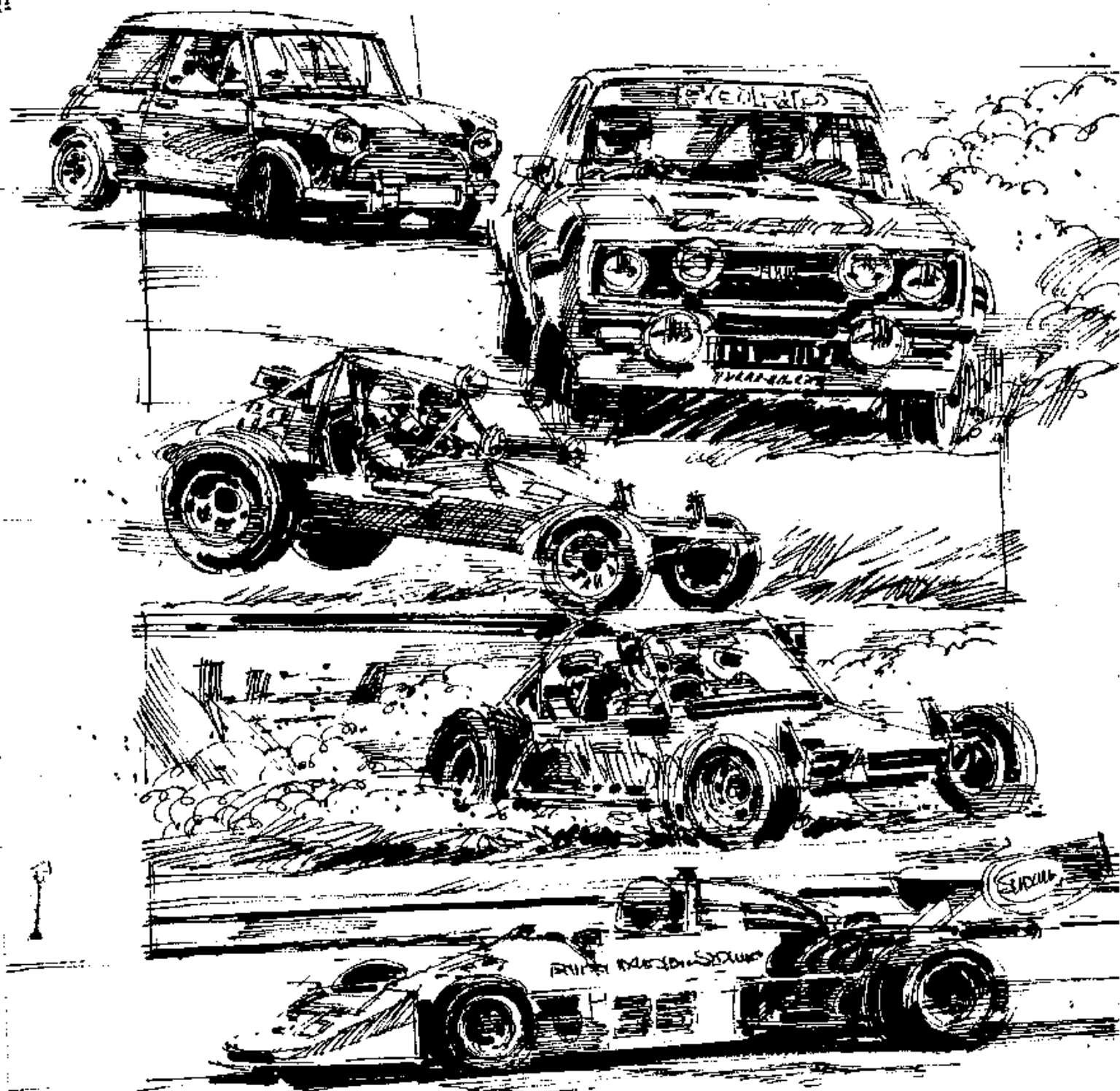




# BRISBANE SPORTING CAR CLUB MAGAZINE

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JUN 1981



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## BRISBANE SPORTING CAR CLUB

MAGAZINE - JUNE 1981

### Editorial

SHOCK ! NEWS !! HORROR !!!

Owing to the fact that I, the organiser, appear to be the only person going to my Motorkhana on June 21st I'm going to postpone it until the following Sunday June 28th - this is to get the event away from the clash with Lakeside, we are very worried that my event would reduce the gate monies at Lakeside by thousands of dollars - THIS NOTICE SUPERCEDES ANY OTHER INFORMATION INSIDE.

And thinking of Dick Johnson and whether he can gain the ATCC, wasn't that rock his mum rolled in front of his car last year positively the best thing that ever happened to Queensland motor sport - everywhere the man goes he attracts champion sized crowds. If only somebody would roll Neal Howard in front of my Suzuki Hatch, why this time next year I could be King of Woop-Woop.

So the next club Motorkhana will be at Donaldson Road, Rocklea at 12.30 in afternoon of JUNE 28th, at least 2 runs of 4 tests, any type of car eligible whether road registered or not, but it must have 4 wheels firmly affixed and the battery must be secure.

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### Major Forthcoming Event

FREE DRINKS AT THE BAR !

### Wednesday 1st July at the Clubrooms

The Club will be holding an Open Forum on the 1st July and to encourage peoples attendance the bar will be FREE for 30 minutes after the meeting has concluded.

The Forum will commence at 9pm and run for about 1/2 hour, the main points we hope to deal with are the organisation of all types of events in particular Goondiwindi, the Lutwyche and other Off Road, Rallies, Motorkhanas and Speed Events.

We naturally hope that as many people as possible will attend, if you enjoy your car club and the host of interesting things it provides then I'm sure we'll see you there.

FREE DRINKS AT THE BAR !

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### Short Course Off-Road Enduro - 5th July

The course for the event is at Purga, travel towards Warwick from Ipswich, Turn Left down the Boonah Road, Turn Right into Purga School Road, 1km Turn Left onto dirt road and the course is 1 1/2 km further on. The event commences at 10am under the direction of Lee Drummond, as this is a Short Course event the fun will be both fast and furious, a great day out for the whole spectating family. In the Regs it says "Food and drinks will be available at the venue throughout the day". DO PLEASE TAKE YOUR LITTER HOME !

Forthcoming Events and Short Reports24th June - Night Run

The crowned kings of Night Running are presenting this brain teaser - Tony Hazeldine and Charlie Blake - so if you've not done a Night Run before then start at the top. You need a car, torch, pencil and 3 tonnes of Brain Awake pills. If you haven't got a car then come along and, don't be shy, advertise your wares as a navigator (no experience necessary). The event starts from the clubrooms at 8pm.

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Please note that the KRITICOS RALLY has been postponed to a future date.

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As I sit here on the 12th June I still haven't seen any regulations for the NORTHERN DISTRICTS RALLY on 11th JULY, and as this is the second round of the QUEENSLAND RALLY CHAMPIONSHIP it looks like a poor start to things.

So all I can do is tell you what it was like in previous years and hope for the best. This is a timed to the second daylight thrash through the well trodden paths around Jimna. It starts at midday from a large garage in the centre of Redcliffe, this shouldn't be hard to find as Rally Cars and Service Crews will be buzzing around. Spectator Guides will be available at the start. Takes lots of warm clothes and warm or warming drinks for the night division, I make no guarantees as to the accuracy of the above but I'm sure we'll all survive.

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

Saturday 18th July - BSCC Intercity Rally

Thanks to Le Spec's and Warren Tegg/Coral Taylor this looks like a splendid event for budding rallyists to have a go in. Entries are already open (Regulations available from our good Secretary) and must be in by 7th July, the entry fee is cheap and 50 lucky runners will face 150km over public and private tracks starting from the Shell Panorama, Nambour at 6.30pm on July 18th. It is stressed that the chosen tracks will be smooth enough for non-rallying cars to participate without fear of damage, the only form of licence needed (apart from a driving licence) is that each crew member must hold a basic CAMS licence - available from our good Secretary. For more information phone the event secretary Coral Taylor at her home number 59 5323, or write 41 Edinburgh Castle Road, Kedron, 4031.

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Telecast - Monaco Grand Prix 31st May

Channel 9 hit the jackpot again albeit rather a delayed one.

The big bonus was that whilst the necessary ads were still with us the interminable trailers for silly shows like Love Boat and Charlies Angels had been scrapped, thereby reducing the risk of something interesting happening whilst we were away.

What a fabulous spectacle Formula 1 is when its condensed into the winding streets of a Mediterranean town, at one time no self-respecting coast town was without its thrash through the streets, Cannes, Nice, San Remo, Naples but now its only Monaco where 550 horsepower engines boom off the highrise.

Thank You Channel 9 once again, a top spectacle.

WARWICK DAILY NEWS CHERRIBAH ENDURO24th MAY 1981Cherribah Chuckles

Not many Chuckles here as none of you rotten lot have written me a report, are you all ashamed to do well in these splendid events ?

This was the closest Off Road Enduro I've ever timed, but this fact was almost unknown outside of the timing tent - it's about time we had a proper P.A. speaker set up for broadcasting complete with broadcaster, I could do the latter but I cannot time and speak.

Another point is that during an 8 lap event I would have thought it essential that the competitors are kept informed of whatshappening by use of Pit Signals, if both Van Amstel and Svenson had known their positions overall one lap from the end I wonder if the results would have been different ? This has given me a mental picture of 33 pit board people looking over the timekeepers shoulder as he's trying to work, perhaps a large dismountable blackboard, a la Battle of Britain would be a good thing.

Results SummaryDiv.1 Sec.1

1. Adress/Macfar	24.21	10. Loy/Loy	27.08	20. Henry/Jeffreys	30.07
2. Taylor/Hamlin	25.14	11. Jeffrey/Jeffr	27.32	21. O'Brien/Scott	30.27
3. Collins/Colli	25.25	12. Conneely/Dunk	27.36	22. Jervis/McClymon	30.29
4. VanAmstel/Pear	25.33	13. Buckley/Buck	27.57	23. Moedt/Siemon	31.07
=5 Bradley/Bradle	25.38	14. Starsfield/Gri	28.15	24. Lemke/Lemke	32.55
Hopkins/Baker	25.38	15. Sams/Prescott	28.29	25. Blackmore/Morga	33.53
6. Brand/Westwoo	25.46	16. Flood/Johnson	29.09	26. Taylor/Reeves	35.07
7. Macfarlane/Vah	25.47	17. Butter/Hegart	29.12	27. Byrne/Palmer	35.44
8. Svenson/Svenso	26.14	18. Cambie/Scott	28.36		
9. Wilson/Denning	26.20	19. Hufschmid/Tain	29.48		

Div.1 Sec.2

1. Svenson/Svens	24.11	11. Hufschmid/Tain	25.52	21. Cambie/Scottorn	28.30
2. Bradley/Bradle	24.17	12. Hopkins/Baker	25.58	22. O'Brien/Scott	28.54
=3. Brand/Westwood	24.24	13. Moedt/Siemon	26.05	23. Henry/Jeffreys	29.01
Macfarlane/Vah	24.24	14. Jeffrey/Jeffr	26.12	24. Byrne/Palmer	29.12
5. Collins/Collin	24.28	15. Buckley/Buckl	26.19	25. Taylor/Hamlin	31.11
6. VanAmstel/Pear	24.33	16. Same/Prescott	26.38	26. Blackmore/Morgan	32.25
7. Adness/MacFarl	24.44	17. Loy/Loy	26.43	27. Jervis/McClymont	36.02
8. Conneely/Dunkl	24.47	18. Flood/Johnson	27.31		
9. Wilson/Denning	25.20	19. Stanfield/Gri	27.53		
10. Taylor/Reeves	25.33	20. Butter/Hegart	28.28		

SUB TOTAL

1. Adness/MacFar	49.05	10. Conneely/Dunk	52.23	19. Moedt/Siemon	57.12
2. Collins/Collin	49.53	11. Jeffrey/Jeffr	53.44	20. Butter/Hegarty	57.40
3. Bradley/Bradle	49.55	12. Loy/Loy	53.51	21. Cambie/Scottorn	58.06
4. VanAmstel/Pear	50.06	13. Buckley/Buckl	54.16	22. Henry/Jeffreys	59.08
5. Brand/Westwood	50.10	14. Sams/Prescott	55.07	23. O'Brien/Scott	59.21
6. MacFarlane/Vah	50.11	15. Hufschmid/Tai	55.40	24. Taylor/Reeves	60.40
7. Svenson/Svenso	50.25	16. Stansfield/Gr	56.08	25. Byrne/Palmer	64.56
8. Hopkins/Baker	51.36	17. Taylor/Hamlin	56.25	26. Blackmore/Morga	66.18
9. Wilson/Dennin	51.40	18. Flood/Johnson	56.40	27. Jervis/McClymon	66.31

Div.1 Sec.3

1. Adness/MacFarl	23.26	10. Buckley/Buckl	25.38	19. O'Brien/Scott	27.59
2. Collins/Collins	23.48	11. Hopkins/Baker	25.41	20. Cambie/Scottor	28.02
=3. Svenson/Svenson	24.13	12. Taylor/Reeves	25.46	21. Moedt/Siemon	28.12
Brand/Westwood	24.13	13. Hufschmid/Tai	25.48	22. Blackmore/Morg	31.31
5. VanAmstel/Pear	24.26	14. Sams/Prescott	26.04	23. Bradley/Bradle	37.43
6. Byrne/Palmer	24.35	15. Loy/Loy	26.29		
7. MacFarlane/Vahr	24.46	16. Jeffrey/Jeffre	26.48		
8. Wilson/Denning	24.55	17. Flood/Johnson	26.57		
9. Conneely/Dunkl	25.29	18. Henry/Jeffrey	27.49		

Div.1. Sec.4

1. Collins/Collin	23.16	9. Brand/Westwood	25.35	17. Blackmore/Morg	31.24
2. Svenson/Svenso	23.58	10. Sams/Prescott	25.41	18. Loy/Loy	31.40
3. VanAmstel/Pears	24.31	11. Conneely/Dunkl	25.45	19. Jeffrey/Jeffrey	31.55
4. Byrne/Palmer	24.53	12. Buckley/Buckle	25.47	20. Hufschmod/Taint	42.03
5. Bradley/Bradley	24.57	13. Flood/Johnson	27.33	21. Wilson/Denning	60.53
6. MacFarlane/Vahr	25.11	=14. O'Brien/Scott	28.00	22. Moedt/Siemon	62.02
7. Hopkins/Baker	25.14	Cambie/Scotto	28.00		
8. Taylor/Reeves	25.31	16. Henry/Jeffrey	28.24		

DIVISION 1 TOTALS

1. Collins/Collins	96.57	9. Sams/Prescott	106.52	17. O'Brien/Scott	115.1
2. Svenson/Svenson	98.36	10. Flood/Johnson	111.10	18. Henry/Jeffreys	115.2
3. VanAmstel/Pears	99.03	11. Taylor/Reeves	111.57	19. Hufschmid/Tain	123.3
4. Brand/Westwood	99.58	12. Loy/Loy	112.00	20. Blackmore/Morg	129.1
5. MacFarlane/Vah	100.08	13. Jeffrey/Jeffr	112.27	21. Wilson/Denning	137.2
6. Hopkins/Baker	102.31	14. Bradley/Bradl	112.35	22. Moedt/Siemon	147.2
7. Conneely/Dunk	103.37	15. Cambie/Scotto	114.08		
8. Buckley/Buckle	105.41	16. Byrne/Palmer	114.24		

After the incredible excitement of the Division 1 results, we shall take a short break before Division 2 explodes our minds.

PAS ARDUA AD ASTRA

Poor young Ross Noir discovered how hard the stars were to reach recently when he fell off a ladder, breaking a couple of ribs and some other bits, but luckily the brunt of his fall was taken by his wallet. As a seasoned ladder-faller-offer myself, I was amazed Ross didn't roll with the paper hanger's twist or slide gracefully to a halt using the electricians rappell. I've made this item chuckle-worthy as there is nothing so painful with broken ribs as a laugh.

GRT WELL SOON ROSS!

Big Ed.

Div. 2 Sec. 5

1. Collins/Collins	23.28	8. Taylor/Reeves	25.22	15. Cambie/Scott	27.12
2. Svenson/Svenson	23.39	9. Hopkins/Baker	25.28	16. O'Brien/Scott	27.46
3. Bradley/Bradley	23.35	10. Moedt/Siemon	25.49	17. Henry/Jeffrey	28.26
4. VanAmstel/Pearson	23.54	11. Buckley/Buckle	25.51	18. Sams/Prescott	28.43
5. Byrne/Palmer	24.32	12. Hufschmid/Taint	26.16	19. Jeffrey/Jeff	28.50
6. Macfarlane/Vahry	24.41	13. Loy/Loy	27.12	20. Blackmore/Mor	29.49
7. Brand/Westwood	25.21	14. Flood/Johnson	27.12		

Div. 2 Sec. 6

1. VanAmstel/Pears	23.49	8. Taylor/Reeves	25.28	15. Cambie/Scott	27.59
2. Brand/Westwood	24.02	9. Hufschmid/Tain	25.59	16. Jeffrey/Jeff	28.51
3. Svenson/Svenson	24.11	10. Buckley/Buckle	26.01	17. Blackmore/Mor	31.18
4. Collins/Collins	24.14	11. Moedt/Siemon	26.27	18. O'Brien/Scott	31.29
5. Macfarlane/Vahry	24.17	12. Hopkins/Baker	26.34	19. Sams/Prescott	40.02
6. Bradley/Bradley	24.23	13. Loy/Loy	27.31		
7. Byrne/Palmer	25.00	14. Flood/Johnson	27.32		

SUB TOTAL

1. VanAmstel/Pearson	47.03	8. Taylor/Reeves	50.5	15. Cambie/Scott	54.71
2. Svenson/Svenson	47.41	9. Buckley/Buckle	51.52	16. Jeffrey/Jeff	57.01
3. Bradley/Bradley	47.58	10. Hopkins/Baker	51.62	17. O'Brien/Scott	58.75
4. Collins/Collins	48.28	11. Hufschmid/Taint	51.75	18. Blackmore/Mor	69.67
5. Macfarlane/Vahry	49.11	12. Moedt/Siemon	51.76	19. Sams/Prescott	68.45
6. Brand/Westwood	49.23	13. Loy/Loy	54.43		
7. Byrne/Palmer	49.32	14. Flood/Johnson	54.44		

Div. 2 Sec 7

1. VanAmstel/Pearson	24.07	7. Sams/Prescott	25.48	13. Flood/John	27.30
2. Byrne/Palmer	24.12	8. Hufschmid/Taint	26.18	14. Jeffrey/Jeff	27.50
3. Svenson/Svenson	24.28	9. Moedt/Siemon	26.19	15. Cambie/Scott	27.57
4. Bradley/Bradley	24.29	10. Hopkins/Baker	26.33	16. Collins/Coll	28.20
5. Taylor/Reeves	25.22	11. Macfarlane/Vah	26.47	17. O'Brien/Scott	28.57
6. Buckley/Buckley	25.42	12. Loy/Loy	27.30	18. Blackmore/Mor	29.50

Div. 2 Sec. 8

1. VanAmstel/Pearson	23.32	7. Sams/Prescott	25.45	12. Flood/John	27.40
2. Bradley/Bradley	24.01	8. Buckley/Buckley	26.17	13. Cambie/Scott	27.50
3. Byrne/Palmer	24.19	= 9. Moedt/Siemon	26.29	14. Jeffrey/Jeff	28.57
4. Svenson/Svenson	24.46	= 9 Hufschmid/Taint	26.29	15. O'Brien/Scott	29.0
5. Taylor/Reeves	24.59	10. Loy/Loy	27.23	16. Blackmore/Mor	30.3
6. Hopkins/Baker	25.33	11. Collins/Collins	27.31		

TOTAL DIV. 2

1. VanAmstel/Pearson	95.22	7. Buckley/Buckle	103.51	13. Cambie/Scott	111.
2. Bradley/Bradley	96.28	8. Hopkins/Baker	104.98	14. Jeffrey/Jeff	114.
3. Svenson/Svenson	96.55	9. Hufschmid/Tain	105.02	15. O'Brien/Scott	117.
4. Byrne/Palmer	98.03	10. Moedt/Siemon	105.04	16. Sams/Prescot	120.
5. Taylor/Reeves	101.11	11. Loy/Loy	109.36	17. Blackmore/Mo	121.
6. Collins/Collins	103.38	12. Flood/Johnson	110.03		

FASTEST LAP TIMES

1. Collins/Collins	23.16	7. Hopkins/Baker	25.14	13. Loy/Loy	26.29
2. Svenson/Svenson	23.39	8. Buckley/Buckley	25.38	14. Flood/Johnson	26.57
3. VanAmstel/Pearson	23.32	9. Sams/Prescott	25.41	15. Cambie/Scott	27.12
4. Bradley/Bradley	23.35	10. Hufschmid/Taint	25.48	16. O'Brien/Scott	27.46
5. Byrne/Palmer	24.12	11. Moedt/Siamon	25.49	17. Blackmore/Mor	29.49
6. Taylor/Reeves	24.59	12. Jeffrey/Jeffrey	26.12		

FOR SALE      FOR SALE      FOR SALE      FOR SALE      FOR SALE      FOR SALE

Two 45DCOE WEBERS, including Manifold to fit Datsun. Complete \$300.00  
Contact Ross Pember Phone A/H 345 2746 or see Alan McConnell at the Club.

1 size 4 one piece Proban Flame Proof Suit - \$55

1 size 4 two piece Proban Flame Proof Suit - \$55

Both light blue in colour - BRAND NEW (Never been used)

RING: 3990254 and ask for PETER BALL (Mon-Thurs. 7:30-4.00 pm)

Allby sumpguard, Roo-bar, Full Roll cage, New Rally tyres, Saas Steering Wheel, CIBIE Z beams, lots of spares, wheels, tyres, gearbox, etc.

Over \$1200 worth of Mazda spares and equipment for only \$480.

PHONE 345 3153.

Members are invited to use the Magazine to advertise any items they wish to buy or sell.

Phone Sue McGarry at the Clubrooms on 391 8881 and lodge your advertisement



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 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 Qld.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 Championships

Night Run Championships

1	Desley Collins	52
= 2	Ron Wilkins	44
	Greg Weale	44
4	Dale Payne	40
= 5	Sue Griffin	38
	Ross Stanfield	38
7	David Mundy	36
8	Charlie Blake	35
= 9	Sherry Smith	34
	Alan McConnell	31
11	Paul Wallace	30
12	Tony Hazeldine	29
=13	Gary Luiten	26
	Peter Johnston	26
15	Gary Kabel	25
16	John Beggs	24
17	Don Milner	23
=18	Allan Ball	22
	Greg Barbe	22
=20	Tricia Smith	21
	Pete Smith	21
22	Pat Collins	19
=23	Ray Gough	16
	Sandy Milner	16
25	Warren Tegg	14
=26	Lorrelle Mansfield	13
	Dune Carlow	13
28	Jeff Tremain	9
29	Laurie Streitberg	8
=30	Peter Stockton	6
	Barbara Knight	6
	Faye Ball	6
=35	Rob Reardon	5
	Katharine Tegg	5
	Brad Skinner	5
36	Mark Raynor	2
=37	Brian Day	1
	Jeff Beeson	1
	Paul Waller	1
	Richard Schilpzand	1
	Brett Elliott	1

Off Road Championship

1	Ian Baker	25
= 2	Lawrence Svenson	23
	Janelle Svenson	23
= 4	Paul Watkinson	20
	Burt Goostrey	20
	Ed van Amstel	20
	David Pearson	20
= 8	Bruce Taylor	18
	Ian Bond	18
	Marianne Bond	18
11	Nev Hamlin	15
=12	Ashton Bradley	14
	Glenn Bradley	14
=14	Gedric Loy	12
	Geoff Loy	12
=16	Jim Adness	11
	Ian MacFarlane	11
	Tom Poote	11

Off Road Champs (Cont.)

=16	Geoff Dein	11
=20	Dave Chadwick	9
	George Croucher	9
	Pat Collins	9
	Desley Collins	9
24	Ed Hopkins	8
25	Chris Hamlin	7
=26	Don Buckley	6
	Noel Buckley	6
=28	Rod Sams	5
	Lloyd Prescott	5
	Greg Byrne	5
	Nenis Palmer	5
=32	Neil Bang	4
	Mark Ashton	4
	Nev Taylor	4
	Nick Reeves	4
=36	Col Leavey	3
	Dwayne McGlintock	3
	Terry Conneely	3
	Peter Spring	3
	Gary Moedt	3
	Les Flood	3
=42	Sandra Chalk	2
	Ron van der Haar	2
	Wayne Cambie	2
	Noel Jeffrey	2
	Steven Jeffrey	2
=47	Bill Daley	1
	Carol Daley	1
	David Henry	1
	Paul Jeffreys	1
	Brian Thompson	1
	Kevin Read	1
	Wayne Hufschmid	1
	Don Tainton	1
	Mark Siemon	1
	David Blackmore	1
	Ashley Morgan	1
	Doug Scottorn	1
	Michael O'Brien	1
	Clive Scott	1

Motorkhana Championship

1	Lindsay Sutherland	11
2	Lee Drummond	10
= 3	Desley Collins	9
	Steve McCabe	9
5	Simon Kabel	8
6	Rod Browning	7
7	Kelvin Taylor	6
8	Gary Kabel	5
9	T Krebs	4
10	D Martin	3
11	Noelle Drummond	2

Rally Championship

1	Tony Best	24
2	Gary Kabel	21
3	Peter Garbett	19
4	Peter Kelly	18
5	Brad Skinner	14

Rally Championship (C.)

= 6	Phil Stephan	13
	Chris Beecham	13
= 8	Dale Payne	12
	Sherry Smith	12
=10	Hank Kabel	11
	Brian Marsden	11
=12	Rod Browning	10
	Peter Phillips	10
=14	Kelvin Taylor	9
	Wayne Salmond	9
	Jim Reddiex	9
	Peter Marshall	9
	Peter Clydesda	9
	Laurie Garth	9
	Bruce Fullerto	9
	Mike Mitchell	9
	Garry Connelly	9
=23	Tim Charalambo	8
	Bruce Garland	8
	Allan Brown	8
=26	Paul Goopy	6
	Keith Tapsall	6
	John Hall	6
=29	John Blake	5
	Chris Harbeck	5
=31	Gary Luiten	4
	David Mundy	4
	Ian Goldsworth	4
	Bruce McCubben	4
	Norm Fritter	4
	Coral Taylor	4
=37	Simon Passlow	3
	Terry Crawford	3
	Greg Gilliland	3
	Kerry Gillilan	3
=41	Simon Kabel	2
	Allan Ball	2
	Ray Gough	2
=44	Fred van den B	1
	Franz van den	1
	Graham Smith	1
	Tony Kabel	1
	Rod Cross	1
	Boyd Ovens	1

Ladies Championship

1	Desley Collins	31
2	Sherry Smith	20
3	Janelle Svenson	11
= 4	Sue Griffin	10
	Marianne Bond	10
	Noelle Drummon	10
	Coral Taylor	10
8	Kerry Gilliland	9
= 9	Tricia Smith	8
	Sandra Chalk	8
=11	Sandy Milner	7
	Carol Daley	7
=13	Lorrelle Mansfi	6
	Dune Carlow	6
=15	Barbara Knight	4

1981 CLUB CHAMPIONSHIPSLadies (Cont)

=15 Faye Ball	4	17 Kathstrine Tegg	2
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Club Championship

1 Desley Collins	21	=20 Ross Stanfield	7
2 Gary Kabel	15	Sherry Smith	7
3 Dale Payne	12	Brad Skinner	7
= 4 Tony Best	11	=25 Chris Beecham	6
Ian Baker	11	David Mundy	6
Lindsay Sutherland	11	Phil Stephan	6
= 7 Lee Drummond	10	Kelvin Taylor	6
Lawrence Svenson	10	=29 Ian Bond	4
Janelle Svenson	10	Marianne Bond	4
Ron Wilkins	10	Charlie Blake	4
Greg Weale	10	Bruce Taylor	4
=12 Peter Garbett	9	=33 T Krebs	3
Steve McCabe	9	Alan McConnell	3
=14 Simon Kabel	8	D Martin	3
David Pearson	8	=36 Allan Ball	2
Ed van Amstel	8	Noelle Drummond	2
Paul Watkinson	8	Ray Gough	2
Burt Goostrey	8	Hank Kabel	2
Peter Kelly	8	Gary Luiten	2
=20 Rod Browning	7	Brian Marsden	2
Sue Griffin	7		

World Championship upto Belgian G.P.

1 Carlos Reuttemann	Willia	138	=12 Didier Pironi	Ferrari	17
2 Nelson Piquet	Brabham-Co	97	14 Nigel Mansell	Lotus-Coswo	15
3 Alan Jones	Williams-Cosw	77	=15 John Watson	McLaren-Coswo	12
4 Ricardo Patrese	Arrows-C	50	Hector Rebaque	Brabham-Co	12
5 Giles Villeneuve	Ferrari	29	17 Patrick Tambay	Theodore-C	9
= 6 Elio de Angelis	Lotus-Co	28	18 Andrea de Cesaris	McLaren	8
Jacques Laffite	Talbot-M	28	=19 Francesco Serra	Fittipald	6
= 8 Alain Prost	Renault	22	J P Jarier	Arrows-Coswort	6
Rene Arnoux	Renault	22	21 Bruno Giacomelli	Alfa-Rom	3
10 Marc Surer	Ensign-Coswort	19	=22 Keijo Rosberg	Fittipaldi-	2
11 Eddie Cheever	Tyrrell-Cos	18	Siegfried Stohr	Arrows-Co	2
= 12 Mario Andretti	Alfa-Romeo	17			

Film Night - 3rd June

Desley Collins earned the thanks of the 30 slavering swine who gathered for this lurid production. Somehow word had got round that the film was "The Bitch" a lurid production featuring Naughty Bits - however it was really "The B.I.T.C.H." a film by the Brisbane Internal Telephonics Communications Headquarters and it showed how Phone Maintenance Engineers tackle their job, and all in colour. Well Done Desley I understand that people are clamouring for more.

The Editor (par se!) is grateful to Mike Mitchell for the above information.

Rally Night - 10th June

Warren and the clean faced Kathstrine Tegg brought along some of Castrols splendid films for our delight. Once the buffoon operating the light switch got his act into place, and Warren had learnt the secrets of the projector, we got underway. Great Fun - something strange has happened to the white wine at the club, this last flagon isn't half bad. There were a big bunch of ugly bruisers at the bar Kerry Browning, Kerry Payne, Wendy Marshall, TIMS, Kathstrine Tegg etc forcing innocent males to buy them drinks, if \$3 rounds are going to become the norm can we get Bank-card in? (I've left Coral Taylor out of the above list as she's horrid).

MEMBERSHIP REPORT

No less than 27 people joined the club during the last month. A warm welcome is extended to the following new members:

Paul Bergmann	Ashgrove
Neil Jory	Geebung
Peter Meiers	Rialto
Tony Krebs	Mundah
Stephen Parker	Moorooka
Grey Smith	Cannon Hill
Shane Zoch	Balmoral
Glenn Zagami	Morningside
Ian Johnson	Clontarf
Mark Siemon	Acacia Ridge
Brendan Simpson	Seven Hills
Richard Schilzand	Camira
Denis Schofield	Goodna
Andrew Ilic	Darra
Ingrid Koedt	Toombul
Steve Joherman	Broadbeach
Dell Weber	Toowoomba (Associate)
Tayne Johnston	Broadbeach
Wayne Euglar	Sorrento
Paul Walter	Grange
Brett Elliott	Holland Park
Paul Dillon	Holland Park
Don Moore	Ashgrove
Trevor Eorden	Paddington
Faye Ball	Acacia Ridge
Bruce Langan	Inala (Associate)
	Camp Hill

Membership for the year has now reached a total of 436.

USE THE MAILBOX

The members' mailbox at the clubrooms is now in use again and is used for all correspondence to members including the Magazine. Please help us to reduce postage costs by collecting your mail from the mailbox whenever possible.

Remember that the clubrooms are now open during the day as well as on Wednesday nights.

Peter, At last, a story for the magazine! and you weren't even there to pick it up last night. SWINE, Coral.

The way we're treated!!!

TOTAL OIL RENAULT RALLY SPORTIVE

30/31st MAY 1981

"EVERY WHICH WAY BUT STRAIGHT" by Coral Taylor

The Yowie is still intact! I thought Kerrie was just practising as she slid across the grass at Kilcoy, but it was just to make sure the Yowie still had his 'thing'.

After we arrived at the start at Benarkin we discovered a broken engine mount. (I believe Rod was supposed to have fixed it some time back, but----?) Donga Dave unhooked our tailgate chain and used it to tie and bolt the mount for us. - We then had a "4 link" suspension - and that was just for the engine!

Section 1 "Gordini" seemed to be quite slow mainly due to the dust. My Halda was shorting out so that every time I zeroed it, I lost all lights including the map light. The first spectator corner was terrific - a lovely Ari Vatanen style slide to the apex.

Kerrie was much faster in the next two sections. Our main problem was trying not to knock over the officials at passage controls. The ute has a rear brake bias which automatically unsettles the car and we were always sideways before stopping.

In Section 3 I saw tail lights - "Kerrie, look!" my goodness, such excitement. Fortunately we had a long straight which enabled us to catch them by the time we reached a TFL. The yellow Cortina kindly pulled over and waved us past. We giggled all the way to end of section, wondering whether they were super-slow or we were super-fast.

Due to Datsun Reliability (as my Dad would say) no work was required on the ute at the service break, therefore we had lots of time for chats. We were very disappointed to see Mark (Car 1) still there. After cleaning the first section and being 2 minutes ahead of his nearest rival in the 2nd section, in the 3rd section he dropped 43 minutes after stalling the Lancer and not being able to start it. Trevor Garbett was looking rather sad, his Datsun 1600 had been damaged at a very dangerous TRGT with a large gutter. Luckily we slowed down and had driven over the gutter very cautiously. However, Dave Shannon also hit the gutter, along with Terry Scully (in Ann Thompson's Torana) who didn't manage to make it any further.

Section 5 "Dauphine" consisted of 25 creek crossings. My halda jammed after the first few and for a while I wasn't sure exactly which crossing we were up to.

Section 6 "Sturbo" had a TFR spectator point where Kerrie over corrected madly and fishtailed down the road. We then had a closed wire gate immediately before a passage which seemed to take ages to open and close. We came across a herd of stubborn cows in the middle of the road looking down upon us; never-the-less we ducked in between their legs.

The ute was so terribly underpowered up hill. At one stage I said "Kerrie is that flat?" - "Yes, - come on ute" as she jumped up and down in her seat.

We were held for half an hour at the start of the final competitive as car 1 on the road had hit a tree - head on. One km into the section and Kerrie's door flew open and wouldn't close.- Can you imagine the abuse she yelled? We managed to get to the passage control and then stopped to fix it, otherwise it was going to collect a tree and I'm sure Rod would not be impressed. Kerrie was quite mad at loosing time and was much faster for the rest of the section. (I will have an argument with her before we start our next rally as the madder she is, the faster she drives.) Halfway through the section I completely lost all my halda and map reading lights - total darkness. Unsuccessfully I groped for the torch. Kerrie immediately turned on the cabin light, which was very dim and only just managed to do the job.

Finally a 5km transport to the finish - and hot soup. A very enjoyable rally. We finished =6th and I still can't believe it, we were only in a standard Datsun 1200 ute!

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### RESULTS

#### OUTRIGHT

1st	R.Falldt/B.Dean
2nd	P.Jones/D.Jeffreys
3rd	P.Woodward/I.Stewart
4th	P.Lockhart/D.Dunstan
1ST CLASSIFIED	M.Taylor/I.Young
1ST RECOGNISED	P. Jones/D.Jeffreys
2nd	" E.Hayward/P.McLoughlin
1st CLUEMAN	R.Falldt/B.Dean
2nd	" P.Woodward/I.Stewart
1st NOVICE	B.Beikoff/R.Nealon
2nd	" K.Browning/C.Taylor
	E.Hetherington/K.Marlow

MOTORKHANA RUNDOWN

I have just discovered that there is a branch of motor sport that gives a lot of fun for an afternoon. is held once every month, makes use of your street car and doesn't cost the earth in nomination fees or car costs. In case there are any other unenlightened club members, I should mention that I am referring to the club motorkhanas.

After hearing at committee meetings that the motorkhanas looked like falling by the wayside due to a dearth of directors, and being assured that there is absolutely nothing to running them, I decided to try my hand at directing one.

For the record. Once you know what they are, it is quite simple. Getting to know what you are doing is another thing altogether, if you are, as I was totally ignorant, having never even seen a motorkhana. A trip to CAMS (Rosalie) to extract any necessary information resulted in the acquisition of an informative little booklet that set me straight.

After a few traumas, and a postponement due to a week of heavy rain, I eventually saw my efforts come to fruition on June 17th.

Everything I was told was true. The competitors will even help set up the test flats, tell you if you're doing something wrong, and even, as in Lee Drummond's case, put the cars into classes by following some mysterious method involving wheel base measurements.

As the Renault Car Club had indicated an interest in combining with RSCC for motorkhanas, an invitation was extended to them and this resulted in 5 RSCC members competing with 17 RSCC drivers in cars ranging from motorkhana "specials" to a Toyota 4WD landcruiser.

The skills displayed by some of the drivers were tremendous to see. Sutherland (outright winner), Drummond (second) and McCabe (third) were the stars of the day. I'm sure they could show some of the "big timers" a thing or two about hand-brake turns. As even the raw beginners were showing definite signs of skill improvement after just one afternoon on the course, I am now looking forward to putting one unsuspecting little yellow 'Superbug' into future events.

If you haven't entered a motorkhana before, why not enter Pete Smith's on June 21st. I can guarantee a most enjoyable day.

Results of the May event are listed below.

P.S. Thanks to all who assisted either on the day or with information.

Outright PlacesDesley Collins

1. L. Sutherland
2. L. Drummond
3. S. McCabe

Class Places

- |                  |                   |                    |
|------------------|-------------------|--------------------|
| F.1. S. Kabel    | C.1. I Both       | F.1. L. Sutherland |
| E.1. L. Drummond | 2. B. Day         | 2. S. McCabe       |
| 2. S. Kabel      | 3. D. Gibson      | 3. T. Krebs.       |
| 3. R. Frowning   | D.1. P. O'Shanesy |                    |

Memories of a Fart - Sack TrioOr: In Future - Bega You Than Me !

Through the good offices of Ira Berk I'd arranged to test a SSS Stanza for my benefit. However Peter Marshall phoned to say Mike Mitchell was contemplating driving down to gloat at the Bega Rally on his own, what a picture this conjured, that bent stocky figure fighting fatigue as the miles slipped past, we decided that the best thing his friends could do would be to go with the old bastard, otherwise anything could happen to him.

So I had to phone Ira Berk and say thanks but no thanks, which really is a cheek considering that we're not exactly the Bee's Knees when motoring journals are discussed.

Anyway at 7am on Friday 5th I was tucking into eggs and bacon at the Marshalls slice of Gods Own Country, Wendy having been dragged from the cot to do the labouring. As we ate on the verandah a troop of savage geese came honking up the drive, so big were they that one settled over my Suzuki Hatch and tried to make it live upto its name. Michael had arrived with not only the Commodore but the ittinery of this the Day 1 of the Floggitt and Run Tour.

0725	M.M. leaves Chermside	0km	Chermside West
0800	M.M. Picks up P.M. & P.S. and departs westward.	20km	Pinjarra Hills
0930	Trio top up tanks (TTUT)	160km	Warwick
1130	Trio pass through Goondiwindi fast to avoid hangover with Zoom Zaaka.		
	NOTE: Check level in Esky	374km	Goondiwindi
1245	TTUT & T (and Tummy)	498km	Moree
1545	TTUT - afternoon teatime	811km	Gilgandra
1800	TTUT & T - after pre-dinner drinks	1033km	Forbes
2100	TTUT - pumpkin scones with Flo, visit Mal to use his razor.	1328km	Canberra
2130	Still finding way out of Canberra	1340km	Canberra
2200	Enroute to Cooma - being runover by Ferraris, Porsche and the occasional Jowett enroute to the snow.	1391.2km	Monaro H'way
2345	Arrive Bega - take up residence for 3 nights in Princes Motel: Unit 22. Have cold XXXX and hit fart sack.	1558km	Bega.

Tommorrow: Another Day.

The latter expression 'Fart Sack' stands as a star in my Australian collection, what a splendidly male term, I was totally captivated by it.

We set off in the Commodore which wasn't a ball of fire under acceleration being only 3.3 litres and dragging 3 great bodies, plus a mound of cold weather gear including the essential esky, but it handled very well.

We rotated the driving anti-clockwise, the roads work west of Warwick were very obstructive causing delays of 10 - 15 minutes. The longest wait had a bunch of bikies at the head of the queue, a simple statement but you have to read into it. There's this skinny bloke with pimples, the foreman gives him a radio and a 'Stop' sign and soon the order comes to "Block the Road". So Little Jim stands there in the middle of nowhere and soon he hears faintly on the wind a distant murmur. And then a mile away in the heat haze a crowd of motorbikes cruise round the corner. Little Jims knees turn to water. As the bikes come nearer the cracked and stained leather jackets become plainer, Little Jim, as brave as any boy on a burning deck, stood quaking behind his 'Stop' sign.



The first bike stops. A 17 stone cretin with 'Twisted' studded into his bare chest looks at our lad and says "Just time for a cuppa tea old thing" - collapse of slim Jim. We were about 5th car on the grid, overtaking them all by nipping through Yallabons back street.

On we went, past the Jewish All-Australian Water Skiing Titles at Boggabilla and into the rain that continued sporadically for the rest of the day. Peter Marshall drove as Michael and I knelt on the floor praying for deliverance, we counted the wheat silos at Narrabri, I tried to read, the hours passed. We had dinner thingy and pressed on. The roads were fairly empty except between Canberra - Cooma where the panel vans and RX7's were off to the snowy. Everybody knows I couldn't drive snow let alone a car, so when my turn at the wheel came PM and MM sat there saying "Go on Zoom, the lot, its clear for miles" so I'd press on the outside with the wipers sweeping the torrential rain, at the head of one queue was a police car, with shouts of "Whoa-Smithix" we tucked in behind your obligatory ACT Volvo and pretended we were somebody else.

11.30pm (A little before schedule, one up for the renamed Fartsack Tours) and into Bega. The Princess Motel, CRIPES our room has one double and one single bed, 3 minds as one we all landed pell mell on the single bed. Mike Mitchell offered to let us walk back to Brisbane so PM and I shared the double. "Homestead - Your Fartsack". We gingerly slipped into bed, PM doesn't even wear jarmies, at about 3am (I was totally sleepless and determined to stay awake) I gave a little cough and instantly a great brown hand grasped the cheek of my bum and said "Wendy, Wendy", "HELLS BELLS" I screamed as I raced up the wall and sat on the ceiling.

#### Saturday 6th June - My Australian Vocabulary expands

Amazing to relate I was up and ready to soak up some rally atmosphere before either of Australias top spectators, perhaps it was the nameless horrors of The Fartsack. We began drinking Tooheys New (and very nice too) when the R.S.L. opened at 10.01am, PM and MM being very keen to pour their loose change into the pokies. Then we had a round of tension building calls to make, Scrutineering, the Briefing, the Control Officials Briefing (At all these points the light fingered members of the Fartsack Trio managed to pinch something later to be of use, i.e. a map showing all control positions etc.) the Bowls Committee Meeting - we managed to pass the motion that henceforth all bowling must be overarm, the young Mothers Meeting etc. Then we did the shopping, I brought tissues and Barley Sugar and the children blew \$15 of the kitty on a great big bag of fireworks. In the newsagents we all purchased a magazine, I took "Aeroplane Monthly", PM had "Girly Exposure" and MM "The Raunchy adventures of a Boggabilla Maiden during the Jewish All-Australian Water Skiing Titles" by Hurd Kluvertash.

We missed the start to go to an early spectator point. The whole event was run within the Bega Shire so little travelling time was involved. Our duty driver celebrated arriving in the woods by tapping the bank lightly forgetting the air-dam and the low mounted spotlights, O dear so one spotlight glass later, tinny at the ready, we were off to spec.

At the uphill 90 right, 90 left in the woods I was astounded to see the difference between the Queensland GAMS stewards and those from other states. In QLD it seems a collar, tie and expression like a qualified undertaker are mandatory, but on the Bega, Peter Haas, the chief steward wore a yellow jacket and even had a beer - naturally this caused him to fall over and hand out \$50 fines for things that happened on other rallies years ago.

Time sped past on frothy wings until the bellow of the first car was heard. The works Datsuns slid through, Ed Mulligan was surprisingly neat, Hughie Bell wasn't, a chap stood with his foot in the gutter at the apex of the first corner - he almost qualified for the parrot on the shoulder as Gabriel ran over his bootlaces. The IRS Datsuns really went through big camber changes as they changed gear on the steep climb, the back wheels digging in and dragging the revs down. The Escorts were notably nervous on the mud, the back ends being very difficult to straighten, Dennis Brown and others suffering. As one of the cars passed us PM mentioned that the driver was a friend of Hurd Kluvertash. This melodic name caught on like wildfire, soon everything you didn't know was Hurd Kluvertash, it was he who opened the Panama Canel, Hurd Kluvertash was the man who organised the Jewish All-Australian Water Skiing Titles at Boggabilla. We lent on each other for support, the combination of beer and Hurd Kluvertash being too much.

When the last car had gone through, the organisers had 30 minutes to move all the spectators cars before the competitors came pouring up the road in which the spectators were parked! What a shambles, Hurd Kluvertash charged around exhorting car owners to shift it, he was still at it when we left, perhaps the competitors had a tin chicane to slow them down?

Our next speci point was a real beauty. After a series of fast bends with the odd 90 thrown in the road hairpined right downhill, the apex across the bend being about 50 yards and the bend was on at a healthy pace in second gear. After a 45 minute delay caused by Hurd Kluvertash and the weather (or perhaps they were still trying to shift spectators cars?) the Datsun of Dunkerton ripped into sight. The fast bends the competitors had already traversed had led them into bursting down the short straits at great speed in 3rd gear. The slip angles Dunkerton adopted to get round this bend were gigantic and it was sheer power alone that punched the car straight down the straight. Portman arrived even faster, he didn't even attempt to go round the bend but put the car sideways and let it slide along the grass until it'd  $\frac{3}{4}$  spun, but by then it was beyond the corner and pointing down the road, so he banged the power on and leapt off the beginnings of a high bank. On this bank and not far from Mr Portman in extremis sat the timers in their Escort, definitely a moment that put hairs on their chest.

I'd no sooner settled down to watch thrilling sights like Hughie Bell twirling the steering wheel as if it was disconnected than we raced off to another spot. Whatta swizz, I know I was supercargo but this worm almost turned at that point.

Off we raced in the failing light, across the valley and just in time to miss the Datsuns (This was to become the pattern for the next few days). Still Wayne Bell was moving the Commode along very well, we could see the cars for about  $1\frac{1}{2}$  minutes as they contoured along a closed valley. As the cars passed us they were seen disappearing from sight through the spectators legs, the flickering effect this gave reminded of a Mille Miglia film I've seen, are we as lucky with our rallying now as the Italians were with their road racing 25 years ago?

When we departed we shot into Bega, purchased the takeaway department at the local chew n' spew and retired to "Homestead - Your Fart-sack" to eat. We had 4.8 seconds to eat 6 potato scollops, \$2 of chips, 6 fat sausages,  $\frac{1}{2}$  chicken and 6 Dim Sims but we managed it!

Off again, this time north of Bega to the end of the bitumen stage. We'd just missed the Datsuns and Wayne Bell (Cor Blimey!) but we found a dark spot and stood knocking them back. It was pyrotechnic time, so we got a handful of fireworks and waited for a competitor. When some poor soul, who was concentrating like crazy, arrived, we

launched the Mk.1 parachute flare. This had faults, namely the parachute didn't open, (doubtless it was put together by Wong Kluvertash) so up it shot, with the fartsack trio mouth agape cans at the ready, and down it plummeted with everybody stumbling over logs and each other trying to avoid it. The Mk.2 worked properly, illuminating Thompson rushing round the 90 left with his hand over his eyes. Someone shouted "Who'se letting off those fireworks" in unison we replied "Hurd Kluvertash". This sort of larrikinism is all too much for me, next time I must take TMS, I was going to say she was my anchor in life but <sup>that</sup> just makes her sound like a drag. Anchor - drag get it, get it!!

Once more we hit the road and there was some indecision from Fartsack Tours driver and courier. After speaking to the Datsun service crew, Geoff Sykes (Whose car had been assaulted by a runaway forestry truck) and Madame Astro the Bega clairvoyant we found the recommended spot but there was no sign of a control. A radio car confirmed that the control must be missing, what Fartsack Tours didn't know was that the control was within 50 metres but out of sight round the bend (Someone said I must be there but your Editor is actually round another bend), on this event one sometimes got the impression that the right hand didn't know what the left was doing.

The Control Official was Hurd Kluvertash, he was a big man with a big brown voice and an aversion for fireworks. The lady holding the clock was surveyed by Mike M and classed as "Not so Squeeze". The arrival of the stewards forced some sort of demonstration and they entered the scene between cascades of coloured lights, the Entrance of The Demon King couldn't have been handled better. We provided another display for Thompson, who with touching tears in his eyes told us Dennis had gone off backwards, but he was busily winching away so the car must be a goer. It was either here or at our previous spot where Michael spoke to some chaps walking near our fireworks, "Careful I just buried a darky there", now this made me think - mainly of homicide, I asked "You buried a darky?", "Yes I strangled a darky and then buried him, what would you like me to do, eat it?", "I'm sure I'm missing the point here", "You know you Pommie bastard, strangled a darky, buried a Richard!" illumination strikes your Editor, another conversational gem for home use.

As the next stage was cancelled we returned to Bega and Mike and I fell into the fartsack, leaving Peter Marshall, the bionic spectator, to go to the RSL alone.

Sunday 7th June - PM dangles a starkie

We had breakfast (Once again Homestead - Your Fartsacks brekkie wasn't at all bad) then a very funny sequence took place. The lady who collected the breakfast things stuck her head through the hatch (we think she was probably Gurd Kluvertash) just as PM strolled naked out of the shower, hearing a female voice he froze but seeing that the door was shut he decided it was the radio, so out he walked giving Gurd, whose mind had slipped into Photographic Memory Mode, an eyeful - well the door was very close to the hatch, Gurd wiped her eye and thanked him very much.

Natutally we were late again so we raced to the start of the days first stage. This was a superb run on shire roads across rolling countryside, very English-West-Country in concept, we actually saw Jeff Portman here, all top gear stuff as they flashed away. We then raced away to see the end of the stage. The last competitive kilometre was VERY muddy, sheets of brown water cascading through the air, bags of sideways motoring, people sliding on the grass within inches of a stout stout wooden fence, most enjoyable.

A race back to the car and the fartsack trio depart again. Once in the next forest the driver and courier put their heads together "Mumble, mumble" and we left the prescribed route and took a yumpy little track through a logging camp, and soon found ourselves on the main forest track the competitors were using, none of that nonsense about blocking the road in New South Wales, think of the manpower we could save on the Lutwyche! After watching the cars zooming past we decided to arrange a tableau for Dennis and Warren. I stood on a stump with the binoculars and when the distinctive "Le Specs" colours were spotted we lit the trio of giant cascade fireworks, made an array of the many beer cans and one of our number (decided by lot) dropped his petrol bowlers and presented Dennis and Warren with a splendid view of the ghastly male bum. When the BSCC produces a spectacle theres nothing half hearted about it, what a thrilling sight when your rallies not going too well!

After the last car had gone through we waited for the sweep - who didn't stop to ask who the devil we were parking next to the course - then we drove out of the forest only stopping for a snakes hiss (sic!), whilst all this hissing was going on I silently drove the Commode away, only returning after I'd had a giggle. This was a mistake however as thereafter I couldn't trust them, a couple of times regaining my seat as they feverishly tried to leave me stranded.

Just outside the woods on the public highway Hurd Glubertash was trying to get a lift as his car had run out of petrol. We packed him in the back and then I zoomed off at 140-150 kmph to see how white we could get his knuckles. At this time the other members of the Fartsack Trio should have been feeding me choice lines like "Do you still have those sudden blackouts Pete?" or "How do you get insurance with your accident record?" but no, they let me down.

After dropping Hurd, refueling and having a few beers we decided it was lunchtime. So we returned to where the lovely little ladies of the take-away served, Mike Mitchell spotting a Mitchells brush told the girls it was Product Number 1001A, their amazement when they checked this was immense. I told them he was Mitchell of Mitchells Brushes, I was Smith of the Booksmith and the others blokes name was Services. With a mound of takeaways in hand we ate in the Bega "Picnic Area". For our eats we required a rubbish bin and a food disposal in the immediate area, so we sat in the gutter of the main street over the drain. About 1 person in 10 found the Fartsack Trios eating habits funny, the rest were, we're delighted to say, totally horrified, one lady walking past with her children Hurd and Gurd (I didn't catch the surname) said "Don't talk to those men" which was a very satisfying response indeed.

After changing into something a little more formal I drove the Fartsack Trio down to the Prizegiving, but now the roles were reversed and they said to me "Drop us here boy, we'll be needing you later boy". The prizegiving featured a good smorgasbord and 1½ hours of free booze by courtesy of good old Ampol. The speeches were thank-fully short but aspiring winners should practice public speaking a bit, it's so much more impressive when those who win can be witty and interesting speakers. Not being one to party on I went off to watch television - about 1am the door bulged under a torrent of abuse and MM, PM, Dennis Brown, Warren Tegg and Mr X fell into the room. Within minutes fireworks were cascading in the Motel and clouds of smoke rolled around the carpark. To my horror Dennis Brown started to tell Mr X how good the club magazine was (he MUST have been drunk) but I managed to drool a bit and look even sillier so Mr X put it down as a case of mistaken identity. MM set too and made 48 cups

of coffee and as there were only 6 of us there we were very busy getting it all down. After a serious discussion about international affairs - I believe the word 'Norks' was banded about - Warrens face ashened and he said "we've got to drive (Gee, I thought, they must be driving straight back to Brisbane) 28kms to reach our fartsack" so they departed.

The next morning we set off for Brisbane at 7.50am disappointing the crowd of woman with instant cameras crowding the service hatch. The trip took 13hrs 40mins, the Commodore being far happier to cruise at high speed now it was run in well and truly, actually for your normal dribblewit the Commodore is such a mammoth step in the right direction as regards handling, brakes and a general feeling of good balance, I'm amazed they sell. Enroute I was nabbed by the NSW Police, after a 20 minute chase a Police Q car managed to get close enough to us for me to spot his lights flashing away, he would never have got me if I'd zoomed 3 old chooks like I should have. The Policemans name was John Smith, I said "You don't expect me to believe that do you?" he let me off with a \$2m fine and 30 years counting politicians superannuation money. Just outside Yass a Kestrel left his dinner rather late and smashed in the Commodores grill, he remained wedged in the grill polishing the bonnet with his wing, his last words were "I'm not eating there again, the food was good but the taxi home was rotten". Dusk was falling over Boogabilla as we passed the closing stages of the Jewish All-Australian Water Skiing Titles, the scene was lit by the light of burning \$50 notes (Well they were on holiday).

When I reached home I asked TIMS to prepare me anything to eat as long as it didn't contain either sausages or chips and I had to stick by my promise to the boys and say "Lets leap in the fartsack and give the the ferret a run, then I'll strangle a darkie". Sic Transit Gloria, the first Fartsack Tour was such a success that others must surely follow, why don't we hire a bus next time and do it properly?

Big Ed.

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FOR SALE    FOR SALE    FOR SALE    FOR SALE    FOR SALE    FOR SALE

DESERT RACER. Almost ready to race, minor work required, comes with:-

- 4 Wheel Disc brakes, RR Holden (front) Datsun (Rear)
- Dual Hydraulic handbrakes
- V.W. steering with rack and pinion mountings for standby
- 10" V.W. rims with stagger stock tyres 20% (rear)
- 6" Holden rims, off-road tyres 20% (front)
- V.W. Comby gear box with reduction boxes
- Solid seamless pipe construction
- 2 fibreglass seats
- 4 100 watt quartz driving lights
- 40 HP V.W. reconditioned motor

FULL PRICE \$1990.

CONTACT: GREG MC LACHLAN, 192 ALDERLEY STREET, TOONOOMBA. Ph. 076 356414

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 Fegu	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 1922
PROMOTIONS OFFICER	Brian Stenzel	262 1099	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 9546	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 5932	202 5932
ADMINISTRATION OFFICER	Sue McGarry		391 8881

CLUB ROOMS

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, financee and/or children of ordinary members.

COMING EVENTS

Wed	17	Jun	Off-road night at the Clubrooms
Wed	24	Jun	Night run organised by Tony Hazledine and Charlie Blake. Finance Sub-Committee meeting
Sun	28	Jun	BSCC closed Motorkhana organised by Peter Smith
Wed	1	Jul	Open forum at the clubrooms
Sun	5	Jul	QMROA open Motorkhana QMC-4 BSCC closed short-course off-road directed by Lee Drummond and Desley Collins
Tue	7	Jul	Board meeting at the clubrooms
Wed	8	Jul	Rally night at the clubrooms
Sat	11	Jul	NDSCC Open Rally (QRC-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	HSCC open Motorkhana (QMC-5)
Wed	29	Jul	New members night at the clubrooms
Sat	1	Aug	MGCC Open Rally (QRC-3)
Tue	4	Aug	Board meeting at the club rooms
Wed	5	Aug	Social night at the club rooms
Sat	8	Aug	BSCC Annual Dinner
Wed	12	Aug	Rally night at the club rooms
Sun	16	Aug	GCTMC open Motorkhana QMC-6 BSCC closed autocross
Tue	18	Aug	Sporting Sub-committee meeting
Wed	19	Aug	Off-road night at the club rooms
Wed	26	Aug	BSCC Night run organised by Sherry Smith & Coral Taylor Finance Sub-committee meeting
Sat	29	Aug	INMAC Novice/Clubman Rally QNRC-3 (Currie Motors)