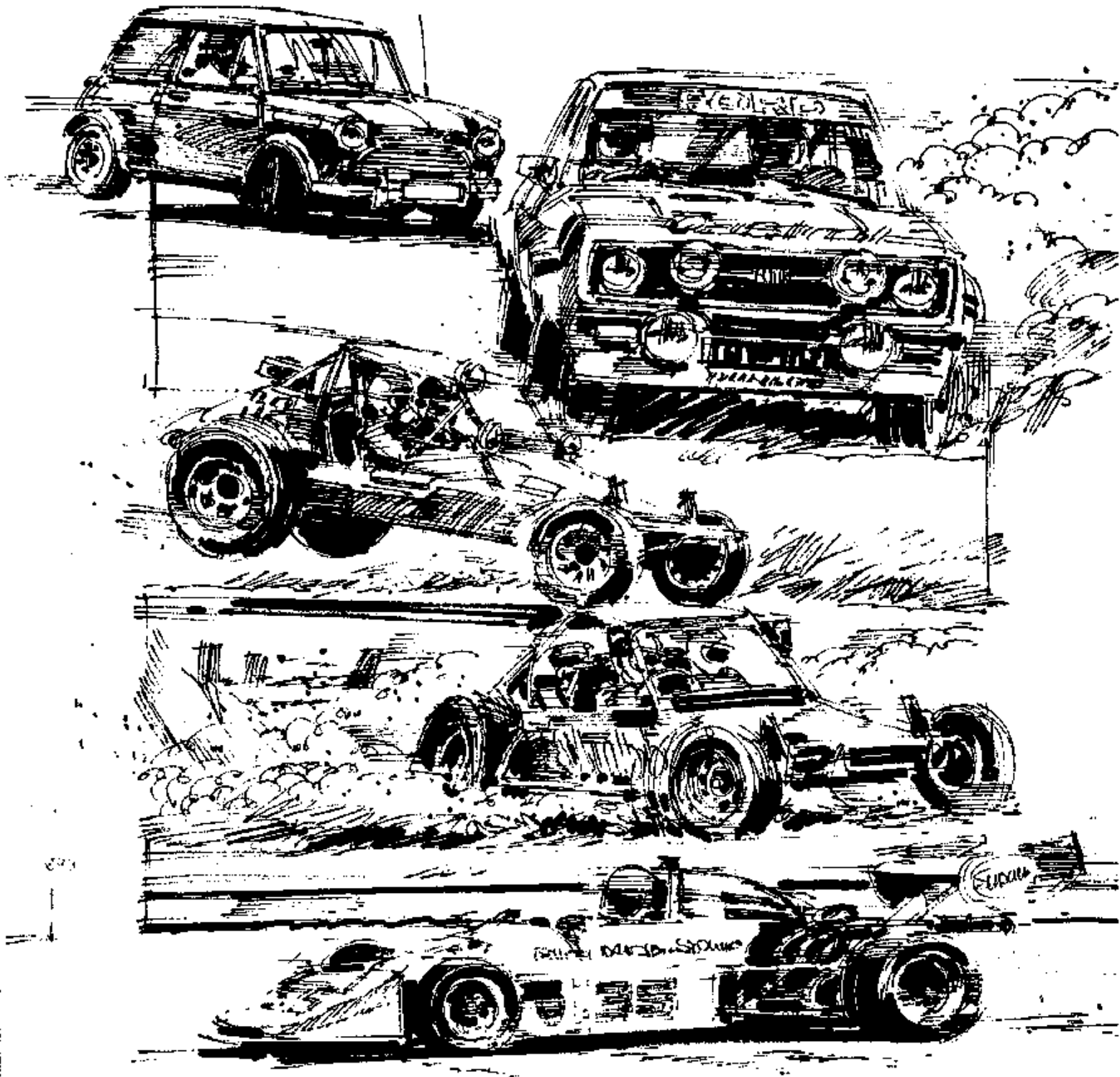




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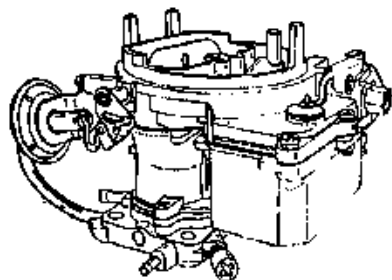
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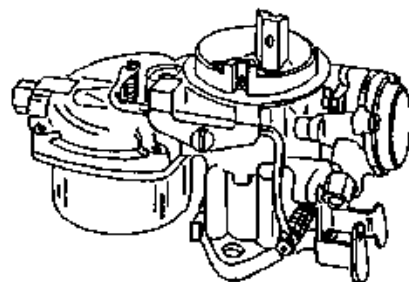
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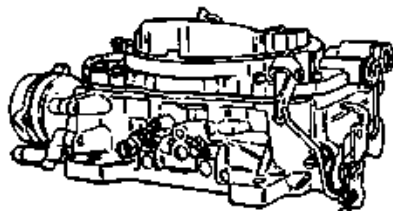
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Editorial

Nothing really dramatic that deserves greater attention has happened this month. However inside there's the B.P. - Monroe Wylie 400 from Goon to Windi, the Divine Mrs T has actually put pen to paper, Chris Michel the navigating winner of the final QRC round is a very welcome guest, our Continental Correspondent (Who'll be visiting in December) has another interesting piece and I've locked Laurie Garth up until he gives us a piece on the controversial Light Car Club Rally. Plus there's the exciting story of the final motorkhana of the year, and all the gen on forthcoming events.

Next Month sees the Christmas Edition with special bumper Christmas Cheer cover, we shall have articles by Hurd Gruberstach, Mark Taylor (Coral's little husband) will tell us what it's like living in the shadow of a sports super-woman, I'll do a road test if I can find a dealer who says something other than "Push Off", plus reports on the Stanfield Automatics Ladies Enduro, the Ampol Albany Creek Rally, the All-Singing, All-Swimming Christmas Party, I'll get some swine to write up the IWMAC Rally, plus I'll review my first 5 years as Editor and we'll interview all the championship winners we can collar.

As you read this I'm lolling around at a beach front flat on the coast, I expect I'll get up about 10am, have some toast and jam, take a swim in the pool (I can't stand the sea, it can never make up its mind about how deep it wishes to be), then have a read before strolling the 330 metres to the Taigun (Two-Gun?) pub for one of their famed counter lunches. After walking 330 metres back I'll be so exhausted I think an afternoon snooze is called for. Then it's either/or out for dinner or a moonlight stroll on the beach watching the last of the nymphets breasting the waves. I really must stop this I'm drooling in the cash draw.

Big Ed

-0-

Major Forthcoming Events

The Final Night Run of the year will take place on Wednesday 18th November from 8pm onwards. Lets have a good turn up to cheer the winner of perhaps the hardest fought club championship of the lot, its between Ron Wilkins and Desley Collins with Ron currently having the advantage - doubtless the winner will be shouting the bar.

Ampol Albany Creek Rally - Saturday 5th December

Owing to the ever present fire danger, and it only needs rally caused fire to wipe out Queensland Rallying, the event will now take place largely at night. Supp Regs out now - its a Closed Invitation Special Stage Rally, this means that all members of invited clubs can enter - the event will start at 2pm, there'll be 2 stages within 20km of Brisbane, the good old Ampol Albany Creek are putting on a 2 hour barbecue for everybody, this will be organised by a service club - participating in the event (and in local cars) will be JOHN FRENCH, COLIN BOND, GEORGE FURY plus other super stars have shown interest. Get YOUR entry in soon, Secretary for the event is Coral Taylor, P.O.Box 86, Ashgrove. An afternoons Sport for Fun, Fame and Fortune in the Nanango Forest.

Major Forthcoming Event

Stanfield Automatics Ladies Enduro - 22nd November

Entries will probably be closed by the time you read this, but on the day the Ladies will need heaps of encouragement. So load up the Kids, Tinnys, Tissues, Lots of Water for them to wash in and off you go.

Travelling towards Amberley along the Cunningham Highway (National Route No.15) from Brisbane, turn left off Highway at the Boonah turnoff - Discount Petrol on right before turnoff. Proceed South along Boonah road for 5.9kms. approx., then turn right into Purga Creek School Road. Continue west along Purga Creek School Road for 1.6kms. approx., then turn left onto dirt road. In approximately 2.2 kms turn left through wire gate to pit area etc.

The event starts with a Prologue at 10am, and although I risk the wrath of the ladies I would estimate that the first tantrum will be thrown at 10.15am.

Christmas Party

To be held on Saturday 12th December from 8pm onwards. For a mere \$10 ticket you get Tenderest Fillet steak / Giant Barbe Bangers with masses of Smorgasbord Salad. The sweets will be Black Forest Gateau or Sherry based Trifla followed by tea and coffee. The bar at club prices will be run by Charlie Blake. They'll be heaps of music from the D.J. and lots of room for dancing.

All this will be at the Collins's abode at 579 Tilley Road, Chandler. A great night together - Charlie Blake is available to do the Gypsy Tap with ladies educated in Queensland - tickets available soon.

During the course of the evening there will be the drawigg of the clubs ART UNION for which I expect you all have your tickets. If you don't - well shame on you. Only \$1 each, obtainable from just about anybody at the clubromms on a Wednesday night, and you stand a good chance to win either a \$1400 Stereo or a \$1000 Television Recorder. If you cannot make the car club then phone Desley Collins on 390 1145.

HELP WANTED

HELP WANTED

HELP WANTED

HELP WANTED

On Saturday, 5th December, from 8.30 a.m. members of the Club are needed to man a booth at Toombul Shoppingtown to sell our Art Union tickets. If you could spare even one hour, please phone Sue McGarry at the Club rooms, 391 8881, or Noelle Drummond A/H 44 4580

Big Ed Chats with Goondiwindi Personalities

Pat Collins thought that the earlier (7pm) Night Loop was far better than staying up all night, however the night loop was still the decider. A pity it wasn't windy to blow away the torrents of dust. Pat had the steering column break on his Buggy, and he has to reweld the rollcage after it cracked in four places.

Brian Mannion blew his gearbox (they come in for such strain on the huge yumps) and spent the rest of the event helping other competitors. He did bits for Pat Collins, rebuilt Tom Poots's grubby air filters and applauded the water truck that layed the dust in the paddock.

Ross Stanfields 3800cc automatic Special threw 2 brand new fanbelts on the 3rd loop and they spent 1½ hours waiting in the scrub for water. Ross's fierce-looking motor has never finished a Long Course event, perhaps Tara will be the first.

Jan Baker finds the course very fast, it was thought at one time that Sea Lake was the fastest Off Road venue, but Goondiwindi leaves it for dead. A mixture of high speed and thick dust must be a bit hair-raising at times.

Software of Australia produced the results on a computer—in a shed in a tent. (This reminds me of the IBM 1401 that the U.S. Army used to drag round Vietnam doing the wages. In 4 years it was attacked twice by the Vietcong and three times by the U.S. Air Force.) A splendid idea well carried out, its easy to malign computers but when it comes to producing streams interesting facts their even better than me.

I had an interesting phone call to Tom Poots which I'd like to repeat, expand, and make into a interesting article (Toms one of your articulate ones). I asked what sort of speed his very fast Funco buggy gets up to. Well he says the Tacho tells his he's doing 150mph but they think its a bit wide of the mark, Tom will settle for 110mph plus a bit. I thought perhaps the Tacho showed 150mph when Tom was airborne but he says yumping is not a problem at Goondiwindi, unlike Sea Lake which has sandy ridges to be crossed. The Funco ran faultlessly throughout, although a headlight relay burnt out on the night loop, leaving Tom with only the top 2 lights which tended to reflect the dust. In the early evening when Tom did his night loop there was no wind at all, he was third car away and within half a mile of the start he was forced to a halt because of the dust. He enjoyed the event very much, the Goondiwindi course being a mixture of rough and smooth, tight and fast. Your Editor having been sick in most of Queensland's State Forests has an interest in Guts and the operation thereof, having learnt from past experiences Tom doesn't eat during an event, he may have a cup of coffee and a piece of dry toast but the undercooked stringy steakburger dripping with fat and tomato pips is out, indeed even when it goes in its out. Tom swears, and I want you all to note this, that at Tara nothing stronger than water will pass his lips on Saturday Night !!

Goondiwindi was Glen Carpenters first Off Road event in his rotary Mazda. He says he was arriving at junctions doing 130mph (Cor !! Next Year Le Mans) to find that the warning boards were 40 metres away from the action. His little screamer only finished the night loop, something broke, probably his navigators nerve ?

Another Splendid production by Garry, plus Neil Howard, Peter Stockton, Mike Mitchell, Peter Marshall, Ron Wilkins, plus literally hundreds of others - Very Well Done, One and All !!

Very impressive as usual was the Class 2 1600cc buggy of Charlie Albins and Brian Middlemiss. Fifth Outright and only eight minutes behind the Collins couple who were out for a run to the Supermarket.

On Honeymoon was club Vice-President Mike Mitchell with his wife of one week, Dayn. Sharing a caravan with Peter and Wendy Marshall as chaperones - the blind leading the blind.

Last minute nomination for navigator was rallyist Fred van den Brink who guided Keith Owens to a win in the up to 1200cc Class. Quite a change for Fred from the Carri he uses in rallies.

Another rallyist was 1978 Queensland Champion Ray Vandersee - rallying must be full of Dutchmen - who had his first Off-Road Event in a Manx Buggy.

Bernie Stack and Stuart Bates again made the trip across from South Australia but only managed sixth outright. However they did not use as many front tyres as previous years.

(Your Editor (as such) here. I just phoned the author of these notes and theres no answer, and I can't afford to hang about. If this next snippet is rude - like vulgar - I'm sorry, personally I don't understand them at all). Jeff Tremain is known to have a dry-sense of humour, but surely it was a little naughty to put Neil Bang in number 69. Maybe next year Neil Bang and Mark A. Ton will get number 181.

Excellent result for Club Members to take out eight of the first twenty places in such a prestigious event.

The overall winner Keith Poole with his son Mark is such a cool character. Was not even up-tight at the end of the event while waiting to see when Craig Martin arrived. That's now two for Poole, can he do it again?

Well liked innovation to have night loop start at 7.00pm then bed before the day loops. Much better than listening to Revelie at midnight.

You would think that the Organisers would learn about Porta-Potty toilets by now. Ludicrous to think that four would cater for the entire event.

The best caterers were the Goondiwindi Lions Club who as always did a magnificent job to look after almost all needs.

Must be impossible to have equipment serviced at I.B.M. - the week prior to Goondiwindi as almost all their Technical Staff are Assistant Directors - Neil Howard, Peter Stockton and Barbara Knight.

Missing from the Event H.Q. this year was the Perisher Valley Ski Club. Still new faces bring new ideas.

Speaking of New Faces, certain prominent personality was not hiding pretty new blood face at Goondiwindi. Certainly kept him on the right track - wherever that may have led.

Most efficient scoring was a real surprise to many "Mexican" competitors as the boys and girls of Software Australia, a Brisbane company, really churned out the results - instantly and correctly.

Have to be a record in an Australian-Championship for two drivers to dead-heat for first. Craig Martin and Charlie Albins. Good luck to them both.

Doug Ryan and Robert Faulch made a top run in their Baja Buggy to win the class and take Ninth outright. These Griffith boys are starting to get their act together.

A SHORT REPORT ON THE B P MONROE WYLIE 400

or

THE ART OF OFF ROAD RALLYING IN AN M.G.T.C.

by Warren Tegg

You wouldn't want to know but at the eleventh hour I was offered a ride at Goondiwindi. A chap by the name of Graham Hoinville from Melbourne in a Lotus engined buggy. Not knowing the chap from a bar of soap and having no idea what he was like as a driver, naturally I accepted immediately.

It turns out that Graham is a seasoned competitor, having competed as a navigator in a number of London to Sydney Rallies with Harry Firth. The CAMS Manual tells me that he is CAMS Chief technical advisor and convenor of the CAMS Technical committee. In addition I note that he won the Australian Rally Championship in 1968 with Harry Firth. I understand he has also driven competitively in the London to Sydney and for the Ford team at Bathurst.

Having learned all this I was now quite eager to meet this man and have a look at his machine. I had spoken to him on the phone and he was quick to tell me he was only competing for the fun of it, but he also expected to start in the first 10 cars. How quick was this guy?

The good wife and I arrived in Goondiwindi at about 9.15am on Saturday and made a beeline for the Border Motel where we found Mr.Hoinville, and his machine. Let me tell you that ones first impressions of this car are not good - it sort of looks like something after the style of a 1930's tourer - skinny wheels and all - front engined, sparse interior home made steering wheel - most things held down with leather straps, you know, a little old fashioned.

The power plant however is a Lotus/Ford twin Cam through fort 2 litre transmission to a 4.4:1 final ratio. The car has a M.G.T.C. wheelbase and it actually handles. That's its big plus - the buggar goes round corners. It looks a little odd but I tell you 5500 revs in top adds up to about 90m.p.h. and thats about how quick Graham was peddling it down the straight in the prologue. I was very impressed with the car and Graham's ability- a couple of the corners at the end of long straights came up quickly and we had a moment or two skating off but nothing serious. We had two offs and hit a strainer post down one fence line and we were still 15th fastest out of the 140 starters. We lost a good 30 seconds at the strainer post though.

We then proceeded to do the reconnaissance of the course - this was of course done in the competition car. Well you wouldn't want to know but at about the 55km mark we enter a R hand corner, to note the left hand rear wheel passing the car. We're gone and had a wheel fall off!! Loose wheel nuts were the problem and it had been happening for some time because the wheel was definately second hand. We limped back on that wheel with some nuts robbed from the other side and did a quick repair job.

Graham bolted in a new axle, studs and a rim and tyre - adjusted up all the brakes, filled her up and out we went again to finish the recon.

All went well, the car was spot on and we were feeling good and ready for the night loop. Barring of course a small amount of drama with one of the lights. A shroud for the bulb in one of the long range lights had worked loose from its secure mount on the lens. Graham hunted around the pits till he found a witworth nut and two bolts that looked like they would do the job and fixed the lens. He just has this great relaxed ability to deal with these slight problems in the most effective way. There's more to this repair the lights story but that involved a lot more good luck than good management.

Anyway we're off on the night loop - and do you think we could see in the dust - I was wearing my glasses under my goggles to ensure the best vision I could muster and I still couldn't see. We battled on regardless and in fact were doing reasonably well in that no one had caught us. We came across the early crashes in the first 60 ks or so and I had calculated that we were lying about seventh or eighth on the road. I would suspect that in those conditions out time would have put us in the first 10 anyway.

Skirting around the edge of this large wheat field you could see not only the two cars in front of you but you could see the two behind as well - a very interesting sight in the night. We had previously taken the hard line up this rocky outcrop in the course and we had an odd noise under the car - this we stopped and checked, but found nothing. I think this incident and the slow wheel loss earlier in the day had taken its toll on the Diff because that's what broke in the middle of the next blind 90° right hander.

After pushing the car off the course we pulled the seats out and set ourselves up at a comfortable vantage point to watch the rest of the field come through. We were eventually picked up and got the car back to the pits but having no diff, that was the end of that. I then joined the band of officials for the Sunday loop and did some start marshalling and finish timing with Ron Wilkins. We soon discovered that this finish timing was a top job - in the shade of a 12' x 12' tent with a cool breeze blowing and the odd refreshing drink at hand it wasn't all bad.

Notwithstanding the short ride, the event was once again a tremendous success and my thanks must truly go to Garry Connelly and Bronwyn for arranging the ride with Graham. I enjoyed the event even as a marshall - the action so intense you can't help but get caught in the pace of it. I'm sure I'll be there again next year.

Warren Tegg

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B. P. - Monroe Wylie 400 Results Summary

Loop 1

1	Poole/Poole	1	63.39	38	Jenson/Zieg	93.13	75	Johnson/Jo	2	104.09
2	Martin/Gaffn	1	66.31	39	Scheltz/B	6 94.09	76	Piggott/Ro	5	104.25
3	Poots/Meiers	1	75.21	40	Cooper/Ch	1 94.26	78	Bang/Ashto	2	105.24
4	Tucker/Tucke	1	77.42	41	Lennox/Bu	2 94.53	77	Dempsey/La	4	104.43
5	Stack/Bates	1	81.22	42	Hunt/Garm	3 95.02	79	Massey/Bes	5	105.25
6	Collins/Coll	1	83.21	43	Chaff/Cha	1 95.08	80	Butter/Heg	3	106.01
7	Denyer/Denyer	1	84.11	44	Wilton/No	1 95.43	81	Collins/Gr	2	108.28
8	Vahry/Castle	4	85.58	45	Svenson/S	3 95.49	82	Rolwink/No	2	108.34
9	Stansfield/M	6	85.15	46	Borchardt	2 95.53	83	Carpenter/	6	109.06
10	Gorman/Erkie	2	86.43	47	Penning/F	2 96.32	84	Prunes/Cus	7	109.08
11	Allen/Clough	1	87.37	48	Loy/Loy	5 96.51	85	Chandler/G	6	109.28
12	Zacka/Zacka	5	88.46	49	Vandersee	1 97.25	86	Luiten/Sax	6	109.46
13	Van Amstel/P	2	89.35	50	Jeffery/J	4 97.45	87	Glover/Man	6	110.39
14	Gray/Hargrav	5	89.40	51	Prideaux/	3 98.17	88	Boyle/Boyl	6	110.43
15	Knott/Flood	5	89.47	52	Flood/Swe	5 98.25	89	Page/Strin	1	111.06
16	Hewitt/Fishe	6	89.50	53	Moedt/Sie	5 98.37	90	Mitchell/C	4	111.50
17	Ryan/Moore	4	89.54	54	Fry/Plumm	4 98.38	91	Standerwic	1	112.41
18	Taylor/Hamli	1	90.06	55	Daley/Dal	2 98.40	92	Cowan/Orme	2	115.12
19	O'Grady/Allw	1	90.23	56	Sams/Pres	3 99.15	93	Harris/Nob	2	118.35
20	Gibbins/Smit	3	90.32	57	Hufschmid	4 99.35	94	Croft/Heat	2	119.09
21	Albins/Middl	2	90.42	58	Williams/	1 100.21	95	Raper/Merr	6	120.08
22	Pfritzer/Pfi	4	91.07	59	Byrne/Pa	1 100.22	96	Slack/Hick	1	122.41
23	Blackburn/Ga	1	91.11	60	Taylor/R	4 100.23	97	Blackmore/	2	123.16
=24	Dein/Watkins	2	91.17	61	Sindair/	2 100.29	98	Cooper/Cal	6	124.11
	Owers/Vd Bri	3	91.17	62	Deuter/Del	4 100.49	99	Hession/He	2	126.01
26	Cambie/Verba	5	91.21	63	Adams/Lea	4 101.08	100	Maile/Coll	5	126.40
27	Wilson/Denni	2	91.24	64	Straker/	5 101.23	101	McLaurin/W	1	133.46
=28	Spring/Colli	2	91.26	65	Gill/Cro	1 101.24	102	Gall/Gall	1	134.08
	Croucher/Sch	2	91.26	66	Page/Met	1 101.38	103	Gill/Watts	6	135.18
30	Henderson/Al	1	91.35	67	Ericks on	4 101.48	104	Lechner/Le	5	141.20
31	Keenan/Langl	4	91.38	68	Dow/Heal	3 101.50	105	Abrahams on	5	157.44
32	Schimmel/Ave	6	91.54	69	O'Brien/	6 102.03	106	Carr/Stewa	2	160.07
33	Bradley/Brad	1	92.07	70	Milton/B	2 102.16	107	Irons/Iron	2	174.12
34	Hopkins/Bake	1	92.11	71	Woodham/	2 102.23	108	Lenke/Hueb	6	184.51
35	Martin/Grocl	2	92.14	72	Buckley/	4 102.53	109	Bawden/Wes	4	189.10
36	Stanfield/Hu	1	92.39	73	Collins/	2 103.07	110	Jeffreys/H	6	316.00
37	Waller/Morca	2	93.01	74	Gibson/G	2 103.39	111	Hufschmid/	1	320.00

Loop 2

1	Poole/Poole	1	60.46	=21	O'Grady/Al	1 71.01	47	Sams/Presco	2	78.22
2	Martin/Gaffn	1	62.11	22	Schimmel/	5 71.04	42	Loy/Loy	5	78.10
3	Poots/Meiers	1	67.17	23	Van Amste	2 74.16	43	Moedt/Sieno	5	78.13
4	Standerwick/	1	68.37	24	Hopkins/B	1 74.25	44	Cambie/Verb	5	78.28
5	Collins/Coll	1	68.47	25	Wilton/No	1 74.36	45	Gray/Hargra	5	78.29
6	Albins/Middl	2	69.47	26	Stanfield	1 74.45	=46	Collins/Smi	2	78.41
7	Dein/Watkins	2	69.58	27	McLaurin/	1 74.49		Taylor/Reev	4	78.41
8	Glover/Mant-	6	70.53	28	Spring/Co	2 74.54	48	Milton/Blei	2	78.46
9	Hewitt/Fishe	6	71.01	29	Knott/Flo	5 75.08	49	Chaff/Chaff	1	78.54
10	Bradley/Brad	1	71.50	30	Croucher/	2 75.22	50	Jeffery/Jef	4	79.23
11	Vandersee/Mc	1	71.54	31	Gorman/Brk	2 75.54	51	Croft/Heath	2	80.31
12	Pfritzer/Pfi	4	72.23	=32	Collins/C	2 76.02	=52	Lennox/Burn	2	80.33
13	Martin/Grocl	2	72.27		Dow/Heale	3 76.02		Hufschmid/P	4	80.33
14	Ryan/Moore	4	72.33	34	Scheltz/B	6 76.06	54	Johnson/Joh	2	80.37
15	Fry/Plummer	4	72.40	35	Hunt/Garm	3 76.17	55	O'Brien/Sc	6	80.42
16	Wilson/Denni	2	73.06	36	Prideaux/	3 76.24	56	Bang/Ashto	2	81.01
17	Byrne/Palmer	1	73.36	37	Cooper/Sh	1 76.55	57	Dempsey/Ian	4	81.24
18	Stansfield/M	6	73.37	38	Keenan/La	4 77.18	58	Williams/Tr	1	81.33
19	Allen/Clough	1	73.46	39	Owers/VdB	3 77.30	59	Woodham/Lan	2	81.35
20	Gibbins/Smit	3	73.54	40	Stack/Bat	1 77.54	60	Straker/Aus	5	81.52

Loop 2 (Cont)

61	Hufschmid/Ta	1	82.34	71	Massey/Best	5	86.22	83	Jensen/Z	6	101.45
62	Deuter/Deute	4	82.54	73	Zacka/Zack	5	88.14	84	Slack/Hi	1	105.12
63	Flood/Swens	5	83.58	74	Linton/Sax	6	88.59	85	Irons/Ir	2	136.04
64	Daley/Daley	2	84.02	75	Piggott/Ro	5	89.52	86	Page/Met	1	155.04
65	Boyle/Boyle	6	84.03	76	Jeffreys/H	6	90.27	87	Henderson	1	156.20
66	Gill/Watts	6	84.35	77	Borchardt/	2	91.06	88	Denyer/De	1	156.54
67	Carr/Stewart	2	85.18	78	Abrahams	5	91.48	89	Boulton/K	2	510.01
68	Mitchell/Cle	4	85.24	79	Adams/Lee	4	94.05	90	Cowan/Orm	2	635.28
69	Chandler/Ge	6	85.50	80	Butter/Heg	3	94.46	91	Lemke/Hu	6	866.52
70	Carney/Mroz	1	86.12	81	Blackburn/	1	97.13				
71	Gibson/Cheer	2	86.22	82	Lechner/Le	5	100.11				

After 2 Loops

1	Poole/Poole	1	124.25	47	Taylor/Reeves	4	179.04
2	Martin/Gaffney	1	128.42	48	Hufschmid/Prescott	4	180.08
3	Foots/Meiers	1	142.38	49	Milton/Bleijie	2	181.01
4	Collins/Collins	1	152.08	50	Standerwick/Wheeler	1	181.18
5	Stansfield/Mickle	6	158.52	51	Glover/Mant-Old	6	181.32
6	Stack/Bates	1	159.16	52	Collins/Smith	2	181.48
7	Albins/Middlemiss	2	160.29	53	Williams/Tredale	1	181.54
8	Hewitt/Fisher	6	160.51	54	Flood/Swenson	5	182.23
9	Dein/Watkinson	2	161.15	55	Daley/Daley	2	182.42
10	Allen/Clough	1	161.23	56	O'Brien/Scott	6	182.45
11	Ryan/Moore	4	162.27	57	Straker/Asutin	5	183.15
12	Gorman/Brkic	2	162.37	58	Deuter/Deuter	4	182.43
13	Pfitzner/Pfitzner	4	163.30	59	Woodham/Lane	2	183.58
14	Van Anstel/Pearson	2	163.51	60	Kollins/Crew	2	184.30
15	Bradley/Bradley	1	163.57	61	Johnson/Johnson	2	184.46
16	O'Grady/Allwood	1	164.24	62	Dempsey/Langridge	4	186.07
17	Gibbins/Smith	3	164.26	63	Bang/Ashton	2	186.25
18	Wilson/Denning	2	164.30	64	Borchardt/Itzstein	2	186.59
19	Martin/Grocl	2	164.41	65	Blackburn/Gartshore	1	188.24
20	Knott/Flood	5	164.55	66	Gibson/Cheers	2	190.01
21	Schimmel/Avent	6	165.58	67	Massey/Best	5	191.47
22	Spring/Collins	2	166.20	68	Piggott/Robins	5	194.17
23	Hopkins/Baker	1	166.36	69	Boyle/Boyle	6	194.46
24	Croucher/Schmied	2	166.48	70	Jenson/Ziegenfusz	6	194.58
25	Stanfield/Hutton	1	167.24	71	Adams/Lee	4	195.13
26	Gray/Hargraves	5	168.09	72	Chandler/Gersch	6	195.18
27	Owers/Van den Brink	3	168.47	73	Mitchell/Clements	4	197.14
28	Keenan/Langley	4	168.56	74	Luiten/Saxby	6	198.45
29	Vandersee/McLachlan	1	169.19	75	Croft/Heather	2	199.40
30	Cambie/Verbakel	5	169.49	76	Butter/Hegarty	3	200.47
31	Scheltz/Brock	6	170.15	77	McLaurin/Whisker	1	208.35
32	Wilton/Norris	1	170.19	78	Slack/Hickey	1	227.53
33	Fry/Plummer	4	171.18	79	Denyer/Denyer	1	241.05
34	Hunt/Garment	3	171.19	80	Lechner/Lechner	5	241.31
35	Cooper/Christian	1	171.21	81	Carr/Stewart	2	245.25
36	Byrne/Palmer	1	173.58	82	Henderson/Allison	1	247.55
37	Chaff/Chaff	1	174.02	83	Abrahams/Palmer	5	249.32
38	Prideaux/Hill	3	174.41	84	Page/Metcalf	1	256.42
39	Loy/Loy	5	175.01	85	Irons/Irons	2	310.16
40	Lennox/Burnet	2	175.26	86	Hufschmid/Tainton	1	402.34
42	Moedt/Simon	5	176.50	87	Jeffreys/Henry	6	406.27
42	Zacka/Zacka	5	177.00	88	Cowan/Ormerod	2	750.40
43	Soap/Bubbles	6	177.01	89	Carney/Mroz	1	805.12
44	Jeffery/Jeffery	4	177.08	90	Lemke/Ruebner	6	1051.43
45	Sams/Prescott	3	177.24	91	Boulton/Kelleher	2	1253.01
46	Dow/Healey	3	177.52				

Loop 3

1	Martin/Gaffn	1	62.12	27	Owers/VdB	3	75.27	53	Deuter/De	4	82.28
2	Poole/Poole	1	66.02	28	Croft/Hea	2	76.20	54	Daley/Dal	2	84.15
3	Standerwick/	1	66.09	29	Cambie/Ve	5	76.23	55	Gibson/Ch	2	84.47
4	Poots/Meiers	1	67.12	30	Dow/Heale	3	76.48	56	Massey/Be	5	86.22
5	Collins/Coll	1	69.08	=31	Milton/El	2	76.56	57	Woodham/L	2	86.56
6	Albins/Middl	2	69.16		Cooper/Ch	1	76.56	58	Lenke/Hue	6	87.52
7	Martin/Grocl	2	69.33	33	Collins/S	2	77.15	59	Taylor/Re	4	89.21
8	Gorman/Brkic	2	70.23	34	Chaff/Cha	1	77.19	60	Boyle/Boy	6	89.25
9	Dein/Watkins	2	71.05	35	Sams/Pres	3	77.29	61	Adams/Lee	4	90.44
10	Ryan/Moore	4	71.14	36	Keenan/La	4	77.33	62	Linton/Sa	6	91.55
11	Fry/Plummer	4	71.19	37	Williams/	1	78.39	63	Abrahams	5	92.32
12	Glover/Mant-	6	71.32	38	Hufschmid	4	78.45	64	Mitchell/	4	93.32
13	Zacka/Zacka	5	71.45	39	Moedt/Sie	5	78.53	=65	Chandler/	6	95.01
14	Van Amstel/P	2	72.08	40	Bang/Asht	2	79.26		Page/Metc	1	95.01
15	Stack/Bates	1	72.26	41	Jeffery/J	4	79.31	67	Gray/Harg	5	96.59
16	Blackburn/Ga	1	72.36	42	Bradley/B	1	79.45	68	Spring/Co	2	99.08
17	Stansfield/M	6	72.37	43	Loy/Loy	5	80.00	69	Carr/Stewa	2	99.23
18	Schimmel/Ave	6	72.42	44	O'Brian/S	6	80.28	70	Lechner/L	5	101.35
19	Hopkins/Bake	1	72.49	45	Straker/A	5	81.21	71	Denyer/De	1	105.04
20	Wilton/Norri	1	72.58	46	Dempsey/L	4	81.41	72	Slack/Hic	1	107.47
21	Pfitzner/Pfi	4	73.07	47	Butler/He	3	81.52	73	Jeffreys/	6	120.01
22	Prideaux/Hil	3	73.13	48	Carney/Mr	1	82.00	74	Piggott/	5	124.46
23	McLaurin/Whi	1	73.20	=49	Flood/Swe	5	82.05	75	Gill/Wat	6	125.00
24	Allen/Clough	1	73.40		Lennox/Bu	6	82.05	76	Gibbins/	3	139.38
25	Croucher/Sch	2	73.57	51	Boulton/K	2	82.21				
26	Hunt/Garment	3	74.54	52	Johnson/J	2	83.22				

After 3 Loops

1	Poole/Poole	1	190.27	37	Loy/Loy, L. 111	8	255.09
2	Martin/Gaffney	1	190.54	34	Moedt/Simon	5	255.43
3	Poots/Meiers	1	209.50	35	Jeffery/Jeffery	4	256.39
4	Collins/Collins	1	221.10	36	Lennox/Burnet	2	257.31
5	Albins/Middlemiss	2	229.45	37	Milton/Peiljie	2	257.58
6	Stansfield/Mickle	6	231.29	38	Hufschmid/Prescott	4	258.53
7	Stack/Bates	1	231.42	39	Collins/Smith	2	259.03
8	Dein/Watkinson	2	232.20	40	Williams/Tredale	1	260.33
9	Gorman/Brkic	2	233.00	41	Blackburn/Gartshore	1	261.00
10	Ryan/Moore	4	233.41	42	O'Brien/Scott	6	263.13
11	Martin/Grocl	2	234.14	43	Flood/Swenson	5	264.23
12	Allen/Clough	1	235.03	44	Straker/Austin	5	264.36
13	Van Amstel/Pearson	2	235.59	45	Gray/Hargraves	5	265.08
14	Pfitzner/Pfitzner	4	236.37	46	Spring/Collins	2	265.28
15	Schimmel/Avent	6	238.40	47	Bang/Ashton	2	265.51
16	Hopkins/Baker	1	239.25	48	Deuter/Deuter	4	266.11
17	Croucher/Schmied	2	240.45	49	Daley/Daley	2	266.57
18	Fry/Plummer	4	242.37	50	Johnson/Johnson	2	267.08
19	Wilton/Norris	1	243.17	51	Dempsey/Langridge	4	267.48
20	Bradley/Bradley	1	243.42	52	Taylor/Reeves	4	268.25
21	Owers/Van den Brink	3	244.14	53	Woodham/Lane	2	270.54
22	Cambie/Verbakel	5	246.12	54	Gibson/Cheers	2	274.48
23	Hunt/Garment	3	246.13	55	Croft/Heather	2	275.50
24	Keenan/Langley	4	246.29	56	Massey/Best	5	278.09
25	Standerwick/Wheeler	1	247.27	57	McLaurin/Whisker	1	281.55
26	Prideaux/Hill	3	247.54	58	Butter/Hegarty	3	282.39
27	Cooper/Christian	1	248.17	59	Boyle/Boyle	6	284.11
28	Zacka/Zacka	5	248.45	60	Adams/Lee	4	285.57
29	Chaff/Chaff	1	251.21	61	Chandler/Gersch	6	290.19
30	Glover/Mant-Old	6	253.04	62	Linton/Saxby	6	290.40
31	Dow/Healey	3	254.40	63	Mitchell/Clements	4	290.46
32	Sams/Prescott	3	254.53	64	Gibbins/Smith	3	304.04

After 3 Loops (Cont.)

65	Piggott/Robins	5	319.03	71	Denyer/Denyer	1	346.09
66	Slade/Hickey	1	335.40	72	Page/Metcraft	1	351.43
67	Abrahams/Palmer	5	342.04	73	Jeffreys/Henry	6	526.28
68	Lechner/Lechner	5	343.06	74	Cerney/Mroz	1	887.12
69	Carr/Stewart	2	344.48	75	Lemke/Huebner	6	1139.35
70	Gill/Watts	6	344.53	76	Boulton/Kelleher	2	1335.22

Loop 4

1	Poole/Poole	1	60.57	22	Milton/Bl	2	76.08	43	McLaurin/W	1	84.20
2	Stock/Bates	1	65.59	23	Glover/Ma	6	76.26	44	Massey/Bes	5	85.47
3	Albins/Midd	2	66.59		Keenan/Ia	4	76.26	45	Sams/Presc	3	86.34
4	Collins/Col	1	67.41	25	Chaff/Cha	1	76.42	46	Slack/Hick	1	88.48
5	Poots/Meier	1	67.57	26	Gray/Harg	5	77.24	47	Boyle/Boyl	6	92.11
6	Dein/Watkin	2	68.14	27	Gibbins/S	3	77.36	48	Jeffreys/H	6	92.48
7	Martin/Groc	2	69.07	28	Williams/	1	78.12	49	Chandler/G	6	93.30
8	Fry/Plummer	4	70.13	29	Jeffery/J	4	78.48	50	Dow/Healey	3	93.42
9	Zacka/Zacka	5	70.49	30	Stansfiel	6	78.58	51	Johnson/Jo	2	95.27
10	Pfitzner/Pf	4	71.48	31	Loy/Loy	5	79.14	52	Daley/Dale	2	96.06
11	Martin/Gaff	1	71.54	32	Bang/Asht	2	79.52	53	Taylor/Ree	4	96.14
12	Hopkins/Bak	1	72.02	33	Collins/S	2	79.59	54	Lemke/Hueb	6	98.35
13	Van Amstel/	2	72.23	34	Denyer/De	1	80.44	55	Gill/Watts	6	106.24
14	Allen/Cloug	1	72.27	35	Cooper/Ch	1	80.53	56	Piggott/R	5	106.55
15	Ryan/Moore	4	72.31	36	Carney/Mr	1	80.59	57	Prideaux/	3	111.18
16	Croucher/Sc	2	72.34	37	Butter/He	3	81.12	58	Dempsey/L	4	116.41
17	Wilton/Norr	1	73.07	38	Gibson/Ch	2	81.16	59	Lennox/Bu	2	291.27
18	Owers/Vd Brk	3	73.52	39	Flood/Swe	5	81.20	60	Boulton/K	2	382.00
19	Hunt/Garment	3	73.57	40	Straker/A	5	82.31	62	Croft/Hea	2	882.11
20	Blackburn/G	1	73.59	41	Deuter/De	4	82.38	62	Schimmel/	6	520.22
21	Cambie/Verb	5	74.23	42	O'Brien/S	6	83.01				

Results £ denotes B.S.C.C. Member

1st	Keith Poole/Mark Poole	1	Scorpion	251.24	1st Cls	1
2nd	Craig Martin/Mike Gaffney	1	Rivmasta	262.48	2nd Cls	1
3rd	£Tom Poots/Peter Meiers£	1	Funco	277.47	3rd Cls	1
4th	£Pat Collins/Desley Collins£	1	S'Cross	288.51		
5th	Charles Albins/Brian Middlemiss	2	Stinger	296.44	1st Cls	2
6th	Bernie Stack/Stuart Bates	1	S'Cross	297.41		
7th	£Geoff Dein/Paul Watkinson£	2	Chenowth	300.34	2nd Cls	2
8th	Guy Martin/Frank Grocl	2	Verco	303.21	3rd Cls	2
9th	Doug Ryan/John Moore	4	VW	306.12	1st Cls	4
10th	Adrian Allen/Anthony Clough	1	Verco	307.30		
11th	£Ed van Amstel/David Pearson£	2	Cheetah	308.22		
12th	Graeme Pfitzner/Stephen Pfitzner	4	VW	308.25	2nd Cls	4
13th	Bob Stansfield/Gavin Mickle	6	Holden	310.27	1st Cls	6
14th	£Ed Hopkins/Ian Baker£	1	Sandmaster	311.27		
15th	Martin Fry/Kathryn Plummer	4	VW	312.50	3rd Cls	4
16th	£George Croucher/Guenter Schmied£	2	Cheetah	313.19		
17th	£Col Wilton/Mick Norris£	1	Sandmstr	316.24		
18th	Keith Owers/Frd van den Brink£	3	Buggy	318.06	1st Cls	3
19th	Paul Zacka/Brad Zacka	5	Holden	319.34	1st Cls	5
20th	Allan Hunt/Roger Garment	3	Rivmasta	320.10	2nd Cls	3
21st	£Wayne Cambie/Fred Verbakel	5	Toyota	320.35	2nd Cls	5
22nd	Mike Keenan/Robin Langley	4	VW	322.55		
23rd	Jeffery Chaff/Lindsay Chaff	1	Buggy	328.03		
24th	Lindsay Cooper/Lew Christian	1	Rivmaster	329.10		
25th	Peter Glover/Graeme Mant-Old	6	Escort	329.30	2nd Cls	6
26th	Ron Milton/Pieter Bleijie	2	Rivmaster	334.06		
27th	£Cedric Loy/Geoff Loy£	5	Daihatsu	334.15	3rd Cls	5
28th	£Steve Blackburn/Peter Gartshore£	1	Kelpie	334.59		
29th	£Stephan Jeffery/Noel Jeffery£	4	VW	335.27		
30th	Rick Williams/Peter Iredale	1	Rito	338.45		
31st	Jock Collins/David Smith	2	Rivmaster	339.02		
32nd	£Rod Sams/Lloyd Prescott£	3	Cheetah	341.27	3rd Cls	3
33rd	Allan Gray/Jim Hargraves	5	Toyota	342.32		

Results (Cont)

34th	£Neil Bang/Mark Ashton£	2	Cheetah	345.43	
35th	£Les Flood/Paul Swenson£	5	Toyota	345.48	
36th	Mike O'Brien/Clive Scott	6	Escort	346.14	3rd Cls 6
37th	Ken Straker/Warwick Austin	5	Special	347.07	
38th	Geoff Dow/Trevor Healey	3	Sore	348.22	
39th	Trevor Deuter/Paul Deuter	4	VW	348.49	
40th	Glenn Gibson/Ken Cheers	2	Chenowth	356.04	
41st	Brian Prideaux/Glenda Hill	3	Funco	359.12	
42nd	Robert Johnson/Eileen Johnson	2	VW	362.35	
43rd	£Bill Daley/John Baley£	2	Cheetah	363.03	
44th	£Bob Butter/Tim Hegarty£	3	Cheetah	363.51	
45th	£Bob Massey/Jeffrey Best	5	Jeep	363.56	
46th	£Nev Taylor/Nick Reeves£	4	VW	364.39	
47th	Malcolm McLaurin/Keith Whisker	1	Scorpion	366.15	
48th	£Alwyn Boyle/Geoffrey Boyle£	6	Datsun	376.22	
49th	Ron Gibbins/Rod Smith	3	Roojumper	381.40	
50th	Glen Chandler/Greg Gersch	6	Toyota	383.49	
51st	Sean Dempsey/Paul Langridge	4	Thing	384.29	
52nd	Stan Black/David Hickey	1	Hornet	424.28	
53rd	Chris Piggott/Denice Robins	5	Nissan	425.58	
54th	Brian Denyer/Alan Denyer	1	Stingray	426.53	
55th	Ian Gill/Ian Watts	6	VW	451.17	
56th	Neil Lennox/Stuart Burnet	2	Buggy	548.58	
57th	£Paul Jeffreys/Peter Henry£	6	Datsun	619.16	
58th	Cor Schimmel/Geoff Aven	6	Datsun	759.02	
59th	Bernard Carney/Paul Mroz	1	Rivmaster	968.11	
60th	William Croft/Malcolm Heather	2	Buggy	1158.01	
61st	£Brian Lemke/Mark Huebner£	6	Datsun	1238.10	
62nd	Ken Boulton/Nevill Kelleher	2	Datsun	1717.22	

Fastest Laps

1	Poole/Poole	1	60.46	31	Owers/VdB	3	73.52	61	Denyer/De	1	80.44
2	Martin/Gaffne	1	62.11	32	Gibbins/S	3	73.54	62	Carney/Mr	1	80.59
3	Stack/Eates	1	65.59	33	Hunt/Garm	3	73.57	63	Butter/He	3	81.12
4	Standerwick/W	1	66.09	34	O'Grady/A	1	74.01	64	Gibson/Ch	2	81.16
5	Albins/Middle	2	66.59	35	Camble/Ve	5	74.23	65	Flood/Swe	5	81.20
6	Poots/Meiers	1	67.12	36	Stanfield	1	74.45	66	Straker/A	5	81.21
7	Collins/Colli	1	67.41	37	Spring/Co	2	74.54	67	Dempsey/L	4	81.24
8	Dein/Watkins	2	68.14	38	Knott/Flo	5	75.08	68	Woodham/L	2	81.35
9	Martin/Grocl	2	69.07	39	Dow/Healey	3	76.02	69	Boulton/K	2	82.21
10	Fry/Plummer	4	70.13		Collins/C	2	76.02	70	Deuter/De	4	82.28
11	Gorman/Bekic	2	70.23	41	Scheltz/B	6	76.06	71	Hufschmid	1	82.34
12	Zacka/Zacka	5	70.49	42	Milton/El	2	76.08	72	Daley/Dal	2	84.02
13	Glover/Mant-0	6	70.53	43	Croft/Hea	2	76.10	73	Boyle/Boy	6	84.03
14	Hewitt/Fisher	6	71.01	44	Keenan/La	4	76.26	74	Gill/Watt	6	84.35
15	Ryan/Moore	4	71.14	45	Chaff/Cha	1	76.42	75	Vahry/Cas	4	84.58
16	Pfitzner/Pfit	4	71.48	46	Cooper/Ch	1	76.55	76	Carr/Stew	2	85.18
17	Bradley/Bradl	1	71.50	47	Collins/S	2	77.15	77	Mitchell/	4	85.24
18	Vandersee/McL	1	71.54	48	Gray/Harg	5	77.24	78	Massey/Be	5	85.47
19	Hopkins/Baker	1	72.02	49	Sams/Pres	3	77.29	79	Chandler/	6	85.50
20	Van Amstel/Pe	2	72.08	50	Tucker/Tu	1	77.42	80	Lemke/Hue	6	87.52
21	Allen/Clough	1	72.27	51	Loy/Loy	5	78.10	81	Slack/Hic	1	88.48
22	Croucher/Schm	2	72.34	52	Williams/	1	78.12	82	Linton/Sa	6	88.59
23	Blackburn/Gar	1	72.36	53	Moedt/Sie	5	78.13	83	Piggott/R	5	89.52
24	Stansfield/Mi	6	72.37	54	Taylor/Re	4	78.41	84	Taylor/Ha	1	90.06
25	Schimmel/Aven	6	72.42	55	Hufschmid	4	78.45	85	Jeffreys/	6	90.27
26	Wilton/Norris	1	72.58	56	Jeffery/J	4	78.48	86	Adams/Lee	4	90.44
27	Wilson/Dennin	2	73.06	57	Bang/Asht	2	79.26	87	Borchardt	2	91.06
	Byrne/Palmer	1	73.06	58	O'Brien/S	6	80.28	88	Henderson	1	91.35
29	Prideaux/Hill	3	73.13	59	Lennox/Du	2	80.33	89	Abrahams	5	91.48
30	McLaurin/Whis	1	73.20	60	Johnson/J	2	80.37	90	Waller/Mo	2	93.01

Fastest Laps (Cont)

91	Jenson/Ziege	6	93.13	99	Buckley/Bu	4	102.53	107	Cooper/C	6	124.11
92	Page/Metcraf	1	95.01	100	Relvink/No	2	108.34	108	Hession/	2	126.01
93	Svenson/Sven	3	95.49	101	Carpenter/	6	109.09	109	Maile/Co	5	226.40
94	Penning/Pube	2	96.32	102	Page/Stran	1	111.06	110	Gall/Gal	1	134.08
95	Lechner/Dach	5	100.11	103	Cowan/Orme	2	115.12	111	Irons/Ir	2	136.04
96	Sinclair/Co	2	100.29	104	Harris/Nob	2	118.35	112	Bawden/W	4	189.10
97	Gill/Crocker	1	101.24	105	Raper/Merr	6	120.08	113	Sullivan	3	985.51
98	Erickson/Er	4	101.48	106	Blackmore/	2	123.16				

Interaganaginal Survery

	1	2	3	4	5	6	7	8	9	10
Poole/Poole	1	3	1							
Martin/Gaffney	1	1	2							
Stack/Bates	1	1			1					
Poots/Meiers	1		2	1	1					
Standerwick/Wheeler	1		1	1						
Albins/Middlemiss	2		1			2				
Mollins/Collins	1			1	2	1				
Tucker/Tucker	1			1						
Dein/Watkinson	2					1	1		1	
Martin/Grocl	2						2			
Denyer/Denyer	1						1			
Gorman/Erkie	2							1		1
Vahry/Castles	4							1		
Fry/Plummer	4							1		
Glover/Mant-Old	6							1		
Zacka/Zacka	5								1	
Stansfield/Mickle	6								1	
Hewitt/Fisher	6								1	
Bradley/Bradley	1									1
Ryan/Moore	4									1
Pfitzner/Pfitzner	4									1

Goondiwindi Gleanings

Good to see that there were no domestics in the Pat and Desley Collins buggy which came an excellent Fourth outright.

Top night had by all at the Victoria Hotel for the Presentation Evening with many sore heads to drive home on Monday morning.

What was promising to be the closest finish for years fizzed out when Craig Martin pushed his Rivmasta, just a little too hard on the last lap.

Very close tussle between Wayne Cambie - Doug Scottorn in the Toyota, and Paul and Brad Zacka in the little Holden Rodeo. The Zoom Zacka's won out in the end only 1 minute and 1 second ahead to take out Class 5.

Club President and Event Director Garry Connelly is certainly not Jewish as he stopped his Citroen in a big hurry to collect some little Piggies for a private B-B-Q.

Highest placed Queenslanders were B.S.G.C. members Tom Poots and Peter Meiers in the Manx Buggies entered Funco. A really good effort by Peter and the smooth headed Tom.

Disappointing that the top publicity vehicle in Rod Hall - Jim Fricker driving the big Dodge Ram-Charger dropped a valve in the Prologue. Would have been interesting to see how they would have been otherwise. Still maybe it was lucky for the Goondiwindi ace Zoom Zacka.

1981 Chippindale Motors Lyn Perrin Memorial Rally

10th/11th October 1981

Results Summary

Stage 1

= 2	Jory/Walker	.54
	Marcovich/Frogg	.54
= 4	Tapsall/Hall	.55
	Skimming/Michel	.55
	Stephan/Beecham	.55
=16	McCubben/Neaton	.57
	Fritter/Taylor	.57
=20	Reid/Stewart	.58
=27	Rea/Guyutt	1.01

Stage 2

2	Tapsall/Hall	10.47
4	Skimming/Mich	10.56
5	Stephan/Beech	10.57
6	Reid/Stewart	10.59
7	Jory/Walker	11.01
12	McCubben/Bea	12.17
19	Rea/Guyutt	11.31
=26	Fritter/Tayl	12.01

Stage 3

2	Stephan/Beecham	18.25
3	Jory/Walker	18.28
4	Skimming/Michel	18.31
6	Tapsall/Hall	18.54
7	Reid/Stewart	19.00
9	McCubben/Neaton	19.06

Stage 4

1	Tapsall/Hall	7.52
3	Jory/Walker	8.27
4	Skimming/Miche	8.28
5	Reid/Stewart	8.40
7	McCubben/Neato	8.46
8	Stephan/Beecha	8.49

After 4 Stages

1	Tapsall/Hall	38.28
= 3	Jory/Walker	38.50
5	Skimming/Mic	39.00
6	Stephan/Beech	39.06
7	Reid/Stewart	39.37
8	McCubben/Nea	40.06

Stage 5

1	Skimming/Michel	8.16
= 3	Tapsall/Hall	8.27
	Jory/Walker	8.27
5	Reid/Stewart	8.28
7	Stephan/Beecham	8.31
11	McCubben/Neaton	8.43

Stage 6

1	Reid/Stewart	27.29
2	Skimming/Mich	27.51
3	Stephan/Beech	27.54
6	McCubben/Neat	28.36
18	Jory/Walker	38.55

Stage 7

2	Jory/Walker	10.42
3	Skimming/Mic	10.45
4	Reid/Stewart	10.51
5	Stephan/Beech	10.52
13	McCubben/Nea	11.40

Stage 8

2	Skimming/Michel	18.55
3	Stephan/Beecham	19.01
4	Reid/Stewart	19.20
6	McCubben/Neaton	19.34

After 8 Stages

1	Skimming/Mic	104.47
2	Stephan/Beech	105.24
3	Reid/Stewart	105.45
4	McCubben/Nea	108.39

Stage 9

2	Skimming/Mich	8.30
3	Stephan/Beech	8.40
7	Reid/Stewart	8.59
8	McCubben/Neat	9.01

Stage 10

1	Stephan/Beecham	8.28
3	Skimming/Michel	8.33
4	Reid/Stewart	8.47
6	McCubben/Neaton	8.54

Stage 11

2	Stephan/Beech	27.01
3	Skimming/Mich	27.35
4	Reid/Stewart	28.16
5	McCubben/Neat	28.21

Results

1	Skimming/Chris Michel	Datsun	149.15
2	Phil Stephan/Chris Beecham	Datsun	149.33
3	Russell Reid/Ian Stewart	Mazda	151.47
4	Bruce McCubben/Neaton	Datsun	154.55

Rockie Report by Coral Taylor

I have unwillingly been forced to write this report by Big Ed, it was a case of this, or an unsightly death.

The 1st/Final round of the QRC, the Lyn Perrin, Chippindale Motors Rally was held in the Kalpower State Forest just south of Rockhampton on 10/11th October, 1981.

For Mark and I it was a wonderful excuse to have a day off on Friday, but for my father (who paid all the bills) it was an expensive weekend! He is at present working (Although I think it is more of a holiday) in Airlie Beach, North Queensland. He bought Mum down for the weekend in a hired Stanza and was not all all impressed with it. Down this end he kindly left us his Statesman for us to drive up. With the Lancer at present without an engine Mark was part of our service crew with Grant Lilley of Maroochydore. Friday morning we set off, Mark and Grant settling back ready to consume some XXXX and it looked as if my crash course in how to tow a trailer was to be from Brisbane to Rockhampton.

We arrived for scrutineering at Chippendale Motors around 7pm with just enough time to go to our Motel, book in and get changed for a night at "The Ranch" (Rockhampton Country Music Bistro). I had asked my father not to drink too much as we DID have a rally in the morning but when he ordered his 17th double scotch, I gave up. The meal was delicious and we all had a terrific night, lots of dancing, eating and drinking.

On Saturday morning the event started from Chippendale Motors with a Motorkhena style special stage in a grassy paddock in Rockhampton. The only casualty from this stage was Peter Kelly in their Escort who hit one of the many holes and broke the stub-axle.

From Rockhampton we had a 3 hour transport to Kalpower with plenty of time to stop for a big steak dinner and still arrive in Kalpower with 2 hours of daylight to spare. Peter Marcovich tried to knock out some of the opposition and was offering dad a beer so he could protest him out of the event. As most of us were camping at Kalpower, with the remaining hours of daylight we all set about to set up camp.

The first competitive was Xk long with 2 spectator points close by for the service crews. Only 3k into the section we hit a rock, bending a tin rim on the back left hand rear tyre. Not wanting to stop so early in the event we continued onto the EOSC and by this time we couldn't hear each other over the loud noise. There was barely any tyre left. 4 cars came and went while we were still in Control trying to change tyres. The rim had bent itself over the brake drum and only came off with some hard hammering. We had also bent the trailing arm but continued on with funny noises only happening on righthand corners. Dad said "She'll be right" with his usual faith in our car, however 10k into the 2nd competitive we blew a gearbox and with no gears at all, rolled off the road and parked.

After sitting on the hill spectating we were picked up in the back of the sweep vehicle, an F100, with already 2 other crews aboard. Not far down the road we found Tony Perret and Laurie Tindal asleep in their car. They had blown their engine with a million revs. Who was this fellow with the F100? He knew what he was doing, or at least we hoped he did. Laurie was convinced we had 'cleaned' the section and tried to nominate a 'Time In' at the EOSC.

We were unable to rescue our car until the end of the rally as that section was to be repeated in Division 3, so we decided to spectate and keep track of who was where. (and with whom).

Keith Tapsall and John Hall were leading the event until they went over the edge in rather a big way. Luckily there was no damage to the Celica but it was left in a rather precarious position, just balancing on the side of a hill. Keith and John, not wanting to leave the car, slept the night face down in the long grass. Keith did admit that it was so cold he considered cuddling John!

Wayne Parker's navigator, Neil Coveney, was feeling rather ill at Division break and I almost had a ride for the 2nd half of the event. They planned to paint on a moustache, put on a hat and I was too talk with a deep manly voice. But they weren't convinced I could carry on the subterfuge, so they persevered to finish in 11th position.

Terry Skully (Usually Murray Coote's Service Crew), driving Ann Thompson's Torana in only his 4th rally came 6th outright. We must thank Henry from his service crew for those lovely hot cups of tea. Kerry Browning was also part of this crew, desperately trying to look busy and efficient. I would have written something nice about her except that she was the one who woke us up from a lovely sleep early Sunday morning.

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Ltd to be held in the BSCC clubrooms, Corner of Reid & Hawthorne Streets, Woolloongabba, on Wednesday 25th November, 1981, commencing at 8.00 pm.

The business to be conducted at the Annual General Meeting shall be:

- (1) The consideration of the accounts, balance sheets and reports of members of the Board and auditors as are prescribed by the Act.
- (2) The election of members of the Board, auditor or auditors and life members (if any)
- (3) Consideration of motions of which notice has been given.
- (4) Any other general business.

Nominations received for Office Bearers and other members of the Board are listed below.

<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
<u>PRESIDENT</u>		
Mike Mitchell	Charlie Blake	Errol Bailey
<u>VICE PRESIDENT</u>		
Jim Reddiex	Mike Mitchell	Charlie Blake
<u>HON. SECRETARY</u>		
Jeff Tremain	Mike Mitchell	Warren Tegg
<u>ASSISTANT SECRETARY</u>		
Peter Smith	Mike Mitchell	Peter Marshall
Warren Tegg	Mike Mitchell	Errol Bailey
<u>HON. TREASURER</u>		
Errol Bailey	Jeff Tremain	Peter McMahon
<u>CLUB CAPTAIN</u>		
Laurie Garth	Peter McMahon	Kath Tegg
<u>BOARD MEMBERS</u>		
Desley Collins	Mike Mitchell	Charlie Blake
Pat Collins	Mike Mitchell	Charlie Blake
John Hall	Peter Marshall	Jeff Tremain
John Hinz	Jeff Tremain	Peter McMahon
Peter Marcovich	Peter Marshall	Jeff Tremain
Peter Marshall	Mike Mitchell	Charlie Blake
Ross Stanfield	Pat Collins	George Croucher
Coral Taylor	Mike Mitchell	Warren Tegg
Mark Taylor	Peter Marshall	Jeff Tremain
Warren Tegg	Mike Mitchell	Jeff Tremain

MEMBERSHIP REPORT

We would like to extend a very warm welcome to the two new members who joined our Club during the month of October. They are:-

Jim Muir Alderley
Kurt Turner Alderley

-0-

TRANSPORT NEEDED FOR SPASTIC CENTRE'S TELATHON

SATURDAY, 5th December, 1981

Last year a number of Club members helped out with transporting artists to and from Channel 7. The Club has been approached again this year for assistance, but due to our Ampol Albany Creek Rally on the same day we are unable to participate as a Club. However if any club member is free that day and could assist between the hours of 4.30 p.m. and mid-night Roz Lamont at the Spastic Centre Phone No. 358 3011, would very much like to hear from you.

-0-

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Datsun 1600 Fibreglass front guards & bonnet \$150
Datsun 1600 BOND half roll cage \$125
Datsun 1600 4.1:1 Diff (Non-LSD) \$ 50.
Datsun 180B Short Motor (in pieces) \$75
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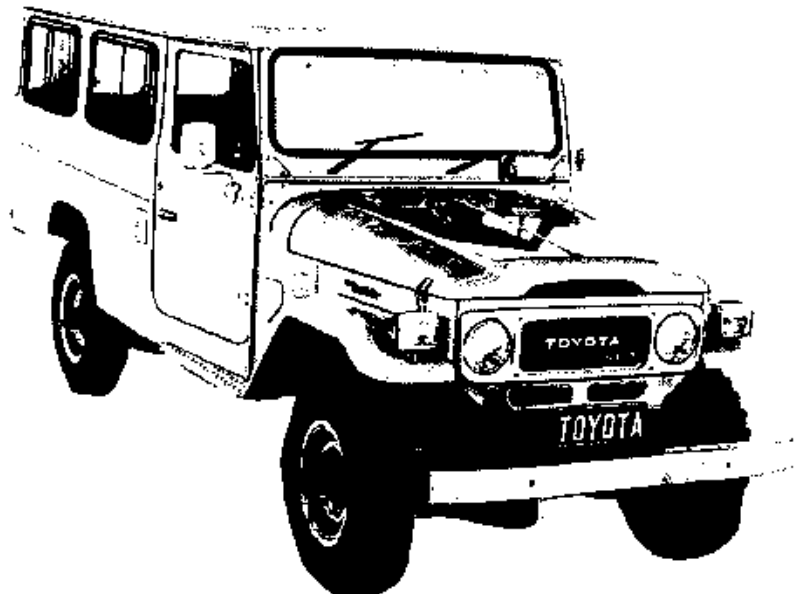
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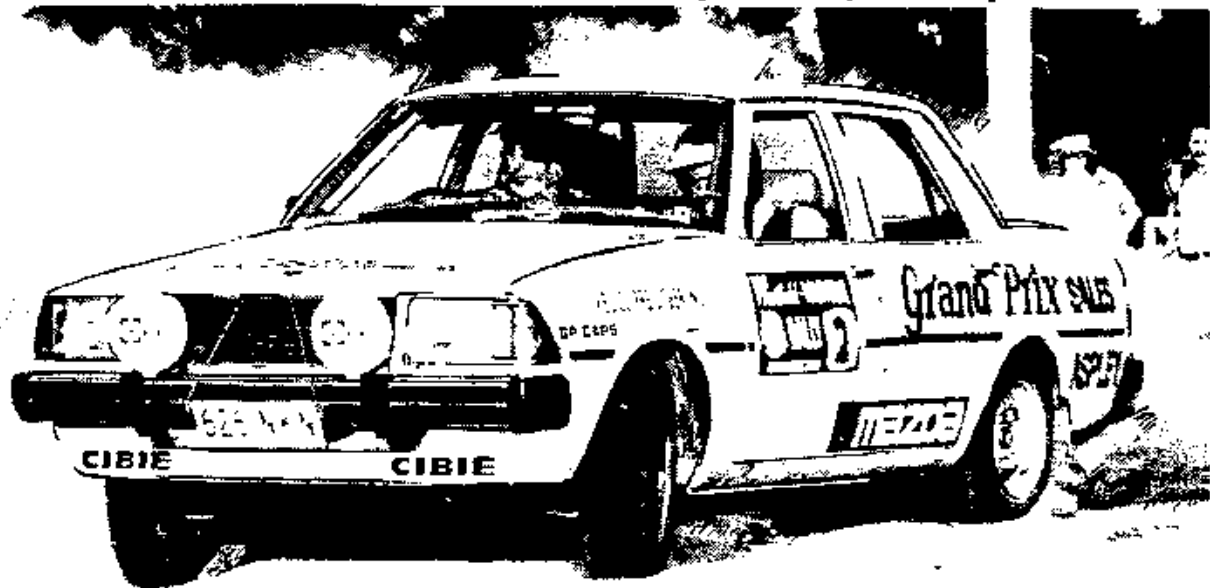
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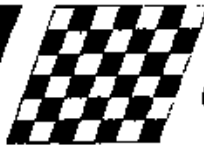
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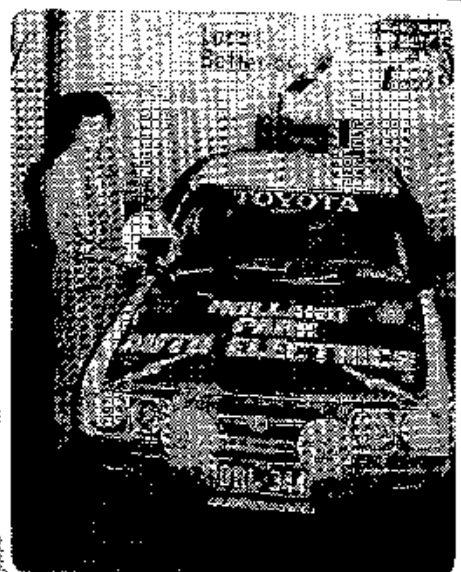
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1981 CHIPPINDALE MOTORS

LYN PERRIN MEMORIAL RALLY. by Chris Michel

It is a shame that the rally had to be shifted from an earlier date, as the Q.R.C. had more or less been decided, therefore a lot of hot contenders didn't venture up to Rocky for the start.

Well fellas, you missed a great run, and gave us North Queenslanders a chance to tear off a win.

Not only that, can you imagine Jimna with smoother roads, well that's Kalpower State Forest where the rally was run just east of Monto.

A fortnight before Lyn Perrin, Warren Skimmings asked me to navigate him through a club run west of Townsville.

That was my first ride in a high-powered car and I was sort of happy when the radiator split, because following a boundary fence at 6,5000 revs in 5th gear is not what I am used to.

For the next two weeks till Lyn Perrin I stewed my insides out wondering if I'd let Warren down at Rocky.

All my worries disappeared as soon as the first section, Warren and I "clicked" straight off.

At the start of the last section in Div.1 we were lying 4th with 46.11 behind Keith Tapsall 46.00, Ken Lynch 46.03 and Ian Ogilvie 46.09
Close hey!

In that last section Div.1 Mr. Tapsall went off the mountain and I wondered if he found any mountain women as he went far enough to have a good look. Lynch and Ogilvie also got stuck off the road in this section. We even limped the last five ks with a flat tyre to find we were lying first, a lead we managed to keep although hotly pressed by Phil Stephan, a young driver going somewhere fast!

Can anyone in Brisbane tell me if Phil's Navigator, Chris Beecham was born with that stopwatch around his neck, anyway he wouldn't have time to use it when Phil pulled a desperate to catch us in the last section.

We sat around at the finish waiting for provisional results. Lucky Wayne Parker from Rocky had his reliable source of rum to ward off the cold.

Now for the incredible part, we took off for Townsville A.S.A.P. but we didn't get very far. We flew down the extremely dangerous Kalpower Range sliding everywhere letting off steam about the win. When we arrived at the bottom we stopped and waited for our service crew.

As we took off again we didn't get out of 1st gear when the front of the car did a belly flop. Warren and I got out of the car and looked at each other and said "F.F.....FAROUT) (Facsimile of naughty word used at the time). A camber pin had snapped and the control arm was swinging in the breeze.

We still think we are one of the luckiest crews around after that little effort.

from Chris Michel in Mackay

Warren Skimmings/Chris Michel (Townsville) and Phil Stephan/Chris Beecham both had blown tyres in Division 3 and finished 1st and 2nd respectively. Russell Reid in his Mazda RX2 had a good rally finishing in 3rd place.

Evil deeds don't pay you know Peter Marcovich, so we weren't at all surprised when you didn't make it past the transport section to Kalpower. (He had no oil pressure). What a pity, we were looking forward to thrashing him.

Coral Taylor

Peter, Photocopy of results attached.

Rockie Ramblings

Rod Browning was of great help as the course checker - even if he did pinch all the arrows to use on the 'diabolical' stage.

Like all events where the same roads are used more than once, there was a fair degree of hanging about whilst the mess was cleared up.

Phil Stephan enjoyed his trashh although the hilly country abounded in steep drops off the edge of the road. He said that the Service Crews had different instructions from the Competitors, and they became lost.

Paul Jones fell over on an early stage and a surprised Neil Jory just nudged the shunt. After another promising run Neils oil cooler blew.

Peter Marcovich did the 620 metre competitive stage in Rocky, then the 215km transport and the oil pressure disappeared because of a 'mongrel' spring.

Russell Reid was 3rd overall in a Mazda that lacked front brakes, which all sounds very exciting.

No matter how well attended, a round of the QRC is a round of the QRC. So Wayne Skimming and Chris Michel must be very proud that they have joined that small and select group who have wins to their name. And Phil Stephan was only 18 seconds behind after 11 stages, Keith Tapsall must be mortified to have come off while in the lead, and Neil Jory was gnashing his teeth in the knowledge that he was ahead of Wayne Skimming after 4 stages.

Better luck next time - who'll be the champ in '82 ?

0-0

Major Forthcoming Event

B.S.C.C. - Closed Economy Run 29th November

Everybody Welcome - Driver Only must have Basic Licence - 4 classes in this soft pedalling event, 0 - 1600cc, 1601 - 2000cc, 2001 - 3000, 3001cc + (Rotarys will have their capacities doubled) - Petrol tanks will be filled at the Start and Finish - Starts from Shell Self-Service Driveway, Kingston, Slacks Creek at 9.30am - BYO lunch and barbecue at the halfway point (Hinze Dam) - Basic Non-confusing Night Run Instructions will be used - Entry Fee is only \$3, trophies to first in each class - A goods days outing for us all

Remember the Brisbane Sporting Car Club promotes ROAD SAFETY, so please keep alcoholic consumption at the halfway barbecue to a minimum.

Pump Up the tyres to about 50lb sq in, shut the windows, and your read

A LA NOUVELLE ZELANDE

Well its next month already, or is it? Last month I said I would write about a Canadian racemeeting that I saw, but it was so sub-standard and disappointing that I wont bother. Mainly because it was untold formula Atlantics doing millions of monotonous laps for about two hours.

In New Zealand now the Motorgard rally is all over with now real surprises. Our national champion Jim Donald had an easy win in an event with few overseas competitors. The only team with the faintest backing from dealers was a three car team entered by Diahatsu. They had three Charades, one being driven by an Aussie who is now based in Singapore, one being driven by a Singaporean and one for a New Zealand based driver. Two Americans, John Woodner and Roger Goss were on the entry list but neither showed up. The entry of most interest to you lot would be that of 'the mad priest' George Kahler in a Queensland regoed Mazda RX7. The rest of the entry was taken up by New Zealanders, Jim Donald being seeded at number one.

The first division started from Hamilton and headed towards Lake Taupo in the central north island. This was only a short division with few stages. At the end of this division, second seed Tony Teesdale had taken a slender lead over Jim Donald, No real surprises. George Kahler had already started his many string of problems. Apparently a mechanic had somehow crashed the car before the event started or during a service break. It only caused minor damage however.

Division two started early Saturday morning in Taupo. It was so cold it could freeze the....well take it from me it was bloody cold. This division was to head down towards Napier and then back to Taupo at midnight. By the second stage George Kahler arrived at the stage start with the front left hand guard missing off the Mazda. Other drivers were asking him "Had a smash huh? George?" Well he didn't know what they were talking about because he was unaware that it had even fallen off! Spectating on this division proved to be something of a disaster for us, as we seemed to be getting real good at being late for stages. Having six navigators in the camper van didn't help much either. This division saw the first of the real night stages and some real good easily accessible spectator points. Its a shame that we didn't have the crazy Aussie spectators like last year, they were always good to liven things up at night. The end of this dicision saw Jim Donald take the lead from Teesdale by a few seconds. Several front runners had gone out for one reason or another., including two of the previously mentioned Diahatsus.

Division three started mid-morning at the Taupo racetrack the next day. From there they headed out north and did a loop to head back to Taupo at three in the morning. This division saw the demise of a popular driver by the name of 'Possum' Bourne. He's a farmer from south of Auckland driving a Mazda RX3. He was sitting as high as third when he rolled down a bank. This guy is a real colourful character and has come up from being a madman in a V8 powered MK 1 Cortina to championship winning material. Another bloke to fall by the wayside was former national champion Paul Admans, who this year was driving a Toyota Starlet 1300. Quite a change from 2 litre RDA escorts. Toyota, I suspect, probably made him an offer he

couldn't refuse. Anyway a suspension link broke away and the whole diff assembly moved backwards enabling the driveshaft to clang onto the road. They did manage to get the car going again but only to cook the engine and retire for good. This division saw Tony Teesdale retire with a blown diff. Stuck in the middle of a stage unable to move meant he was out for good. This left Jim Donald with something like a nine minute lead over second placed Alan Mitchell, also in an RS 1800 escort. George Kahler was getting a bit of a name for himself. He was attracting quite a bit of attention being the only imported car in the event. Now with a new guard on the car, he had not only stopped in a stage and lent one of his wheels to a stranded Mazda with only three wheels but also stopped to tow someone out of a stage to the control. This doesn't usually happen in New Zealand rallying, usually its 'up you mate' as the other drivers fly by and spray you with gravel. I also heard that Mr Kahler had seized his engine at one point and had managed to free it up again. It was quite clear that he had done some damage as the Mazda was spewing out copious amounts of blue smoke. (perhaps it was holy smoke, urgg, never mind) By the end of division three it was Jim Donald with an easy lead over Alan Mitchell and Third Shane Murland in a Vauxhall Chevette HS 2300.

Division four was to leave Taupo (finally) and head towards Auckland. It started just out of town at 8.30 p.m. in a local forest. By now the retirement rate had been very high and everybody had quite large leads over their opponents. The spectators proved to be more entertaining sometimes, including blokes with ape masks on & a guy playing a trumpet. Its quite spooky to hear the strains of "Moon River" echoing through the hills in the middle of the night. This guy sometimes got bigger cheers than any of the rallycars!! The rally ended in Auckland fairly uneventfully, with Jim Donald winning by something like thirteen minutes over Alan Mitchell and Shane Murland third. George Kahler had managed to finish somehow, but he was well down the list, about fourth from last.

Rally organiser Murray O'Donnell hopes that next years event gets included in the world championship again, it is for this reason that pace-notes were allowed for the first time. The FIA observers appeared happy, but as past experience has showed you can never tell until the list of events comes out.

As for the rest of rallying here, the season is nearly over, with only a handful of club rally up and down the country left to go and the fourth and final round of our national championship next month.

I'll try and get to see a couple of off-road events soon and write a bit of dribble on that next month. Also coming up is our Benson & Hedges 1000 Saloon car race. This event has so many rules that quite often the race is won in the protest room. Last year two Auckland car dealers won in a Holden Commodore V8.

Well that's about enough dribble for another month, so until October or November or whenever.

Regards

Neale Carter.

Club Motorkhana - 1st November

by the 1981 B.S.C.C. Motorkhana Champion

How would you describe the Motorkhana Champion
of the largest club on the eastern seaboard ?
How would you describe him ?
Brilliant !

If you thought that I was insufferable after the 1980-Townsville Pacific Festival Rally, you ain't heard nothing yet !

But by jingo the weather gods were on my side, it began raining, and stopped raining, just at the right times. At the start of the day jet black clouds were circling round the motorkhana grounds like Sioux round a wagon train. I helped Alan Ball, our worthy organiser, set things up and the first surprise was when a man came up in a four wheel drive, told us the QEGB now own the ground, and asked just what we were doing ? Collapse of stout parties - I was all for heading off to Surfers Paradise for the racing - but The Man was very reasonable, indeed he said we could use the ground again, you just don't get luckier than that.

In all Alan had 22 entries and despite the weather he managed to give us 2 runs at 4 tests.. Swine of the day was Glen Carpenter in David Owens Cooper S, he has a car the same size as mine and tons more grunt so he tends to disappear into the distance. Other people who did well were Don Tainton, who drove a bulbar with a Mazda attached, Daisy Bates was 7th in the Crossover, Peter Garbett tried two different Corollas, old Drummond, not content with smashing up poor Noelles' oil cooler, did dreadful things with Alan McConnells LSD equipped Mazda.

After the first two tests I was nowhere (8th), and the lily-livered cafish stewards (Tims and Sherry Smith) wanted us all to go home because a titchy bit of water (2m) had quickly fallen. However, just as Sherry unfurled the chequered flag the weakest possible piece of sunlight broke through the overcast and we quickly shifted to another spot and carried on.

Purely as a matter of interest if the event had been called off after two tests then Lee would have won the championship on 27 points and Peter Garbett and I would have been equal second on 24 points.

On the last two damp and slippery tests I managed to finish second and finally came in third overall behind Swine Carpenter and Foul Drummond. This gave me a 4 point total over Lee, a very nice little event, our thanks go to Faye Ball who carried on timing through flood and rain.

Test 1.

1	Glen Carpenter	Mini S	55.1	(Alan Ball	Escort	61.5)
2	David Own	Mini S	56.1	13 Glen McGrath	Datsun	61.6
3	Alan McConnell	Mazda	57.0	16 Laurie Streitberg	Mazda	62.9
4	On Taint on	Mazda	57.3	17 Don Gibson	Datsun	64.6
5	Peter Garbett	Coroll	57.6	18 Daisy Bates	Corolla	64.7
= 6	Lee Drummond	Mazda	58.1	19 Desley Collins	Mazda	65.3
	Lee Drummond	Mazda	58.1	20 Gavin Major	Renault	66.5
8	Dale Payne	Mazda	58.8	=21 Shane McGrath	Datsun	71.5
9	Stephen Cooke	Renault	59.3	N Blackmore	Buggy	71.5
10	Pete Smith	Suzuki	60.0	14 Laurie Garth	Mazda	62.0
11	Peter Garbett	Coroll	60.4	15 Gus Major	Renault	62.8
12	Daisy Bates	Coroll	61.1			

Test 2

1	David Owen	39.5
= 2	Peter Garbett	41.8
	Lee Drummond	41.8
4	Peter Garbett	43.6
= 5	Don Tainton	44.1
	Glen Carpenter	44.1
7	Daisy Bates	44.2
8	Dale Payne	44.7
9	Don Gibson	45.2
10	Pete Smith	45.8
11	Stephen Cooke	46.7
12	Daisy Bates	47.1
	(Alan Ball	47.4)
13	Laurie Strtbrg	48.0
14	Alan McConnell	48.7
15	Gavin Major	50.9
16	Lee Drummond	51.7
17	Glen McGrath	52.9
18	Gus Major	53.3
19	Laurie Garth	54.3
=20	Desley Collins	57.2
21	Shane McGrath	57.2
22	N Blackmore	70.0

After 2 Tests

1	David Owen	95.6
2	Glen Carpentr	99.2
3	Peter Garbett	99.4
4	Lee Drummond	99.9
5	Don Tainton	101.4
6	Dale Payne	103.5
7	Peter Garbe	104.0
8	Alan McOll	105.7
9	Pete Smith	105.8
10	Stephen Coo	106.0
11	Daisy Bates	108.2
12	Daisy Bates	108.9
	(Alan Ball	108.9)
=13	Don Gibson	109.8
	Lee Drummon	109.8
15	Laurie Strt	110.9
16	Glen McGrath	114.5
17	Gus Major	116.1
18	Laurie Garth	116.3
19	Gavin Major	117.4
20	Dsly Collin	121.3
21	Shane McGra	128.2
22	N Blackmore	141.5

Test 3

1	Lee Drummond	41.8
2	Pete Smith	44.3
3	Alan McConnell	44.5
4	Lee Drummond	44.9
5	Glen Carpentr	45.3
6	David Owen	46.6
7	Dale Payne	49.5
8	Stephen Cooke	49.9
9	Don Tainton	50.7
10	Peter Garbett	51.0
11	Peter Garbett	52.1
12	Glen McGrath	52.2
13	Gus Major	54.2
14	Laurie Strtbrg	54.7
=15	Daisy Bates	55.7
	Desley Collins	55.7
17	Gavin Major	58.0
18	N Blackmore	59.6
19	Don Gibson	62.4
20	Shane McGrath	62.8
21	Daisy Bates	64.6

After 3 Tests

1	Lee Drummond	Mazda	141.7
2	David Owen	Mini S	142.2
3	Glen Carpenter	Mini S	144.5
4	Pete Smith	Suzuki	150.1
5	Alan McConnell	Mazda	150.2
6	Peter Garbett	Coroll	150.4
7	Don Tainton	Mazda	152.1
8	Dale Payne	Mazda	153.0
9	Lee Drummond	Mazda	154.7
10	Stephen Cooke	Renault	155.9
11	Peter Garbett	Corolla	156.1
12	Daisy Bates	Corolla	163.9
13	Laurie Strettberg	Mazda	165.8
14	Glen McGrath	Datsun	166.7
15	Gus Major	Renault	170.3
16	Don Gibson	Datsun	172.2
17	Daisy Bates	Corolla	173.5
18	Gavin Major	Renault	175.4
19	Desley Collins	Mazda	177.0
20	Shane McGrath	Datsun	191.0
21	N Blackmore	Buggy	201.1

Test 4

1	Glen Carpenter	Mini S	35.3
2	Pete Smith	Suzuki	38.9
3	Peter Garbett	Coroll	40.2
= 4	Dale Payne	Mazda	40.6
	Lee Drummond	Mazda	40.6
= 6	Alan McConnell	Mazda	41.3
	Glen McGrath	Datsun	41.3
= 8	Peter Garbett	Coroll	41.4
	Lee Drummond	Mazda	41.4
10	Don Gibson	Datsun	41.5
11	Desley Collins	Mazda	42.5
12	Laurie Streitberg	Mazda	43.0
13	Don Tainton	Mazda	43.4
14	Stephen Cooke	Renault	43.9
15	Daisy Bates	Corolla	44.8
16	Shane McGrath	Datsun	48.0
17	Daisy Bates	Corolla	48.3
18	David Owen	Mini S	52.6
19	Gavin Major	Renault	55.3
20	N Blackmore	Buggy	66.0

Results

1	Glen Carpenter	Mini S	179.8	11	Stephen Cooke	Renault	199.8
2	Lee Drummond	Mazda	182.3	12	Glen McGrath	Datsun	208.0
3	Pete Smith	Suzuki	189.0	13	Daisy Bates	Corolla	208.7
4	Peter Garbett	Corolla	190.6	14	Laurie Streitberg	Mazda	208.8
5	Alan McConnell	Mazda	191.5	15	Don Gibson	Datsun	213.7
6	Dale Payne	Mazda	193.6	16	Desley Collins	Mazda	219.5
7	David Owen	Mini S	194.8	17	Daisy Bates	Corolla	221.8
8	Don Tainton	Mazda	195.5	18	Gavin Major	Renault	230.7
9	Lee Drummond	Mazda	196.1	19	Shane McGrath	Datsun	239.0
10	Peter Garbett	Corolla	197.5	20	N Blackmore	Buggy	267.1

1981 Club Championships

Off Road Championship

FINAL !!!

= 1 Ed van Amstel 37
David Pearson 37

Congratulations to Ed and David.

3 Tom Foots 33
4 Ian Baker 32
5 Paul Watkinson 29
= 6 Bruce Taylor 28
Pat Collins 28
Desley Collins 28
9 Nev Hamlin 25
=10 Lawrence Svenson 23
Janelle Svenson 23
12 Peter Meiers 22
13 Ed Hopkins 21
=14 Burt Goostrey 20
Geoff Dein 20
=16 Ian Bond 18
Marianne Bond 18
18 George Croucher 15
=19 Ashton Bradley 14
Glenn Bradley 14
Cedric Loy 14
Geoff Loy 14
=23 Greg Byrne 13
Dennis Palmer 13
=25 Jim Adness 11
Ian MacFarlane 11
=27 Rod Sams 10
Lloyd Prescott 10
Wayne Cambie 10
=30 Dave Chadwick 9
Garry Connelly 9
Neil Howard 9
Peter Stockton 9
=34 Chris Hamlin 7
Brian Mannion 7
John Brixey 7
=37 Don Buckley 6
Noel Buckley 6
Doug Scottorn 6
Max Castles 6
Guenter Schmied 6
=42 Gary Moedt 5
Neil Bang 5
Mark Ashton 5
Nev Taylor 5
Nick Reeves 5
Col Winton 5
Mick Norris 5
=49 Michael O'Brien 4
Clive Scott 4
Les Flood 4
Fred van den Brnk 4
=53 Col Leavey 3
Dwayne McClintock 3
Terry Conneely 3
Peter Spring 3

Off Road (Cont)

=53 Mark Siemon 3
Noel Jeffrey 3
Steven Jeffery 3
Paul Jeffreys 3
=61 Sandra Chalk 2
Ron van der Haar 2
David Henry 2
Bill Daley 2
=65 Carol Daley 1
Brian Thompson 1
Kevin Read 1
Wayne Hufschmid 1
Don Tainton 1
David Blackmore 1
Ashley Morgan 1
Rod Brand 1
Ian Prescott 1
Moss Lane 1
Gary Kabel 1
Andy Davis 1
Kev Hufschmid 1
Steve Blackburn 1
Peter Gartshore 1
Paul Swenson 1
John Daley 1
Bob Butter 1
Tim Hegarty 1
Barry Massey 1
Alwyn Boyle 1
Geoffrey Boyle 1
Peter Henry 1
Brian Lenke 1
Mark Huebner 1

Night Run (Cont)

28 Warren Tegg 23
=29 Tricia Smith 21
Pete Smith 21
31 Pat Collins 19
32 Jeff Tremaon 19
33 Paul Williams 17
=34 Paul Bergmann 16
Alex Conroy 16
36 Mark Raynor 15
37 Faye Ball 14
=38 Paul Cadell 11
Russell Wilson 11
=40 Coral Taylor 9
Daisy Bates 9
Peter Garbett 9
=43 Paul Waller 8
Brett Elliott 8
45 Noelle Drummond 7
=46 Rob Reardon 5
Kathstrine Tegg 5
Brad Skinner 5
Brenden Simpson 5
=50 Steve Barbe 3
Dean Wallace 3
=52 Bill Dunk 2
Kerry Rasmussen 2
=54 Brian Day 1
Jeff Beeson 1
Richard Schilpz 1
Tim Charalambou 1
Sue Wright 1
M Walton 1
Glen McGrath 1
Sue McGrath 1

Night Run Championship

1 Ron Wilkins 93
2 Desley Collins 88
3 Greg Weale 82
= 4 Sue Griffin 76
Ross Stanfield 76
6 Alan McConnell 64
7 Charlie Blake 62
= 8 Tony Hazeldine 55
Greg Barbe 55
10 Peter Johnston 53
11 Gary Kabel 52
13 David Mundy 43
14 Paul Wallace 42
=15 Dale Payne 40
John Beggs 40
Sherry Smith 40
Dune Carlow 40
12 Alan Ball 48
19 Ray Gough 34
=20 Don Milner 33
Gary Luiten 33
=22 Peter Stockton 32
Barbara Knight 32
24 Morrelle Mansfield 29
25 Peter Ball 28
26 Sandy Milner 26
27 Laurie Streitbg 24

Speed Event Champ.

1 Kev White 11
2 Lawrence Svenson 10
= 3 Rod Sams 9
Desley Collins 9
Lee Drummond 9
6 Wayne Hufschmid 8
7 Ed van Amstel 7
8 Barry Meller 6
9 Ross Stanfield 5
10 Neil Bang 4
11 Brian Mannion 3
12 Dave Blackmore 2

Rally Championship

1 Tony Best 25
= 2 Gary Kabel 22
Brian Marsden 22
= 4 Phil Stephan 21
Chris Beecham 21
6 Peter Kelly 20
7 Peter Garbett 19
8 Mike Mitchell 18
= 9 Keith Tapsall 15
John Hall 15
11 Brad Skinner 14
=12 Dale Payne 12

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 17 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 heat results 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 events (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 Peter 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.

Rally Champ (Cont)

=12	Sherry Smith	12
	Kevin Taylor	12
	Wayne Salmond	12
=16	Hank Kabel	11
	Norm Fritter	11
	Coral Taylor	11
=19	Rod Browning	10
	Peter Phillips	10
	Gary Batts	10
=22	Jim Reddiex	9
	Peter Marshall	9
	Peter Clydesdale	9
	Laurie Garth	9
	Bruce Fullerton	9
	Garry Connelly	9
	Ron Burne	9
	Earl Bailey	9
	Bruce Garland	9
	Allan Brown	9
32	Tim Charalambou	8
=33	Paul Goopy	6
	Russell Reid	6
=35	John Blake	5
	Chris Harbeck	5
	Ian Goldsworthy	5
	Peter Sudiro	5
	Michael McBride	5
=40	Gary Luiten	4
	David Mundy	4
	Bruce McCubben	4
	Chris Michel	4
=44	Simon Passlow	3
	Terry Crawford	3
	Greg Gilliland	3
	Kerry Gilliland	3
=48	Simon Kabel	2
	Alan Ball	2
	Ray Gough	2
	Tony Kabel	2
=52	Fred VnDn Brink	1
	Frnz VnDn Brink	1
	Graham Smith	1
	Rod Cross	1
	Boyd Ovens	1
	Don Milner	1
	Paul Dillon	1
	Peter Marcovich	1
	Peter Herlihen	1
	Bruce Langan	1
	Ian Friar	1
	Wayne Hickey	1
	Paul Williams	1
	Alex Conroy	1
	Rymnd Anderson	1
	Glenn Zagami	1
	Shane Zoch	1
	Glen Somerville	1

Club Champ (Cont)

=44	Don Tainton	2
	Paul Williams	2
	Fred VnDn Brink	2

Motorkhana Chmpionship

FINAL !!

1	Pete Smith	29
Well Done Me		
2	Lee Drummond	28
= 3	Lndsy Sutherlad	22
	Peter Garbett	22
5	Alan McConnell	20
= 6	Steve McCabe	19
8	Simon Kabel	13
9	Glen Carpenter	11
= 10	Alan Ball	19
=10	Desley Collins	10
=11	Ross Perry	9
	Tricia Smith	9
	Noelle Drummond	9
	Warren Tegg	9
	Ron Wilkins	9
16	Rod Browning	7
=17	Kelvin Taylor	6
	Pete Johnston	6
	Dale Payne	6
=20	Gary Kabel	5
	Brendan Simpson	5
	Don Tainton	5
=23	Tony Krebs	4
	Brad Skinner	4
	Glen McGrath	4
=26	David Martin	3
	Hank Kabel	3
	Tony Kabel	3
	Daisy Bates	3
	Laurie Streitbrg	2

Ladies Championship

1	Desley Collins	44
2	Sherry Smith	20
3	Tricia Smith	14
4	Coral Taylor	12
5	Noelle Drummond	11
= 6	Janelle Svenson	10
	Sue Griffin	10
	Daisy Bates	10
= 9	Marianne Bond	9
	Dune Carlow	9
	Kerry Gilliland	9
12	Sandra Chalk	8
=13	Carol Daley	7
	Barbara Knight	7
15	Lorrelle Mnsfld	6
16	Sandy Milher	5
17	Faye Ball	3
=18	Kathstrine Tegg	1
	Sue Wright	1
	Sue McGrath	1

Club Champ (Cont)

=44	Brenden Simpson	2
	Janelle Svenson	2
	Warren Tegg	2
	Coral Taylor	2
	Kelvin Taylor	2

Club Championship

1	Desley Collins	27
2	Lee Drummond	19
3	El van Amstel	16
4	Peter Garbett	15
= 5	Gary Kabel	13
	Alan McConnell	13
= 7	Pete Smith	12
	Lawrence Svenson	12
	Ron Wilkins	12
=10	Tony Best	11
	David Pearson	11
	Ross Stanfield	11
	Kev White	11
=14	Brian Marsden	10
	Rod Sams	10
=16	Tom Poots	9
	Lindsay Sutherland	9
	Greg Weale	9
=19	Ian Baker	8
	Alan Ball	8
	Chris Beecham	8
	Sue Griffin	8
	Phil Stephan	8
=24	Pat Collins	7
	Paul Watkinsn	7
=26	Wayne Hufschmid	6
	Peter Kelly	6
	Steve McCabe	6
	Bruce Taylor	6
30	Charlie Blake	5
=31	Simon Kabel	5
=32	Tony Hazeldine	4
	Greg Barbe	4
	Barry Meller	4
	Mike Mitchell	4
=36	Neil Bang	3
	Glen Carpenter	3
	John Hall	3
	Nev Hamlin	3
	Peter Johnston	3
	Dale Payne	3
	Brad Skinner	3
=44	Keith Tapsall	3
	Dave Blackmore	2
	Rod Browning	2
	Alex Conroy	2
	Tim Charalambous	2
	Garry Connelly	2
	Noelle Drummond	2
	Ray Gough	2
	Hank Kabel	2
	Tony Kabel	2
	Gary Luiten	2
	David Mundy	2
	Don Milner	2
	Glen McGrath	2
	Brian Mannion	2
	Sherry Smith	2
	Peter Stockton	2
	Laurie Streitberg	2
	Tricia Smith	2

Social Chit-Chat from Jennifer Swan-Upping

Hello the social scene has been a hive of activity ... Famed Fotographer Alan McGonell used his new limited slip diff at the recent Speed Week Motorkhana, and smashed every peg in the straight line slalom, Naughty, Naughty Alan! - Terry Crawford and Mary joined the ranks of the Happily Married recently, well done, once again I didn't get any cake - former Queensland Rally Champion Russell Worthington wed Jan McMinn, in the vast assembly were seen Mr and Mrs Kabel, Mr and Mrs Drummond, Mr and Mrs Whalley and also Bruce Fullerton with his new fiancée Stephanie. The wedding was in a beautiful hand hewn stone church at Lismore, built in 1901 with stained glass windows and all. The lovely bride wore a traditional style white dress covered in lace. What a lovely scene ...

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Midge Garth (Home 349 8053) wants 2 old narrow seatbelts, they're for a good cause - they want to hang little Jim upside down and spin him round (!) - so if you have any old belts in the garage give Midge a ring.

B.S.C.C. Art Union

The club is currently running its first ever Art Union at the moment. It is to be drawn at the Christmas Party (4 weeks time) with the winners taking home a \$1400 Stereo System and a \$995 Video Cassette Recorder. (Full details of prizes in earlier magazines).

Unfortunately it is going to run at a LOSS to the club (and thus be a burden on our funds), Unless you all help to sell tickets, and to get the ticket butts and money back in quickly to Noelle, Desley or Sherry.

A lot of you have taken 1 or 2 books to sell, but there's a lot of you-others who haven't. We still have approximately 200 books which must be sold. You can get your books on a Wednesday night, or phone for them and we'll post them out to you. (Ring Sue McGarry, Admin Officer B.S.C.C, 391 8881, Noelle Drummond (A.H. 44 4580), Dealey Collins (A.H. 390 1145))

We have bought the prizes on lay-by and so we need tickets and money to be returned promptly so that we can keep up the payments.

So help yourself, by helping the club, by helping us sell tickets.

Thanks in Anticipation
Art Union Subcommittee.

PS. There are several substantial prizes to the people who sell most tickets - so far the likely contenders are ... Ross Stanfield Jason Crew, Diane Cross, Noelle Drummond, Jan Fink.

PPS. What's happened to all those people who swore they'd sell hundreds but haven't sold one?

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

1981 CLUB OFFICERSPHONE NUMBERS

Home Work

PATRON Minister for Defence Hon. D.J. Killen

PRESIDENT	Garry Connelly	341 3961	221 6899
VICE PRESIDENT	Mike Mitchell	59 8785	57 8177
HON. SECRETARY	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	Warren Tegg	48 3889	394 1922
Hon. TREASURER	Charlie Blake	38 2693	
CLUB CAPTAIN	Dale Payne	221 9642	52 5571
BOARD MEMBERS	Ian Bond	Peter Marshall	
	Errol Bailey	Jim Reddiex	
	Desley Collins	Peter Smith	
	Pat Collins	Sherry Smith	
	Peter McMahon		
	Garry Connelly	341 3961	221 6899
	Ian Bond	390 3111	
HON. AUDITOR	Nev Johnston	266 824	258 1022
BUILDING & PROPERTY OFFICER	Brian Swinton	48 4558	44 8061
REGISTRAR	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER	John Hall	345 5751	
ART UNION PROMOTER	Sherry Smith	349 9323	
FINANCE SUB-C'TEE C'MAN	Errol Bailey	48 0546	
SOCIAL SUB C'TEE C'MAN	Desley Collins	390 1145	
SPORTING SUB-C'TEE C'MAN	Laurie Garth	349 8053	349 8053
MOTORKHANA & SPEED EVENT	Colin Powell	206 4338	
OFF ROAD OFFICER	Ian Bond	390 3111	
RALLY OFFICER	Peter Marshall	202 6932	202 6932
ADMINISTRATION OFFICER	Sue McGarry		391 8881

CLUBROOMS:

BSCC Clubrooms are located at the corner of Reid and Hawthorne Street at Woolloongabba, and are open every Wednesday from 8.00p.m. onwards.

OFFICE HOURS

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

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

CLUB PHONE NO. IS 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

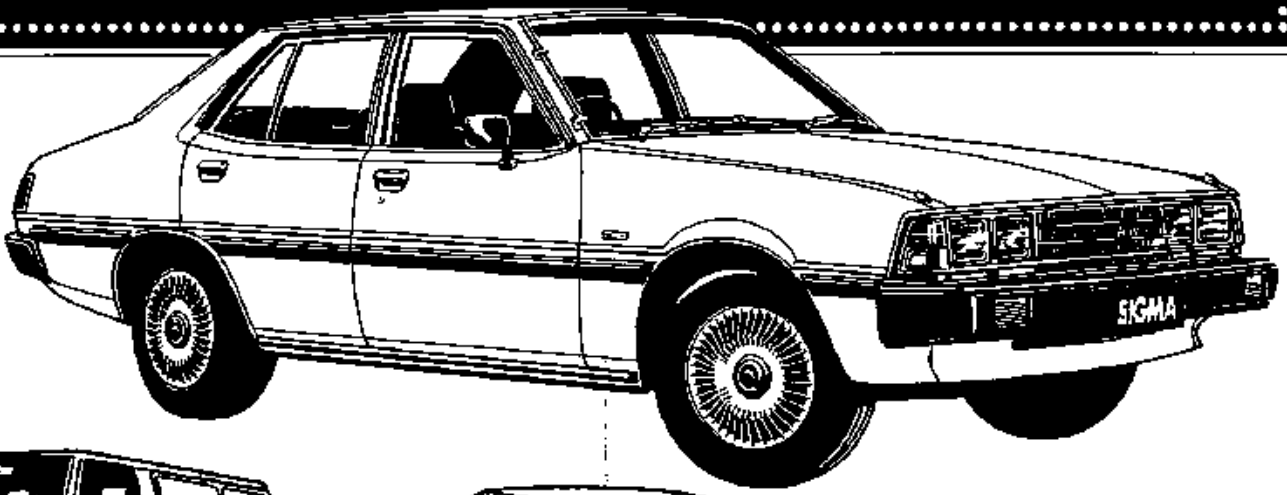
The annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate membership is available to a wife, fiancée and/or children of ordinary members.

COMING EVENTS:

Wed	11	Nov	BSCC Off-Road night
Fri	13	Nov,	CAC Invitation night run
Sat	14	Nov.	IWMAC Closed rally.
Tue	17	Nov.	BSCC Sporting Sub-C'tt meeting
Wed	18	Nov.	BSCC Night run organised by Ray Gough, Alan Ball BSCC Finance Sub-Committee meeting
Sat	21	Nov	LCCA Alpine Rally (ARC 5)
Sun	22	Nov.	BSCC - Stanfield Automatics Ladies Enduro directed by Pat Collins
	21/22	Nov.	QMSC Trophy Race Meeting
Wed	25	Nov.	Annual General Meeting BSCC 8 p.m. at clubrooms
Sun	29	Nov.	BSCC closed economy run organised by Paul Wallace, Paul Williams
Tue	1	Dec.	BSCC Board meeting
Wed.	2	Dec.	BSCC Social night
Sat/ Sun	5/6	Dec	Ampol Albany Creek Rally, directed by Rod Browning and Keith Tapsall
Wed	9	Dec	BSCC Rally night
Sat	12	Dec	BSCC Christmas Party at the home of Pat & Desley Collins, 579 Tilley Road, Chandler.
Tue	15	Dec	BSCC Sporting Sub-Committee meeting
Wed	16	Dec	BSCC Off-Road night
Sun/Mon	24/25	Jan	Tara L.C.O.R. directed by Mick Norris & Pay McCreery
Mon	8	Feb	Navigation School
Sat/Sun	13/14	Feb	Motor Show Rally directed by Jim Reddiex, Alan Wright
Sun	7	Mar	Purga L.C.O.R. directed by Terry Conneely
Sun	28	Mar	"Cibie" open restricted rally directed by Coral Taylor/Laurie Garth
Sun	11	Apr	Short Course O.R. directed by Tom Poots
Sun	2	May	Lutwyche Shopping Centre Rally.

SIGMA

WAGON



Van



Scorpion



Colt



Utility



*That's
Right.*

**FRANK
TOMLIN**



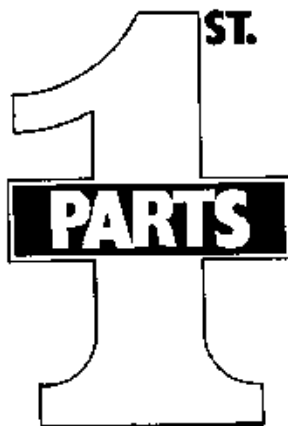
MITSUBISHI

557 Coronation Drive, Toowong. 4066 Phone 371 5277

MAZDA CENTRE

SPRINGWOOD

New Mazda 323



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