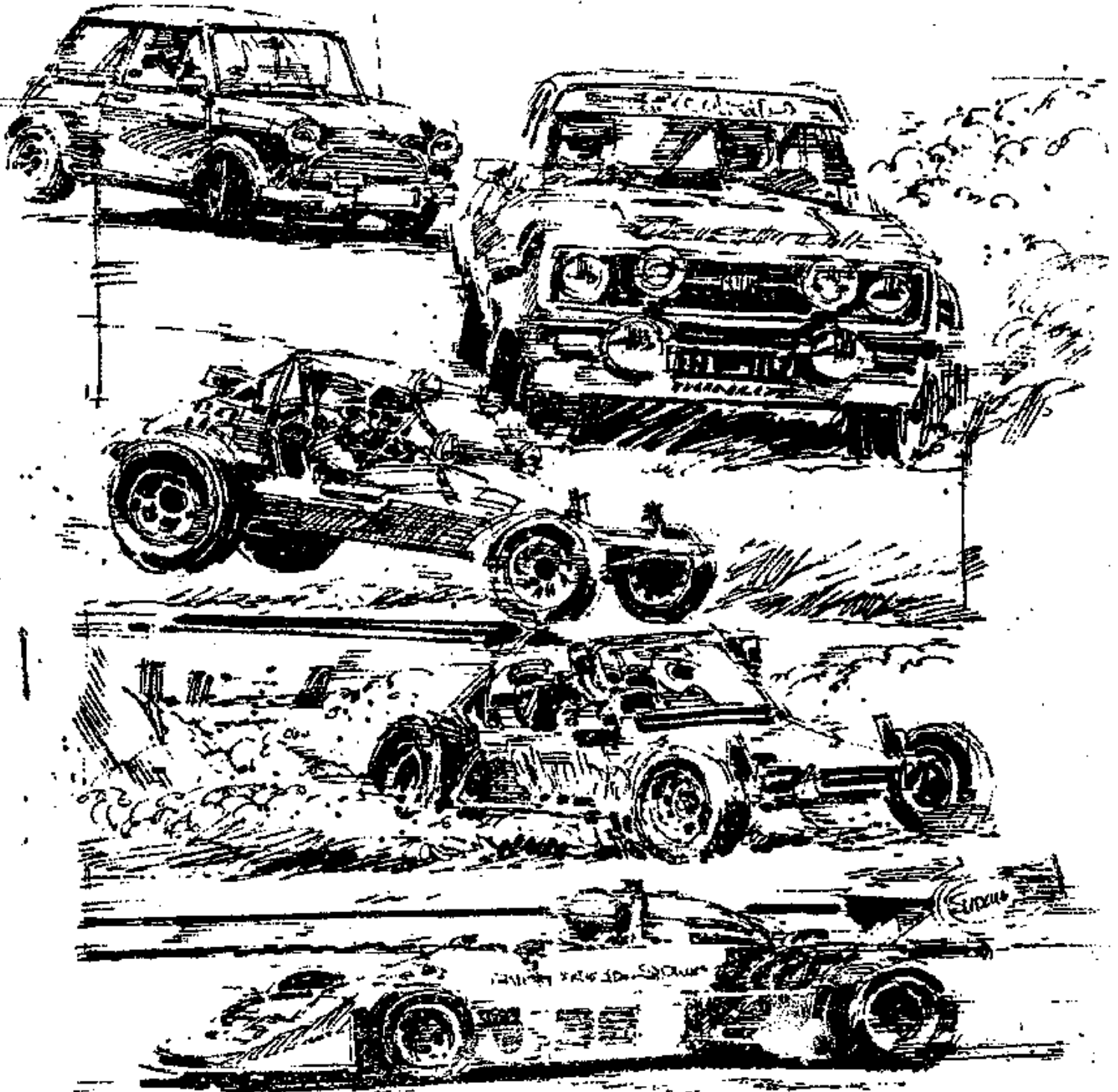




# BRISBANE SPORTING CAR CLUB MAGAZINE

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MAY 1981



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BRISBANE SPORTING CAR CLUB Ltd.

May - 1981

Editorial

Note :- This next paragraph supersedes any relevant information within the pages of the magazine.

Owing to the April-12th motorkhana being rained off, it has been postponed to May 17th and will take place at the usual Donaldson Road, Rocklea venue at 12.30pm.

May I say how shocked we were to read that clubmember Dr Mal Shinn had lost a hand in a home accident. Just how one faces a blow like this whilst still a young and active man I don't know, but I'm sure we all send our moral support to Mal, and we hope that he gets back home soon and begins to piece together a new, happy and fruitful life.

Big Ed

Major Forthcoming Event

1981 Lutwyche Shopping Village Rally

2-3 May '81

Once again the clubs, and Queensland's, major rally is upon us. The only Queensland Round of the Australian Rally Championship. The event will start from the Lutwyche Shopping Village, Bruce Highway, Lutwyche, Brisbane at 11.45am on Saturday 2nd May, and will finish at approx. 10.00 am in Brisbane the next day.

The event will run in its traditional areas around Imbil and Kenilworth North of Brisbane. Spectator instructions will be available at the start of the event or for those living outside Brisbane it is possibly worthwhile to phone the Event Secretary, Barry Torrens on (07) 221 6899 (bus) (07) 38 4868 (a/h). Refuelling breaks will be at the Shell Panorama Nambour, and at the Bakery Cafe, Imbil, at the following times. 6.00pm Saturday (Nambour), 7.30pm (Imbil), 1.00am Sunday (Imbil), 7.00am (Nambour).

Naturally an event of this calibre doesn't run itself so if you want to help run a control or assist in any fashion ring the clubs Administrative Officer Sue McGarry on 391 8884 anytime between 9.30am to 2.30pm any weekday except Thursday. If you can't do this phone Barry Torrens at the number given in the previous paragraph.

1981 Lutwyche Shopping Village Rally

Needs YOUR help

Help the Club that helps you

## Forthcoming Events

### Wed 29th April - New Members Night

Becoming intergrated into any group isn't easy so we offer this chance to new members to come along and meet people. The clubrooms will open at 8pm, don't miss this chance for New and Old members to get together.

### Sunday 24th May - Off Road Event

The next big thrash for the Off Road boys will be at the Cheribah Resort south of Warwick. Cheribah is signposted from Warwick and it will be a splendid day for competitors and spectators alike. The event will start at about 9 - 9.30 so an early start will be called for, and please, so we'll be invited back again, bring a bag for rubbish with you.

### Rally Night - 8th April

#### Jowett Javelins on the Silver Screen

This entertaining night at the clubrooms saw Frank Tomlin presenting the trophies for the Novice/Clubman rally held under his name in his guise of a Mitsubishi dealer.

All was cordiality as the stars collected their handsome trophies, speeches were made, fortunate competitors got the clap.

After the pressie we had some rally films. The first film was on the 1954 Tulip Rally, after breathless waiting a Jowett Javelin was seen being thrown into a left hander - pandemonium broke out - I was informed very forcibly to be quiet, your a very staid, dull and unenterprising bunch of people. This film was followed by the '79 Repco.

Once again the club is in debt to Frank Tomlin, thank you Frank and everybody from Frank Tomlin Mitsubishi, Toowong - pretty soon we'll have the uneducated mans viewpoint of the Mitsubishi Colt within these pages.

### April Fools Dinner - 1st April

I was worried that an April Fools Dinner would be no dinner, imagine turning up empty, lining up for a great bowl of grub - then Desley makes a great play of producing an empty plate and saying "April Fool!" However such swinish tricks are only played by fools like me, Desley provided pies, sausage rolls and spuds. The pies were rather nice, the average pie resembles a grim aboriginal revenge, but these were a cut above that.

In the novelty raffle Kathstrine Tegg won a dolly stick, and the rest of the evening was made hideous by ones ear suddenly receiving the weight of a bullet headed dolly thudding into it.

The sweet for the dinner was a rather rude looking thing with a banana poking out the middle, I couldn't understand whether the smarties were simply to eat of if they had a deeper significance.

Our thanks go to the ladies for there efforts once again, especially as the pies that were left provided them with quite a few meals - ad nauseam.

### Postponed

Just in case you miss the other message, the Funny Money Night set for 6th May has been postponed, it will be replaced by one of the every popular Wine and Cheese nights - plonko and cheese galore.

LE SPECS - LE CASTROL

The 1981 Castrol Australia Rally was totally new to both Dennis Brown and myself in more ways than one. We went to Canberra in a comparatively new car, we hadn't previously competed in the event and we were supported by a sponsor both new to us and the sport.

Le Specs produce a fine range of lightweight sporting sunglasses and are in the throws of producing some driving glasses with an exceptional set of lenses. It is this fact that has brought the company into the sport through its association with Dennis and myself.

Well with our hopes high, Dennis and I had the car prepared, all the paperwork done and accommodation and transport for the event planned, booked and partially paid for, at least one week prior to having to leave. We had planned to travel by train from Murwillumbah to Sydney with Peter Marcovich and Neil McNeil. The cars would also be transported on this train.

The transport was very economical considering the fuel consumption of the two Escorts, and we had been able to secure two 1st class sleepers on the train. Well two days before we are due to leave - the great Australian workers passtime was set in motion - the N.S.W. shunters went on STRIKE. I strolled into the booking office - that's the place where they refund the money on tickets every couple of days when there is a strike - and collected the refund. That's another group of passengers the Queensland Railways will never see again - no wonder they run at a loss.

After all our preparations we now had a panic on - well Dennis and Peter managed to organise a truck from Ranger Truck Rental to go one way to Sydney. What we did was we put one rally car on the tray back and the other on a tandem trailer behind the truck. We all piled into the cab of this International and lit out for Sydney.

Our first stop was the weighbridge at Gailles - well the attendant couldn't have been less interested in us - not the case at Sydney, but more of that latter. Several cans of coke, hot pies, lifesavers and hours later we rolled off the entrance freeway into Sydney and onto the weighbridge.

1st Question - "Where is your log book?"

Dennis "What's a log book - look I've got a licence, will that do?"

2nd Question -- "You are overloaded, and this truck and trailer are now an articulated vehicle, are you licensed to drive one of these?"

Dennis fortunately was - but there was still the problem of the log book.

Dennis "Look the guy that hired us the truck didn't tell us we had to have one."

Attendant relates contents of Regulation 26-43J 632. Dennis looks blankly at Attendant - queue forms behind us at weighbridge.

Attendant "How far are you going?"

Dennis "Sydney"

Attendant "Get lost - there's a \$60 fine you know".

Dennis drives off mumbling something unprintable.

Well, how about loading all the gear off the truck, into the two Escorts and off to meet the service crew - we had a lot of gear, and for a moment I thought I would have to ride outside the car. Not to worry, we got to

the service crew and off loaded some gear then on to Canberra. We got there at some ungodly hour and all claimed a bed.

Dawn broke and blossomed into full day - and we still didn't wake up. It was Thursday morning, we're due to start some survey. Neil and I had a fine Catholic breakfast and made a beeline for Geoff Sykes' place and the road book. We picked up some spare maps and back to the motor village. Here we set up a control centre in one of the cabins, to be exclusively occupied by navigators. I checked the roadbook and Neil mapped the rally as best he could.

Out we went, 1½ days and a night in the rally car and we still didn't get all the way round the course. The instructions consisted by and large of some information on the section, sumulative and intermediate distance, a tulip diagram and a blank space for your pace note or literal instruction. Well on the sections we surveyed I tried to make the tulip fit the road and improve on it with the information instruction. This method stood us in good stead as you know we finished with no mishaps.

Scrutineering was great fun - there were rally crews everywhere in Canberra except at scrutineering, all looking for the bits they needed to become eligible. All except me of course, I was at the Greyhound bus depot picking up the little woman in the only vehicle we had available. You can imagine how my popularity rating soured. Not to worry, we got eligible and started. = All we really required was a little more fire extinguisher capacity.

Blewitts, the first special stage, felt good. It was a bit soft but the road for the most part was wide and very fast - a great start. To our surprise and delight, our nearest competitor, Dale Loader had picked up a two minute road penalty for entering the start control early.

Another couple of short dirt stages saw us heading for our first experience on bitumen. I had read plenty about this type of rallying in England and Europe and I was keen to experience the pace of this form of motorsport.

Our service crew were a tireless group of workers from Sydney. They were on time everywhere and did an immaculate job of caring for the car. They changed us onto a set of "A2's", I swapped some Halda gears and we set off for "Chisholm". The bitumen stages were quick!! Calls for the most part are under 700 metres and you don't get a chance to shut up.

Dennis was neat and tidy on the bitumen, not wasting time with sideways manoeuvres and our times reflected his consistent quick pace. This was his first drive on the "A2's" and they took some getting used to. I had already set our own target times for when we were to do these stages again.

Four bitumen sections done, it was back onto the dirt tyres and off to Uriarra forrest for what Dennis described as real rallying. Special Stage 14 was called "Bullock Paddock" and it started with 1.81 of dead straight road into a sweeping right hander. There are three humps in that dead straight road and at the pace we were going it would have been a simple matter to get a reading on an altimeter after the last of these humps. A top little section, 5.45 k in 4 minutes 33 seconds.

The meal break saw us running eleventh and around tenth on the road. We were uncertain about quick competitors behind us at this stage. The car was going well, so we sat down to a top feed at the Canberra Workers Club.

The night stages following that went like clockwork, with the exception of a dog of a stage called "Two Sticks". It was 30.25 k, a veritable marathon for a rally of this sort. You can imagine the scene, black as pitch in the forrest on a little narrow road littered liberally with large rocks and deep potholes and the only thing I'd say every now and then was something like 5.84 K GUTTER! Most every call in this section was over 1K long. Dennis kept mumbling expletives down the intercom - something to do with the doubtful parenthood of the road.

Getting to Impound after the end of the night division created some problems that we couldn't work out - and nor for that matter could Greg Carr's service crew. We had stopped on the Brindabella Road on transport back to Canberra. Some form of electrical problem was making it darn near impossible to drive the car at low revs. Well along comes the whole Ford service crew and stops to investigate the problem - bloody sporting of them actually - anyway no one can work it out so we motored as best we could back to the Canberra Workers Club where we found our own service crew.

Now at this stage we are down the whole of the 1st division and haven't lost one second of late time. On the last service before impound we find ourselves running against the clock. Dennis replaced the plugs, points, leads and coil and it appeared to clear itself so we bolted for the impound. Only lost a minute or so and things looked set for tomorrow. The girls had even cleaned the car.

Sunday morning was interesting. You see by this stage we had learnt of the woes of Peter Marcovich. Peter had a moment with an embankment apparently and split his fuel tank. Well the boys had taken it out of the car impound for repair and driven it into the impound on what was in the carburettars. Now you would have to understand that you cant so much as clean the windscreen while the car is in impound, so Peter and Neil were going to have to drive the car out of the impound parking lot and into service on what remained in the float bowls. Well they did it and the chief scrutineer still knows nothing about it. A great piece of tactical rallying.

Dennis and I also had some further teething problems with the electrics but got those fixed in the service time and made it to the start of Greenhills. Dennis got right into it and we did the 11.20k section in seven minutes, fifty-nine seconds (7.59)

We did Stromolo and Sherwood again and then into a new section called Cotter. This was a long run along a mountain ridge - good road too - into Vanities crossing. We had surveyed this road and discovered a large pothole in the middle of the concrete causeway, which in turn was covered by water. It was, we thought, quicker to hit the water to the right of the causeway. It wasn't too deep and the spectacle was great.

A couple of short stages later we are in mineshaft and I'm calling instructions wondering just how hard we should go into this abyss. We had looked at it, and looked at it - and then drove down it in the survey, but we weren't going this quick. The call goes like this:-

.43 90<sup>0</sup> RIGHT RUTS Dog of a Corner  
.39 Keep right into mineshaft.

Its actually another 300 metres to mineshaft but I didn't want to wait any longer to tell him about it. We did 5.18 the first time through then on the second run Dennis put soft compound tyres all round and we knocked this down to a 5.06. I think the photo Brian Stenzel has of us off the Planet in Mineshaft must have been taken the second time round.

The car gave us no hassels all Sunday and in fact at Oakey Creek we were fourth on the road and enjoying some T.V. coverage. Fortunately this situation continued on the bitumen right to the finish.. The organisers regrouped the field for the last two Bitumen stages and it was here that we started to think we were fourth.

We were started fourth into Macarthur and finished in the same place on the road.

The Castrol had been a magic event particularly for us and Le Specs. Our full appreciation and thanks goes to Geoff Sykes and his team for a great event. We actually finished 8th outright but were happy enough with that.

Le Specs, Dennis and myself will be out again for the Lutwyche Shopping Village Rally.

See you then,

WARREN TEGG



CATROL RESULTS SUMMARY

STAGE 1

1	Carr	6.51
2	Fury	6.53
3	Bell	7.13
4	Mulligan	7.33
6	Gabriel	7.41
10	Phillips	7.57
15	Brown	7.58
24	Kahles	8.10
28	Cutts	8.14
38	Marcovich	8.11

STAGE 2

1	Carr	2.35
1	Fury	2.35
3	Bell	2.40
4	Mulligan	2.46
9	Gabriel	2.50
14	Brown	2.52
16	Phillips	2.53
19	Kahles	2.54
28	Marcovich	2.57
34	Cutts	3.01

STAGE 3

1	Fury	3.30
2	Carr	3.31
3	Bell	3.41
6	Mulligan	3.54
6	Gabriel	3.54
14	Brown	4.05
16	Phillips	4.09
25	Kahles	4.13
29	Marcovich	4.18
37	Cutts	4.25

STAGE 4

1	Carr	4.12
2	Fury	4.15
3	Bell	4.22
5	Gabriel	4.37
6	Mulligan	4.43
11	Phillips	4.51
19	Kahles	4.56
19	Brown	4.57
35	Cutts	5.14
41	Marcovich	5.21

STAGE 5

1	Carr	3.10
1	Fury	3.10
3	Bell	3.17
5	Mulligan	3.29
6	Gabriel	3.30
7	Phillips	3.33
13	Brown	3.44
18	Kahles	3.47
28	Marcovich	3.55
32	Cutts	4.00

STAGE 6

1	Carr	7.13
2	Fury	7.18
3	Bell	7.27
5	Gabriel	7.59
6	Mulligan	8.01
9	Phillips	8.12
19	Brown	8.30
21	Kahles	8.33
29	Marcovich	8.43
33	Cutts	8.55

STAGE 7

1	Fury	2.32
2	Carr	2.34
3	Bell	2.36
5	Gabriel	2.42
11	Phillips	2.45
12	Mulligan	2.46
14	Brown	2.47
18	Kahles	2.49
33	Marcovich	2.54
38	Cutts	2.57

STAGE 8

1	Carr	2.45
2	Fury	2.48
3	Bell	2.53
5	Phillips	2.56
8	Mulligan	3.05
8	Kahles	3.05
10	Brown	3.08
14	Gabriel	3.09
36	Marcovich	3.21
41	Cutts	3.24

STAGE 9

1	Fury	4.59
2	Carr	5.04
5	Bell	5.25
6	Phillips	5.31
7	Mulligan	5.35
11	Brown	5.44
14	Kahles	5.47
17	Gabriel	5.48
36	Cutts	6.07
41	Marcovich	6.13

STAGE 10

1	Fury	1.24
2	Carr	1.27
4	Bell	1.31
8	Phillips	1.32
8	Mulligan	1.37
8	Kahles	1.37
11	Gabriel	1.38
18	Brown	1.40
34	Cutts	1.46
40	Marcovich	1.47

STAGE 11

1	Fury	3.09
2	Carr	3.15
3	Phillips	3.23
4	Bell	3.24
8	Mulligan	3.35
10	Brown	3.40
21	Gabriel	3.44
25	Kahles	3.47
35	Cutts	3.55
35	Marcovich	3.55

STAGE 12

1	Carr	7.04
2	Fury	7.14
3	Bell	7.41
4	Gabriel	7.53
5	Mulligan	8.10
12	Phillips	8.28
18	Cutts	8.49
19	Kahles	8.51
22	Brown	8.55
26	Marcovich	8.58

STAGE 13

1	Carr	7.56
2	Fury	8.06
3	Bell	8.27
4	Gabriel	8.43
6	Mulligan	8.58
8	Phillips	9.17
14	Kahles	9.20
21	Brown	9.31
29	Marcovich	9.46
33	Cutts	9.49

STAGE 14

1	Carr	3.50
2	Fury	3.53
3	Bell	4.05
4	Mulligan	4.09
6	Gabriel	4.21
10	Phillips	4.27
17	Brown	4.33
21	Kahles	4.38
23	Marcovich	4.41

STAGE 15

1	Carr	12.29
2	Fury	12.34
3	Gabriel	13.26
5	Bell	13.31
6	Mulligan	13.35
13	Brown	14.12
14	Phillips	14.17
14	Kahles	14.17
41	Marcovich	18.42

STAGE 16

1	Carr	10.06
2	Fury	10.11
3	Bell	10.43
4	Gabriel	10.55
5	Mulligan	10.59
11	Brown	11.32
13	Phillips	11.42
17	Marcovich	11.51
37	Kahles	12.40

STAGE 17

1	Carr	7.44
2	Bell	7.50
3	Fury	7.57
5	Mulligan	8.34
6	Gabriel	8.39
18	Brown	9.05
20	Phillips	9.09
20	Marcovich	9.09
27	Kahles	9.21

STAGE 18

1	Carr	3.47
2	Fury	2.49
3	Bell	4.01
4	Mulligan	4.11
6	Gabriel	4.21
8	Brown	4.25
16	Phillips	4.30
24	Kahles	4.40
39	Marcovich	4.55

STAGE 19

1	Fury	3.55
2	Bell	4.04
4	Gabriel	4.21
6	Mulligan	4.24
8	Phillips	4.27
15	Brown	4.33
18	Kahles	4.35
36	Marcovich	4.53

STAGE 20

1	Fury	18.29
2	Carr	19.08
3	Bell	19.15
5	Gabriel	20.04
6	Mulligan	20.43
9	Phillips	21.16
17	Brown	21.40
22	Kahles	21.50
38	Marcovich	23.25

STAGE 21

1	Fury	26.16
2	Bell	27.06
3	Gabriel	28.30
4	Mulligan	28.46
5	Mulligan	28.59
14	Brown	30.33
22	Kahles	31.31
36	Marcovich	23.21

STAGE 22

1	Fury	4.24
3	Mulligan	4.43
5	Phillips	4.51
7	Gabriel	4.53
9	Brown	4.55
23	Bell	5.16
28	Kahles	5.21
37	Marcovich	5.35

STAGE 23

1	Fury	8.01
2	Bell	8.27
3	Gabriel	8.36
5	Phillips	8.56
6	Mulligan	8.57
13	Brown	9.23
26	Marcovich	9.48
27	Kahles	9.50

DIVISION 1

1	Fury/Suffern	2	41.22	12	Brown/Tegg	3	02.22
2	Bell/Ellis	2	44.55	19	Kahles/Wegg	3	06.32
3	Gabriel/Wolff	2	52.14	29	Marcovich/ McNeil	3	13.39
4	Mulligan/Jones	2	53.15		Carr/Gocertas	3	39.41
5	Phillips/Garbett	2	58.01	43			

STAGE 24

1	Carr	6.43
2	Fury	7.03
3	Bell	7.05
5	Gabriel	7.30
10	Phillips	7.41
17	Kahles	7.53
21	Brown	7.59
32	Marcovich	8.10

STAGE 25

1	Carr	1.34
2	Fury	1.37
5	Bell	1.46
5	Gabriel	1.46
9	Phillips	1.47
19	Brown	1.50
29	Kahles	1.54
38	Marcovich	1.58

STAGE 26

1	Carr	4.02
2	Fury	4.10
3	Bell	4.16
6	Phillips	4.33
9	Gabriel	4.35
9	Brown	4.35
22	Marcovich	4.45
27	Kahles	4.49

STAGE 27

1	Carr	5.56
2	Fury	6.05
3	Bell	6.11
6	Gabriel	6.28
9	Brown	6.32
11	Phillips	6.37
15	Kahles	6.44
28	Marcovich	6.58

STAGE 28

1	Carr	6.17
2	Fury	6.33
3	Bell	6.44
6	Gabriel	7.05
7	Phillips	7.07
12	Brown	7.16
14	Kahles	7.17

STAGE 29

1	Fury	4.48
2	Bell	4.53
4	Gabriel	5.12
4	Phillips	5.12
8	Brown	5.18
27	Kahles	5.33
38	Carr	8.32

STAGE 30

1	Carr	4.01
2	Fury	4.16
8	Bell	4.36
14	Brown	4.43
21	Phillips	4.47
22	Kahles	4.49
24	Gabriel	4.51

STAGE 31

1	Carr	7.00
2	Fury	7.13
3	Bell	7.23
4	Gabriel	7.37
6	Brown	7.49
20	Phillips	8.06
28	Kahles	8.17

STAGE 32

1	Carr	5.18
2	Fury	5.34
3	Bell	5.37
6	Phillips	5.58
8	Brown	6.05
13	Gabriel	6.08
19	Kahles	6.12

STAGE 33

1	Carr	4.45
2	Bell	4.49
3	Fury	4.50
4	Gabriel	5.06
4	Brown	5.06
28	Kahles	5.33

STAGE 34

1	Carr	4.02
2	Fury	4.11
3	Bell	4.14
5	Gabriel	4.22
8	Phillips	4.31
8	Brown	4.31
28	Kahles	4.45

STAGE 35

1	Carr	7.01
2	Fury	7.13
3	Gabriel	7.32
6	Brown	7.39
10	Phillips	7.50
21	Kahles	8.05
34	Bell	8.35

STAGE 36

1	Carr	9.53
2	Fury	10.16
3	Bell	10.30
6	Gabriel	10.51
8	Brown	10.57
17	Kahles	11.12
37	Phillips	14.43

STAGE 37

1	Carr	2.47
2	Phillips	2.53
4	Bell	2.55
5	Fury	2.59
7	Gabriel	3.05
10	Brown	3.06
10	Kahles	3.06

STAGE 38

1	Carr	5.09
3	Bell	5.20
4	Fury	5.28
5	Phillips	5.29
6	Gabriel	5.39
11	Brown	5.43
11	Kahles	5.43

STAGE 39

1	Fury	1.29
1	Phillips	1.29
3	Bell	1.32
7	Kahles	1.35
9	Gabriel	1.36
16	Brown	1.38

STAGE 40

1	Bell	3.21
2	Phillips	3.24
4	Fury	3.35
6	Brown	3.37
29	Gabriel	3.58
34	Kahles	4.04

RESULTS

1st	George Fury/Monty Suffern
2nd	Hugh Bell/Steve Ellis
3rd	Chris Gabriel/Gael Wolff
8th	Denis Brown/Warren Tegg
13th	Peter Phillips/Peter Garbett
16th	George Kahles/Greg Weale

Stanza	4	08.42
Datsun	4	14.42
Lancer	4	28.43
Escort	4	36.46
Datsun	4	40.08
Mazda	4	44.03

# 1981 Club Championships

## Rally Championship

1	Gary Kabel	21
2	Tony Best	19
3	Brad Skinner	14
= 4	Dale Payne	12
	Sherry Smith	12
= 6	Geog Byrne	11
	Phil Stephan	11
	Chris Eecham	11
	Hank Kabel	11
	Peter Kelly	11
11	Bob Browning	10
=12	Selma Taylor	9
	Wayne Salmon	9
	Jim Redden	9
	Peter Marshall	9
	Peter Gylesdale	9
	Laurie Garth	9
	Peter Garbett	9
19	Tim Chancellous	8
=20	John Blake	5
	Chris Eecham	5
	Paul Spoor	5
=23	Gary Luiten	4
	David Mandy	4
	Ian Goldenbothy	4
=26	Simon Rassel	3
	Perry Crawford	3
	Greg Gilliland	3
	Kerry Gilliland	3
=30	Simon Kabel	2
	Allan Ball	2
	Ray Gough	2
=33	Neve Walker	1
	Coral Taylor	1
	Heed van den Brin	1
	Roanz van den Br	1
	Geahan Smith	1

## Off Road Championship

= 1	Paul Wilkinson	20
	Dave Goostrey	20
3	Bruce Taylor	18
4	Ian Baker	17
5	ev Hamlin	15
= 6	Lawrence Svenson	13
	Janelle Svenson	13
= 8	Jim Adness	11
	Ian MacFarlane	11
	Tom Poots	11
	Geoff Dein	11
=12	Geoff Day	10
	Geoff Day	10
=14	Dave Skidwick	9
	George Croucher	9
	Ian Best	9
	Marianne Bond	9
	Ma van Amber	9
	David Pearson	9
20	Bob Laird	8
=21	Chris Lealim	7
	Ashton Bradley	7

## Off Road (Cont)

=21	Glenn Bradley	7
=24	Rod Sams	4
	Lloyd Prescott	4
	Noel Tang	4
	Mark Ashton	4
=28	Col Leavey	3
	Dwayne McClintovk	3
	Perry Conneely	3
	Peter Spring	3
=32	Samara Chalk	2
	Max Castle	2
	Csny Woodt	2
	Ron van der Haar	2
=36	Wayne Cambie	1
	Noel Jeffery	1
	Steven Jeffery	1
	Pill Daley	1
	Carol Daley	1
	David Henry	1
	Paul Jefferys	1
	Brian Thompson	1
	Kevin Read	1

## Night Run Championship

= 1	Ron Wilkins	31
	Greg Weale	31
3	Desley Collins	30
= 4	Sue Griffin	28
	Ross Stanfield	28
= 6	John Luiten	24
	David Mandy	24
= 6	Paul Wallace	22
	John Beggs	22
10	Dale Payne	20
=11	Charles Blake	16
	Tricia Smith	16
	Peter Smith	16
12	Don Milner	15
15	Wayne Kazeldine	12
=16	Sherry Smith	11
	Greg Barbe	11
=18	Jeff Wremain	9
	Alan McConnell	9
	Gary Kabel	9
	Warren Cegg	9
=22	Pat Collins	8
	Sandy Milner	8
=24	Ray Gough	7
	Allan Ball	7
=26	Joan Blake	5
	K Harlow	5
	Rob Beardon	5
=29	Peter Johnston	4
	Lorrelle Mansfi	4
	D Carlow	4
=32	Peter Stockton	1
	Barbara Knight	1
	Debra Day	1
	Jeff Boesen	1

## Ladies Championship

1	Sherry Smith	19
= 2	Janelle Svenson	11
	Desley Collins	11
= 4	Kerry Gilliland	10
	Marianne Bond	10
	Sue Griffin	10
= 7	Coral Taylor	9
	Sandra Chalk	9
	Tricia Smith	9
10	Carol Daley	8
11	Sandy Milner	7
12	Lorrelle Mansfield	6
13	Barbara Knight	5

## Club Championship

1	Gary Kabel	12
= 2	Burt Goostrey	11
	Ron Wilkins	11
	Greg Weale	11
	Paul Watkinson	11
= 6	Tony Best	10
	Dale Payne	10
= 8	Desley Collins	9
	Brad Skinner	9
	Sherry Smith	9
	Bruce Taylor	9
=12	Ian Baker	8
	Sue Griffin	8
	Ross Stanfield	8
=15	Nev Hamlin	7
	Gary Luiten	7
	David Mandy	7
=18	Greg Byrne	6
	Chris Eecham	6
	Hank Kabel	6
	Peter Kelly	6
	Phil Stephan	6
	Lawrence Svenson	6
	Janelle Svenson	6
=25	Jim Adness	4
	John Beggs	4
	Geoff Dein	4
	Ian Mac Farlane	4
	Tom Poots	4
	Paul Wallace	4
=31	John Blake	2
	Allan Ball	2
	Ray Gough	2

Everybody else who has scored any points is =34 on 1 point.

## PINEMOODS 150 RESULTS SUMMARY

LAP 1:

1. Poots/Dein	16.25	10. Stanfield/Hutton	18.03	19. Sams/Prescott	21.20
2. MacFarlane/Vah	16.57	11. Bradley/Bradley	18.11	20. Henry/Jeffreys	21.31
3. VanAmstel/Pearl	17.15	12. White/Blackbourne	18.22	21. Thompson/Read	22.02
4. Watkinson/Goot	17.18	13. Brand/Brand	18.41	22. Meller/Rea	24.20
5. Taylor/Hamlin	17.32	14. Cambie/Scottorn	18.45	23. Butter/Westwood	24.31
6. Svenson/Svensc	17.33	15. Abrahamson/Burton	19.14	24. Leavey/McClint.	25.10
7. Conneely/Sprin	17.37	16. Buckley/Byrne	19.25	25. Lenke/Lenke	26.54
8. Loy/Loy	18.30	17. Browning/Shannon	20.10	26. Marshall/Hass.	27.04
9. Bang/Ashton	18.01	18. Moedt/Vanderhaar	20.32	27. Daley/Daley	28.06

LAP 2:

1. Poots/Dein	15.12	9. Bang/Ashton	17.52	17. Butter/Westwood	21.25
2. Watkinson/Goot	16.09	10. Stanfield/Hutton	18.08	18. Henry/Jeffreys	21.38
3. MacFarlane/Vah	16.28	11. White/Blackbourne	18.17	19. Sams/Prescott	23.29
4. Taylor/Hamlin	16.33	12. Loy/Loy	18.18	20. Thompson/Read	24.24
5. Connelly/Sprin	16.47	13. Moedt/Vanderhaar	19.47	21. Cambie/Scottorn	26.45
6. VanAmstel/Pearl	16.57	14. Abrahamson/Burton	19.51	22. Daley/Daley	52.37
7. Bradley/Bradle	17.19	15. Meller/Rea	19.52		
8. Svenson/Svensol	17.34	16. Buckley/Byrne	19.58		

RUNNING TOTAL

1. Poots/Dein	31.37	9. Bang/Ashton	35.53	17. Meller/Rea	43.72
2. MacFarlane/Vah	32.85	10. Stanfield/Hutton	36.11	18. Cambie/Scottorn	44.9
3. Watkinson/Goot	33.27	11. White/Blackbourne	36.39	19. Sams/Prescott	44.49
4. Taylor/Hamlin	33.65	12. Loy/Loy	36.48	20. Butter/Westwood	45.56
5. VanAmstel/Pear	33.72	13. Abrahamson/Burton	38.65	21. Thompson/Read	46.26
6. Connelly/Sprin	33.84	14. Buckley/Byrne	38.83	22. Daley/Daley	80.43
7. Svenson/Svenso	34.67	15. Moedt/Vanderhaar	39.79		
8. Bradley/Bradle	35.3	16. Henry/Jeffreys	42.51		

LAP 3:

1. Poots/Dein	15.27	8. Bradley/Bradley	17.43	15. Butter/Westwood	20.32
2. Watkinson/Goot	16.00	9. Loy/Loy	18.18	16. Henry/Jeffreys	21.49
3. Taylor/Hamlin	16.14	10. Cambie/Scottorn	18.30	17. Buckley/Byrne	22.07
4. Svenson/Svensol	16.56	11. Moedt/Vanderhaar	18.57	18. Abrahamson/Burt	23.01
5. VanAmstel/Pearl	17.04	12. Meller/Rea	19.02	19. MacFarlane/Vahe	23.23
6. Bang/Ashton	17.12	13. Connelly/Spring	19.21	20. Thompson/Read	27.56
7. Stanfield/Hutt	17.32	14. Daley/Daley	19.49		

LAP 4:

1. Poots/Dein	15.23	7. Stanfield/Hutton	17.26	13. Bang/Ashton	24.09
2. Watkinson/Goot	15.46	8. Buckley/Byrne	17.31	14. Butler/Westwood	24.58
3. Taylor/Hamlin	16.04	9. Loy/Loy	18.39	15. Connelly/Spring	26.27
4. Svenson/Svensol	16.58	10. Daley/Daley	19.22	16. Moedt/Vanderhaa	27.43
5. VanAmstel/Pearl	17.16	11. Thompson/Read	20.45	17. Henry/Jeffreys	29.45
6. Bradley/Bradle	17.18	12. Abrahamson/Burton	23.26	18. Meller/Rea	37.12

DIVISION 1 TOTAL

1. Poots/Dein	62.27	10. Buckley/Byrne	79.01
2. Watkinson/Gootsrey	65.13	11. Connelly/Spring	80.12
3. Taylor/Hamlin	66.23	12. Abrahamson/Burton	85.32
4. VanAmstel/Pearson	68.32	13. Moedt/Burton	86.59
5. Svenson/Svenson	69.01	14. Butter/Westwood	91.26
6. Bradley/Bradley	70.31	15. Henry/Jeffreys	94.25
7. Stanfield/Hutton	71.09	16. Thompson/Read	95.07
8. Loy/Loy	73.45	17. Meller/Rea	100.26
9. Bang/Ashton	77.14	18. Daley/Daley	119.54

PINEWOODS 150 RESULTS SUMMARY (Contd.)

LAP 5

1. Poots/Dein	14.54	7. Conneely/Spring	17.20	13. Daley/Daley	19.27
2. Watkinson/Goos	15.44	8. Buckley/Byrne	18.25	14. Butter/Westwood	19.36
3. Taylor/Hamlin	16.29	9. Loy/Loy	18.32	15. Thompson/Read	21.28
4. VanAmstel/Pear	16.35	10. Moedt/Vanderhaar	18.41	16. Meller/Rea	23.44
5. Bradley/Bradley	15.53	11. Bang/Ashton	18.47		
6. Svenson/Svenson	17.00	12. Abrahamson/Burton	19.22		

LAP 6

1. Poots/Dein	15.00	6. Bradley/Bradley	16.48	11. Daley/Daley	19.20
2. Watkinson/Goos	15.58	7. Buckley/Byrne	17.09	12. Butter/Westwood	21.10
3. Taylor/Hamlin	16.17	8. Bang/Ashton	18.01	13. Henry/Jeffreys	23.00
4. Svenson/Svens	16.42	9. Loy/Loy	18.32	14. Conneely/Spring	24.39
5. VanAmstel/Pear	16.47	10. Moedt/Vanderhaar	18.42	15. Thompson/Read	26.02

RUNNING TOTAL

1. Poots/Dein	91.41	6. Bradley/Bradley	102.92	11. Butter/Westwood	130.92
2. Watkinson/Goos	95.75	7. Loy/Loy	109.69	12. Henry/Jeffreys	135.67
3. Taylor/Hamlin	98.29	8. Buckley/Byrne	113.55	13. Thompson/Read	141.57
4. VanAmstel/Pear	100.74	9. Conneely/Spring	120.91	14. Daley/Daley	157.61
5. Svenson/Svens	101.23	10. Moedt/Vanderhaar	122.62		

LAP 7

1. Poots/Dein	15.23	6. Svenson/Svenson	17.05	11. Moedt/Vanderhaar	19.21
2. Taylor/Hamlin	16.23	7. Conneely/Spring	17.40	12. Daley/Daley	19.54
3. Watkinson/Goos	16.33	8. Buckley/Byrne	17.57	13. Thompson/Read	22.52
4. VanAmstel/Pear	16.37	9. Bang/Ashton	18.08	14. Butter/Westwood	23.25
5. Bradley/Bradley	16.50	10. Loy/Loy	18.34	15. Henry/Jeffreys	23.57

LAP 8

1. Poots/Dein	15.57	6. Svenson/Svenson	17.11	10. Thompson/Read	22.45
2. Taylor/Hamlin	16.00	7. Bang/Ashton	17.52	11. Moedt/Vanderhaar	23.42
3. Watkinson/Goos	16.09	8. Conneely/Spring	18.35	12. Daley/Daley	29.31
4. Bradley/Bradley	16.44	9. Loy/Loy	18.35		
5. VanAmstel/Pear	17.03	9. Henry/Jeffreys	20.36		

RESULTS

1. Tom Poots/Geoff Dein	123.41	1st	Class	1
2. Paul Watkinson/Burt Goostrey	129.37	1st	"	2
3. Bruce Taylor/Neville Hamlin	131.32	2nd	"	1
4. Ed. VanAmstel/David Pearson	135.34	2nd	"	2
5. Lawrence Svenson/Janelle Svenson	136.59	1st	"	3
6. Ashton Bradley/Glenn Bradley	137.46	3rd	"	1
7. Cedric Loy/Geoff Loy	147.58	1st	"	5
8. Neil Bang/Mark Ashton	150.02	3rd	"	2
9. Terry Conneely/Peter Spring	158.26	4th	"	2
10. Gary Moedt/Ron Vanderhaar	167.25	2nd	"	5
11. David Henry/Paul Jeffreys	186.20	1st	"	4
12. Brian Thompson/Kevin Read	188.14	2nd	"	3
13. Bill Daley/Carol/Daley	208.06	4th	"	2

FOLLOWING... DELIGHTED US WITH THE FOLLOWING.....

NORTHERN DISTRICTS SPORTING CAR CLUB  
POWDERPUFF RALLY

After being postponed for two weeks due to wet weather, the POWDERPUFF RALLY got underway and was run in great fashion on the 7-8th March. The Brisbane Sporting Car Club Ltd. was very well represented with no fewer than 10 crews having either one or both members having direct ties with the Club.

The lead up activities to the event, right through from the issuing of supplementary regulations, scrutineering, and most importantly the publicity activities again showed the 'professional' approach with which the N.D.S.C.C. organise their events. This, coupled with the social atmosphere surrounding the event, indicated that it was going to be a great rally. It was.

The event started from a central mall area at Kippa-Ring Shopping Village. Radio Station 4KQ had their mobile broadcast unit set up and one of their disc jockeys, Ian Pashen, did on-the-spot interviews with the organisers and the competing crews. The public appreciated this immensely as they gained a better understanding of what the event was all about and also how the crews were feeling about the whole thing, some a little apprehensive and some quietly confident.

Only the crews of Meg and Richard Davis and Elaine Jackson/Peter Kelly didn't make the start due to the change of date of the event. The other 16 crews all got away on the first transport without any problems and headed for the start of the first competitive outside Dayboro. The ample time allowed on this first transport section enabled the crews to gather in groups along the way and do a little socialising. This was great for the first half hour then the girls decided to get into it. We hopped in the cars and headed to the control to see what we were in for.

As the tension built up at the start control, all the last minute advice was passed on from the so called experienced competitors (including myself). What we didn't know was that we were all about to be taught a very important lesson.

The first competitive was 19.62km in 16 minutes along the top of the D'Aguilar Range up to Mount Hee. Some of the smaller capacity cars were slightly handicapped here as there was a great deal of uphill work. The slightly more experienced girls were showing their extreme competitiveness. Some not so experienced crews were also showing heaps of talent. Fastest on this section were down 8 minutes, petite Michelle Maloney and gutsy Gary Kabel among them. With them were Lesley Wagner/Allan McInnes, Margy Whiteside/Peter Garbett, and Noelle Drummond/Bob Trigger. Next down 9 minutes were Tricia McLean/Sherree Shannon and Sherry Smith/Easy Payne. I got this nickname because I must have told Sherry to "take it easy" some 50 times in the first competitive. One notable mishap on this section was the stranding of Kerrie Browning/Terry Crawford at the bottom of a trail bike track after the halda in their car failed and they misqueued on a turn by a mere 100 metres. They had to be winched back up the steep track and continued in the rally to the end even though they were out of late time.

Next came 12.29km in 10 minutes. After the initial competitive a few crews were settling into a routine and proving that they could be very

quick, Wagner/McInnes, Browning/Crawford, Lyn Gatton/Glen Law, Whiteside/Garbett and Drummond/Trigger were equal fastest all down 2 minutes. Next down 3 were Bev Uebergang and the ever present Tony Best, newlyweds Coral and Mark Taylor (still on their honeymoon) and the two crews who were to battle it out all night McLean/Shannon and Smith/Payne. Unfortunately the crew of car 16, Amanda Lahey and G McKenzie had to retire after this section as the driver became ill.

The third competitive was aptly called "Forest Racer", 14.38km in 12 minutes. I'll tell you right now that this is the section that convinced me that these ladies know what it is all about. Sherry Smith and I dropped 6 minutes and I thought we were going pretty quickly, especially at the spectator point where we did a right then went downhill to a sweeping right hander. Sherry went down the hill like a rocket, threw the car sideways and booted the car through the corner as if she had been doing it for years. Now comes the crunch. Kerry Browning, obviously stirred on by her previous mishap, dropped a mere 4 minutes. As well Wagner/McInnes, Whiteside/Garbett and Drummond/Trigger all dropped only 5 minutes. Also down 5 with us were Maloney/Kabel, Fritter (I mean Taylor)/Taylor and McLean/Shannon. Now after saying all this better is yet to come.

The last competitive before Division Break was "The Loop", a quick 7.73km in 6 minutes. Some of this section was common to the previous one so a few crews encountered a bit of dust. No problem for the girls however as five crews were equal fastest down 4 minutes, Maloney/Kabel, Wagner/McInnes, McLean/Shannon, Whiteside/Garbett and Drummond/Trigger. Next came a host of crews down 5 including Desley and Trevor Garbett (Desley now coming to grips with the Datsun's new cam) and Kay Wilson/Dave Scharf.

At the Division Break the crews had time to relate their experiences and scores. The girls were all enjoying themselves immensely and the navigators, including a father (yes Jim, you were the only one), a couple of husbands, and various assorted boyfriends and friends, were contemplating what Division 2 was going to be like now that the girls knew that there were only a few points separating the top half dozen crews. In fact six crews were within 4 points. Wagner/McInnes, Whiteside/Garbett and Drummond/Trigger were all down 19 points followed by Maloney/Kabel and McLean/Shannon down 22, and Smith/Payne down 23.

The Division 2 competitives started with a re-run of Division 1 Section 4. Wagner/McInnes, Browning/Crawford and Drummond/Trigger showed that they intended setting the pace again dropping only 2 minutes to be the quickest. We lost another crew at this stage of the rally as Glenis and Mick Barry withdrew when the former succumbed to illness.

The next competitive was a re-run of the "Forest Racer" section of Division 1. The same three crews as were the quickest on the previous section, and I am happy to say, Smith/Payne were equal fastest on this section. It is very interesting to note that 10 of the crews, including Gay and Jim Reddick, Uebergang/Best, Garbett/Garbett and Wilson/Scharf all improved their times on the section relative to the 1st Division, some by better than two minutes.

The third competitive of Division 2 was again run over a similar track as a 1st Division competitive. Kerry Browning was clearly fastest dropping only 3 minutes to the 4's of Maloney/Kabel, Wagner/McInnes, Taylor/Taylor, Smith/Payne, McLean/Shannon and of course the consistent Drummond/Trigger. Again 5 crews bettered their previous times over the section.



The final competitive of the rally was run over the first competitive of the rally only in the opposite direction. This time it was mostly all heart-in-the-mouth downhill stuff. Browning/Crawford were again quickest down 6 minutes, a vast improvement on the 109 minutes they lost the first time around which unfortunately put them out of the overall results (unfortunately for them, fortunate for the other crews). Next on that competitive down 7 minutes came crews which would end up filling four of the top five final positions, Wagner/McInnes, Drummond/Trigger, McLean/Shannon and Smith/Payne.

Well it was almost all over. The last transport led back to the finish and a poolside barbeque at International Blakeway Pools Display Centre at Strathpine. The results, after an amount of discussion, showed a tie for 1st Outright between the crews of Lesley Wagner/Allan McInnes and Noelle Drummond/Bob Trigger down a total of 36 points. In 3rd Outright were Margy Whiteside and Peter Garbett down 40 closely followed by Tricia McLean/Sherree Shannon and Sherry Smith/Easy Payne in equal 4th place down 41 points.

Now for the congratulations:

To the winners: for a great effort throughout the rally.  
 To the other competitors: for providing great competition.  
 To all the girls who ran: for having the guts to have a go.  
 To the director Barry Hayward and N.D.S.C.C. for a superb rally.

Dale 'Easy' Payne

FOR SALE

DATSUN SKYLINE: 1973 Model 4 door sedan, Automatic with full factory C2 Pack of Power Steering. Air Conditioning, AM-FM Cassette unit and 100 watt Marchal Q1 low and high beam lights. 12 months registration and near new radials.

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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.

Upto two organisers of each event will each receive 9 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.

## FRANK TOMLIN MITSUBISHI NOVICE/CLUBMAN RALLY

Organised by Laurie and Midge Garth this event was a real test on navigators. To make sure navigators didn't fall asleep all Competitive and some transport sections were mapped. In most of these 80 kph had to be averaged or crews would be penalised for arriving early or late. Drivers were getting frustrated as they were told to slow down, then speed up, then slow down.

A long transport of 151km left the Woolworths Car Park at Toowong. Given three hours to cover the distance, navigators had heaps of time to work out all the first divisions mapped sections.

The first section was 24km in 20 minutes, and average of 30kph. A series of 6 or 7 jumps in a row provided spectators with a lot of action, as cars were not warned and did not see the first couple.

An 18km transport and crews again had to average 80kph or 13km in 10 minutes. Many were not able to keep the speed up and dropped 1 or 2 at the end of the section. The third competitive was the first real chance drivers had to get into it. 5km in 4 minutes saw most clear the section.

Passage Controls were set well so that no one could short cut section 8. Most cleared the 26 km section in 21 minutes.

Section 10 saw a 5.8km straight then at the end the road went 90° left. A home made arrow pointing straight down into a blind creek caught many cars. The arrow was placed after the creek. Cars were held up for awhile as the front runners caught the 2nd car.

Section 12 saw Laurie Garth and Lee Drummond caught in a boggy spot. The section was then cut in half so as to miss the patch.

A redirection on an unmapped road saw many cars loose a lot of time. At the end of Section control officials were kept busy as the first 5 cars came in in 3 minutes.

Second division saw no average speed sections. In section 6, crews were advised to average 60kph so as to not damage cars. As it turned out 80 kph had to be done to beat the clock at the end of section. Most dropped 1 on this. Many navigators dropped off in the last section where T junctions turned out to be S0. A couple of cars got lost for 2 or 3 hours.

Finish was just outside Laidley in the early hours of the morning, with the average speed sections to be added. No one really knew who had won.

In all a top event comprising both mapping and average speeds and some fast driver sections. Lets hope Laurie and Midge will return next year to put on another good event.

GARY KABLE.

FRANK TOMLIN MITSUBISHI NOVICE CLUBMAN RALLY

RESULTS

Normally I would do a full summary of a FSCC rally result but not being a speed event, and indeed having strange average speed sections, I feel blah, blah, blah, (I'm short of time)

DIVISION 1

1	G. Luiters/D. Murdy	1	22	S. Passlow/ T.Crawford	12
=2	G. Byrne/T. Best	2	26	Somerville/Helsdon	32
	P. Stephen/ C.Beecham	2	28	N. Fritter/ C. Taylor	42
=4	D. Payne/S.Smith	3	30	K. Taylor/	49
=6	T. Scully/R. Browning	4	34	G. Carpenter/R. Burns	69
=9	B. Skinner/G. Kabel	5	36	K. Rasmussen/W. Dunk	88
=11	S. Kabel/P.Hetherman	6	37	G. Gilliland/K.Gilliland	101
	T. Chavalambous/J.Szard.	6	38	A. Ball/R. Gough	139
=14	Van den Brink/Van den Bri	8	39	Gatton/Low	285
=17	T. Barley/J. Blake	9	40	P. Wallace/M. Raynor	300

DIVISION 2

2	B. Skinner/G.Kabel	1	16	D. Payne/S.Smith	9
=3	G. Byrne/T. Best	2	=18	N. Fritter/C. Taylor	11
	T. Scully/R. Browning	2	21	S. Passlow/ T. Crawford	13
	T.Chavalambous/J.Szard	2	28	S. Kabel/P.Hetherman	32
=8	G. Luiters/D. Murdy	3	30	K. Taylor/W. Salmond	39
=10	T. Bailey/J.Blake	4	33	G. Gilliland/K.Gilliland	49
=12	F.Van den Brink/Van den	5	35	A. Ball/R. Gough	111
=14	P.Stephens/C. Beecham				

RESULTS

1st	G. Byrne/T. Best	Mazda	4
= 3rd	B.Skinner/G. Kabel	Mazda	6
	T.Scully/ R. Browning	Torana	6
= 5th	P.Stephens/C. Beecham	Datsun	8
	T.Chavalambous/J.Szardwski	Mazda	8
= 9th	D.Payne/S. Smith	Mazda	12
11th	T.Bailey/ J. Blake	Datsun	13
12th	G.Luiters/D.Murdy	Mazda	16
= 17th	S. Passlow/T. Crawford	Datsun	23
= 23rd	N. Fritter/C. Taylor	Datsun	53
= 30th	E.Van den Brink/		
	F.Van den Brink	Holden	83
	K. Taylor/W.Salmond	Mazda	83
33rd	G. Gilliland/K.Gilliland	Lancer	150
35th	A. Ball/R. Gough	Escort	249

- All the World's a Stage-(or a transport)  
and somebody has to clean up after the animal acts

A discourse on a non-competitive night by Big Ed.

One night at the Throat and Eyepatch I was accosted by elegant Laurie Garth a strolling electrician of fixed abode. He favoured me with what passes for a smile, "Aah young Smith" he cried, the powder from his wig falling in cascades down me doublet, "Ye arm me ole darlin" I retorted, "Methinks that on the forthcoming coach and pair thrash we shall place you as a sweeper", "I be too young" I cried, "Think of the babes on me wifes breasts, think on the fact that I foul my britches .. even when they haven't got the ball, no sweeper be I" A gnarled hand snaked out and gripped me by the nuticles (triple vince) "He be a sweeper, and a sweeper be he!"

So a week before the rally I got up at what was known as "Sparrows Fart" in the army and set off for the house of Errol Bailey. Did I say house, a palace, set deep in a socio-economic 92 area where inhabitants of Woodridge are asked to wear a yellow star on their clothes. Being of poor but dishonest stock it was only natural that my feet led me to the peeling door at the rear used by the servants. Soon my timorous tapping and crys of "BRING OUT YER DEAD" brought Errol round from the Grande Entrance of the house, he was clad in velvet mourning jacket and Gucci slippers. Before I knew it I was allowed to wait in the servants hall where they treated me like dirt, inside the Blue Room I could hear Errol and Peter Garbett enjoying a three course breakfast, but in the hall all there was was a lead lead water pipe pipe to suck - but enough of this foolishness as three more to follow.

We left at 6.20am, skirting the swimming pool and putting a shirt on the Henry Moore sculpture in the garden. The grounds were littered with toys, "Do you have any children?" I asked hopefully, Errol said "Fore" and drove the ball three hundred metres into next doors selection. Now the Ute we were going out in had seats 2, and even Lee Drummond could see that Errol, Peter and Me made bums three, so somebody seemed fit to earn a ridged arose. In the end it was democratically decided that Might was Right and as Peter was younger, lighter, and less inclined to tantrums, he would be pleased to sit on the rocker in the back.

So we made ourselves as comfortable as the Chrysler Corp. would allow and off to Toowoomba we went with Errols face showing white through the wheelhouse windows. The Frank Tomlin Valiant wagon had been fully prepared, Errol had placed some anti-grass screens over the radiator. I forget how many times we stopped to adjust these, it flapped, came out of its hole, Errols face shone redder and redder through the wheelhouse windows until he ejaculated violently (In words that we shall not repeat before this tender audience).

We stopped at the start of the first competitive to drink tea and kill some crows with a cake TIMS made - and to think I didn't even know SMITO was an anagram of MOIST. During the course of the day much fun was made of my using the word "400" to cover any distance between 20 metres and 2000 metres. Well halfway through the first division this worm turned, I selected a Turn Right, chose the feature that I figured to be 400 metres from the junction, then I counted down to the junction in 40 metre units. And had we turned right on my command 'Now' we would have neatly slotted into the overgrown road entrance, as it was Errol (Whose face shone white through the wheelhouse windows) overshot braking harshly, both Petrol hooting derisively at this dog leaving his day.

We stopped for lunch in Warwick at the Artery Hardeners an erotic establishment on the outskirts of town. I had had the sense to bring food with me, an amazement of Aardvarks and three cans of beer. I drank ONE of these cans, the temperate Peter referred to this (Through a mouthful of something grim) as 'howing' into the beer. We finished our recce by 3pm and a splendid little route it was, after Petrol had polished off the rest of the booze we travelled back to Brisbane - age being relegated the backseat, please note however that it was still Errols face that showed white through the wheelhouse windows. After sitting hunched in the rear of the wagon I've decided that Quasimodo was an Australian tourist who travelled through Europe in the back of a wagon, he stepped out at Notre-Dame and before he could straighten up he found himself swinging like the clappers and writing a letter to the Noise Abatement Society.

### Coral Taylor begs for it on the day of The Big One.

On the Saturday of the event when Laurie collected me from the shops in Sherwood I was hiding behind the few essentials one must take. A large esky containing cold sausage rolls and scotch eggs, plus some yellow cans of mineral water, a bag of clothes, box containing navigational equipment and the Corinda High Schools Senior Netball Team plus a framed portrait of Dennis Brown - we could only fit all this into the car by tipping it over Midge Garth. At the start I sold tickets to the Policemans Ball, if you couldn't dance no worries, as it was actually a raffle. The start from the Woolies Car Park Toowong was pleasantly un-dramatic, Jeff Tremain sat at a table saying 'No', Peter Garbett was given the task of despatcher and I got the plumb job as Road Book Handler-Outer. When I'm old, grey and wrinkled - the middle of next week - I'll always know theres one way to get beautiful women fawning over you, at one time I had Coral Taylor, Sherry Smith, Kerry Browning and Kerry Gilliland all begging for it - but none of them was getting a route from me ! In fact people were avoiding me all afternoon, you see they kept giving me the (Scrutineers) slip - ha! ha!

As I was dishing out the road books every two minutes Errol Bailey dashed up to tell me that hewas sending every single scrap of my stuff to the end of section six - a strange thing to be doing but every boy deserves a hobby. After the last car departed, Bob Lindsay, Paul and Michael Bailey, myself, the Red Army Choir and a Chinese Guards Division (Whose multitude of faces shone yellow through the wheelhouse windows) mounted into the sweepers 4WD Toyota and we set off too. First of all we stopped at the shops where I borrowed TIMS warm clothing. Luckily being colour blind and daft, I usually dress so strangely that nobody noticed during the night that I was wearing a bolero jumper, a redlined rally jacket with pixie hood and a pair of trousers that wouldn't do up at the fly - I suppose I should thank the dietys that TIMS wasn't enroute to a cocktail party - surely a rally sweeper in a black frock with white pearls would raise even Dave Ambroses' cultured eyebrows.

The actual task of sweeping was pure routine. Bob Lindsay face showed white through the wheelhouse windows, I got lost twice (Well all my maps had been sent off without me), we tow started Tony Hazeldine, fiddled with some levers on the floor to pull two cars out of the bog - and then fiddled with the same levers again to no avail, so Bob got out and gave the front hubs a cuddle (A Toyota fetish !). Actually when we set out I wasn't very happy as I considered that the 4WD would provide a slow and bumpy night, but it wasn't too bad at all even if the dashboard was too far away, and too low, to dive under when I was terrified. Boyd Ovens was loconically running the division break, we were surprised to see anybody there as we were quite late by now, ah but the dreaded re-route had struck. After the last

competitor had departed Boyd gave us a huge mound of papers and departed like a stung warthog. We followed in company with the Frank Tomlin Valiant wagon and Rod Bailey, they collected the clocks and boards and we followed as a tow-er (of strength). Warren Tegg, Greg Weale and Lorelle were at the first control, Kathstrines great gob was wide open as she snored in their car, as they'd had the whole field through they were despatched very soon but subsequent controls, with the disappearance of a few competitors, had a longer wait. Kev White was up a muddy track without a paddle and Peter Marshall was disgustingly cheerful, but once again the ladies were asleep in the car - thank heavens men have the patience, tenacity and sheer bottle to get the job finished. (And I can tell Wendy, Noelle and Desley right now that if they hit me I'll bleed all over them).

We reached the final control in dawns early light (Well done Dawn) and we retired to the finish at Lake Dywers picnic ground along with Errol, Frank Tomlin himself, Rod and the boys from the final control. The only signs of life their were Jeff Tremain, Peter Garbett and Glen Carpenters ever patience service crew. Glen and friends provided early morning fun as 3 sets of people were looking for each other and all going in a clockwise direction, eventually the second hand, the minute hand and the hour hand all coincided. Beer appeared by magic, the two Toyota 4WD owners found fault with each others vehicle - one had a Phillips head screw holding down a piece of obscure trim and the other had a Lucas (Aust) made sidelight bulb - and glorious to tell Errols boys had the fire going for breakfast. As we were cooking and eating, all these depressingly clean middle-aged middle-class people in polished four-wheel drives began putting up a camp around us (Their owl like faces showed VERY white through the wheelhouse windows). They looked aghast at a party of scruffs swigging beer at 8am. My own opinion was that replica Landcruisers were for hire at the front entrance, they ran on sunken slot-car tracks and were controlled by hand throttles upto a speed of 5mph. One venerable old dear said to Errol who was standing by the barbecue, "There are some wonderful sme Es drifting over from here". "Yes" Errol said "and the food doesn't smell too bad either". Frank Tomlin thought they were from The Young Peoples Free Biafra League - Toowoomba-branch. We sent one of Errols boys off to recci the stalls they'd set up and he said they all had cartons of old rocks on show - well they were having a jolly time, I couldn't see which one was the headkeeper but doubtless he was there. Inspired by this rampant commercialism around me I put my 3 car books on display - and actually made 15 cents.

As we all departed for home I couldn't help but notice how the faces showed haggard through the wheelhouse windows. Bob took me back to my father-in-laws (He's called me "Damn Fool" so often he's totally forgotten my name) where I nicked a Kit Kat, collected the Maser and drove home to be accosted by a Life-Line lady, but thats a horse of a different colour.

Big Ed

### Night Run - 25th March

Another entertaining evenings thrash with Paul Wallace and John Beggs doing the organising. The triers award goes to Lorelle Mansfield who spent over 3 hours unravelling the questions. The bit that caught most people out was TR at T, Q6, 4L with everybody looking for Q6 in the short space of road between the T junction and the 4th road on the Left. Very good for a first attempt at organising, it just needed a little more cunning to catch out all those wo'd done it all before - but I did like the clue in the window of the shopping centre, barmy all of us.

## MEMBERSHIP REPORT

Another 17 people joined the Brisbane Sporting Car Club during March. A warm welcome is extended to the following:

Paul Lewin	Tweed Heads N.S.W.
Anthony Healy	Newmarket
Kevin Read	Strathpine
Brian Thompson	Albion
Peter Johnson	Coorparoo
David Shannon	Ashgrove
Warren O'Shea	Holland Park
Mark Raynor	Eight Mile Plains
Peter Herlihen	Morningside
Ronnie Burns	McDowall
Don Buckley	Ashgrove
Ray Anderson	Gympie
Russell O'Shea	Holland Park
Alan Clumes	Northgate
Lorella Mansfield	Greenslopes (Associate)
Laurie Streitberg	Taringa
Bruce McMahon	Kelvin Grove

Membership for the year now stands at 357, consisting of 303 ordinary members, 40 associate members, 4 life members and 10 honorary members.

### PHONE INSTALLED AT CLUBROOMS

The phone has now been connected in the office at the Clubrooms and will normally be answered by Sue during office hours. It will also be available for incoming calls only on Wednesday nights and on other occasions when the clubrooms are open. The number is 391 8881

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### MOTORKHANA CANCELLED

As nobody has volunteered to organise the club motorkhana scheduled for the 17th May, this event has been cancelled. If anyone wishes to organise the club motorkhana set down for the 21st June, please contact the Club Captain, Dale Payne, URGENTLY, or this event too will have to be cancelled.

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### DUTY ROSTER

To ensure that potential new members are made welcome and introduced to the Club when they arrive for the first time on Wednesday nights, as more and more people are now doing, a roster has been established of Board members who are required to be at the Clubrooms from at least 7.30 pm for this purpose. The roster for the next couple of months is as follows:

Wed 22 Apr Sherry Smith	Wed 10 Jun Mike Mitchell
Wed 29 Apr Peter Marshall	Wed 17 Jun Dave Chadwick
Wed 6 May Peter McMahon	Wed 24 Jun Garry Connelly
Wed 13 May Desley Collins	Wed 1 Jul Jim Reddix
Wed 20 May Ian Bond	Wed 8 Jul Brian Stenzel
Wed 27 May Dale Payne	Wed 15 Jul Pat Collins
Wed 3 Jun Warren Tegg	Wed 22 Jul Sherry Smith



1981 CLUB OFFICERS

	<u>Phone Numbers</u>	
	<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 6999
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 McSahon	Brian Stenzel
	Garry Connelly	341 3961 221 6899
CAMS DELEGATE.....	Ian Bond	345 7828
CAMS OBSERVER.....	Nev Johnston	266 8241 258 1022
HON. AUDITOR.....	Brian Stenzel	262 1089 52 8816
PROMOTIONS OFFICER.....	Brian Swinton	48 4558 44 8125
BUILDING & PROPERTY OFFICER.....	Peter Smith	208 1721 379 6182
REGISTRAR.....	Peter Smith	208 1721 379 6182
MAGAZINE EDITOR.....	John Hall	345 5751
REFRESHMENTS OFFICER.....	Sherry Smith	349 9323
ART UNION PROMOTER.....	Errol Bailey	48 0546 371 5277
FINANCE SUB-COMMITTEE CHAIRMAN.....	Desley Collins	390 1145
SOCIAL SUB-COMMITTEE CHAIRMAN.....	Dale Payne	221 9648 52 5571
SPORTING SUB-COMMITTEE CHAIRMAN.....	Colin Powell	206 4338
MOTORHANA & SPEED EVENT OFFICER.....	Ian Bond	345 7828
OFF-ROAD OFFICER.....	Peter Marshall	202 6932 202 6932
RALLY OFFICER.....	Sue McGarry	391 8881
ADMINISTRATION OFFICER.....		

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	15	Apr	Off-road night at the clubrooms
Sat	18	Apr	ASW Rally of the West (ARC 1) BP 300 (Open off-road event, Griffith N.S.W.)
Sun	19	Apr	DDSCC closed rallysprint BSCC invited COMSC Queensland Motorkhana Championship Round 3
Tue	21	Apr	Sporting Sub-committee meeting
Wed	22	Apr	Night Run organised Alan Ball, Ray Gough Finance Sub-committee meeting
Wed	29	Apr	New members night at the clubrooms
Sat	2	May	BSCC Lutwyche Shopping Village Rally (ARC-2)
Tue	5	May	Board meeting at the clubrooms, 8.00pm
Wed	6	May	Motor Sport movies at the clubrooms
Wed	13	May	Rally night at the clubrooms
Sun	17	May	Surfers Paradise Races (ATCC-7) BSCC closed motorkhana organised by Desley Collins
Tue	19	May	Sporting Sub-committee meeting
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	RCCQ closed rally (Intercity)
Tue	2	Jun	Board Meeting at the clubrooms, 8.00pm
Wed	3	Jun	Wine and cheese night at the clubrooms
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 Kviticos Motors Rally (Novice/Clubman)
Wed	1	Jul	Social Night at the clubrooms.