION 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
MOTORHANA & SPEED EVENT OFFICER..	Colin Powell	206 4338	
OFF-ROAD OFFICER.....	Ian Bond	345 7828	
RALLY OFFICER	Peter Marshall	202 6932	202 6932
ADMINISTRATION OFFICER	Sue McGarry		391 8881

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.

OFFICE HOURS

The office at the clubrooms is open during the following hours:

Monday	9.30 am - 2.30 pm
Tuesday	9.30 am - 2.30 pm
Wednesday	9.30 am - 2.30 pm
Thursday	Closed
Friday	9.30 am - 2.30 pm

Club Phone No. 391 8881

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.

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..

COMING EVENTS

Wed	20	May	Off-road night at the clubrooms
Sun	24	May	BSCC Cherribah Enduro (QORC-2)
Wed	27	May	Night Run organised by Sherry Smith and Dale Payne Finance Sub-committee meeting
Sat	30	May	Total Oil Renault Rally Sportive
Tue	2	Jun	Board Meeting at the clubrooms, 8.00 pm
Wed	3	Jun	Feature Film Night at the Clubrooms 8.00 pm Joan Collins in "The Bitch"
Sat	6	Jun	TSCC Open Rally ASCC Bega Rally (ARC-3)
Wed	10	Jun	Rally night at the Clubrooms
Tue	16	Jun	Sporting Sub-committee meeting
Wed	17	Jun	Off-road night at the Clubrooms
Sun	21	Jun	BSCC Closed Motorkhana organised by Peter Smith
Wed	24	Jun	Night run organised by Tony Hazeldine and Charlie Blake. Finance Sub-committee meeting
Sat	27	Jun	QLCC Kriticos Motors Rally (Novice/Clubman)
Wed	1	Jul	Social night at the clubrooms
Sun	5	Jul	QMROA open Motorkhana QMC-4 BSCC closed short course off-road
Tue	7	Jul	Board Meeting at the club rooms
Wed	8	Jul	Rally night at the clubrooms
Sat	11	Jul	NDSCC Open Rally (ORC-2)
Wed	15	Jul	Off-road night at the clubrooms
Sat	18	Jul	BSCC closed rally (Intercity)
Sun	19	Jul	Lakeside Races (AFI-4) ASCC Macleay 1000 (Open off-road, Kempsey NSW)
Tue	21	Jul	Sporting Sub-committee meeting
Wed	22	Jul	Night run organised by Paul Wallace and Mark Raynor Finance Sub-committee meeting
Sun	26	Jul	HTCC open Motorkhana (QMC-5)
Wed	29	Jul	New members night at the clubrooms