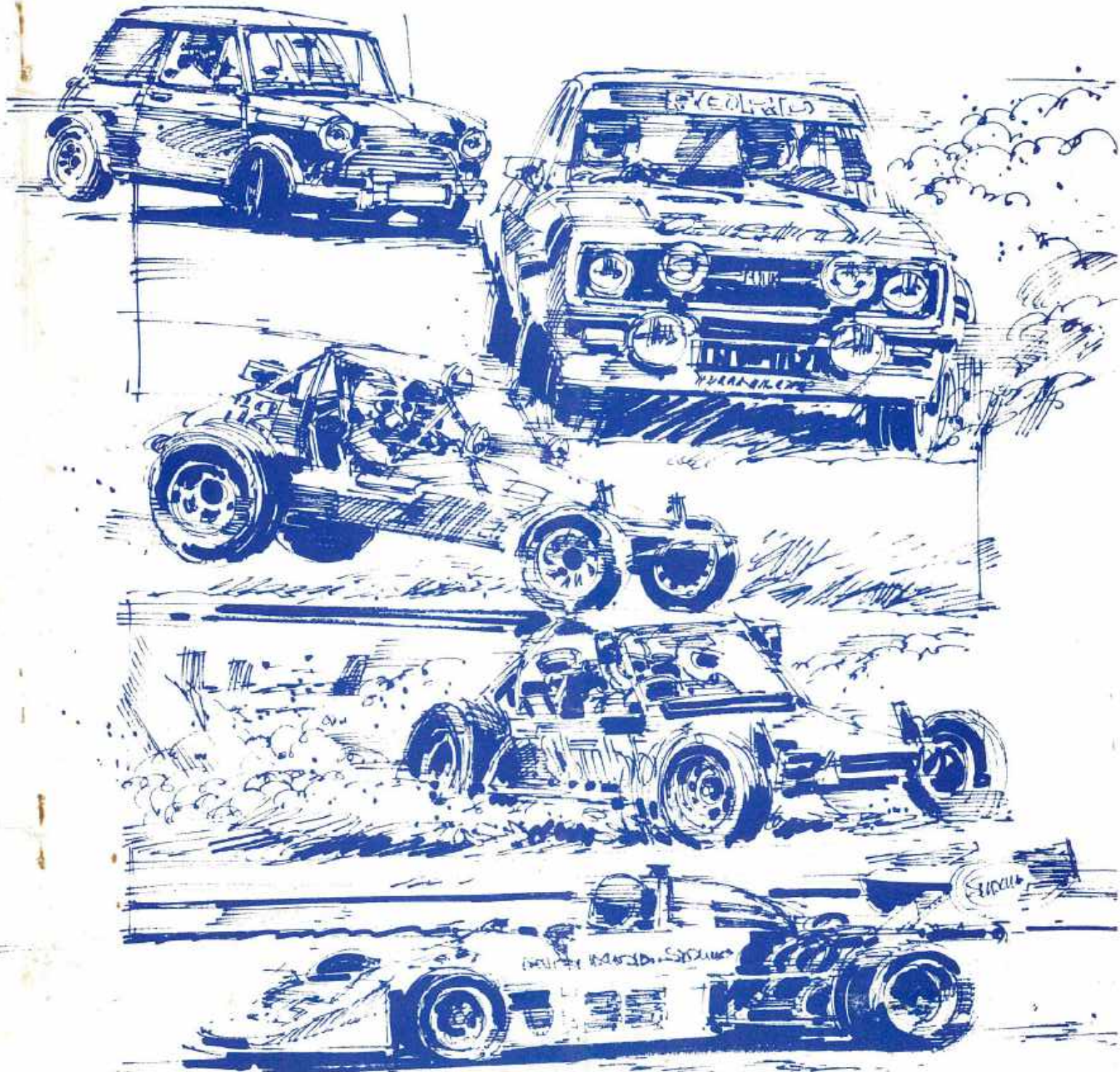




BRISBANE SPORTING CAR CLUB MAGAZINE

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FEB 1982



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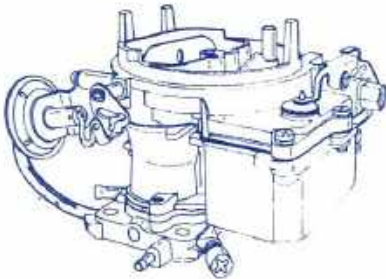
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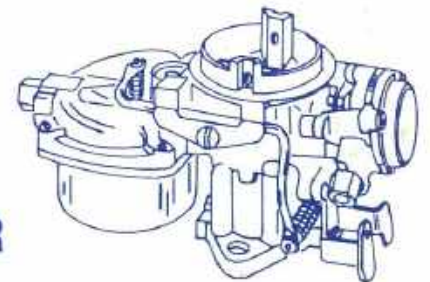
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Brisbane Sporting Car Club
Magazine - February 1982

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Brisbane Sporting Car Club Ltd.

Magazine - February 1982

Editorial

A fresh year blooms for the car club and each year seems better than the last, what really impresses me for the first time is what a top Committee we have this year - now all of the grotty jobs that people accept reluctantly, and do little about, have enthusiastic people in the chair - take a bow Brian Swinton (whose name should flash in coloured lights from the roof); Jeff Tremain, Errol Bailey, Laurie Garth, John Hall, Sherry Smith, and let's not be too modest - ME !

At this time most magazines have a summary of the year past, but I have a terrible memory and I find our magazine so dull no power on earth could make me read a years worth in one go. However what does spring to mind is that 1981 was Desley Collins' year, =7 Off Road Championship, =3 speed event championship, 10th Motorkhana Championship and a glorious 2nd in the Night Run Championship, gave Desley the Ladies Championship by a whopping 144% and the Club Championship by 36% (At this rate we'll have to start a separate Mens Championship to give the near males a chance). Who'll be king of the pile in '82 ? Well it could be any one of the 460 of us, enter a lot - organise a few, and it could be your name embossed in perpetuity on the Chalice from the Palace.

Following a request from the management this magazine has come out a few weeks early, this totally throws out my planned list of contents as the things either haven't happened or I cannot interview the people I wanted too - so I'm sorry but this is a GRIM copy, and by the time we revert to our standard date on March 17th it'll all be too old for wards.

As the club grows bigger it becomes increasingly hard for one man to communicate with all of the clubs different facets, factions and age groups. Now my English Gem defines Edit as "Prepare for Publication" it don't say I have to write the whole bleeding thing, so if you feel hard done by, or if you want to tell the world that a 40DCOE on a four cylinder 2 litre needs RED springs, then write to me, or see me, or phone me, and we'll arrange it.

Rough notes can be preapred for publication by Big Ed - Articles can be published anonymously (as long as I know who the author is) - Writing for the magazine is good training for Commerce, Private and Commercial letters - don't forget what we want to know is Who, What, Where, When and How.

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Major Forthcoming Event

School for Rally Crews
February 8th, 15th, 22nd

Organised by Peter Marshall for 3 Mondays in February all starting at the Clubrooms at 8pm - 8th, Garry Connelly on The Route Chart - 15th, Laurie Garth or Ross Moir on Map Reading - 22nd, Keith Tapsall on Vehicle Preparation. The cost is \$6 night or \$15 for the three. Ph one the club for further details (391 8881 Mon - Wed) or 202 6932 at other times. Plenty of time for questions, bring a pad and pen.

1982 MEMBERSHIP SUBSCRIPTIONS NOW PAYABLE

After four years of keeping membership fees at the same level, rising costs and the need to provide additional services and facilities have forced us to increase membership subscriptions slightly for 1982. The new rates are \$22.00 for ordinary membership and \$7.00 for associate membership.

The last increase in the ordinary membership fee was from \$15 to \$ 20 in 1978, and the last increase in the associate membership fee was from \$4 to \$6 in 1974. Bearing in mind the rate of inflation over this time, club membership fees probably represent better value for money now than at any time in the past.

Members living overseas, interstate, or more than 320 km radially from Brisbane are entitled to ordinary membership at the reduced rate of \$12.00, and members who joined on or after the 1st September, 1981 are entitled to a 50% discount on the appropriate 1982 membership fee.

Membership subscriptions are due and payable on the 1st January each year, and accounts have now been forwarded to all members who have not yet paid their 1982 subscriptions. It would be appreciated if these accounts could be paid as soon as possible please don't wait till the first club night - a cheque in the mail during the next few weeks would be much more acceptable.

The cost of a Basic Licence for 1982 is \$4.50, so please add this amount to your membership subscription if you require one. Again it makes life easier for everyone if you can pay for your Basic Licence at the time you renew your membership rather than waiting for your first event and then expecting your Basic Licence to be made out on the spot.

If for any reason you do not intend to renew your membership in 1982, then please drop a note in the mail or return your account unpaid. This will save us time and money in sending out further reminder notices to people who do not intend to renew.

Major Forthcoming Events

Holland Park Auto Electrics Rally
 1st Round Cibie/GP Cars Rally Series
 March 27th/28th 1982

The 27th of March will see Coral Taylors debut as a Rally Director. She has been spending a lot of time in the Yarraman Forest with Laurie and Craig Garth sorting out the route for the Holland Park Auto Electrics Rally.. The team has found a lot of roads that haven't heard the sound of a rally car for at least 10 years and some never'.

At the moment the roads are smooth but the rain in November and December has created a problem 'of sorts' with grass growing at an extremely fast rate. We will have the problem overcome by the day of the event.

The Rally will start from K-Mart Plaza, Mains Road, Sunnybank at approx 3pm on the 27th and proceed direct to Yarraman Forest.

There will be 8 competitive sections ranging from about 3.5km to 20km, C.A.M.S. have approved $\frac{1}{4}$ minute timing so the drivers will have to be on the ball.

A Service Point has been located at a central point so Service Crews won't have to drive all over the countryside loading and unloading cars.

Entrys are open and close with the Secretary of the Event - Mrs M Garth, 26 Linfield St, Mansfield, Q 4122 ph 349 8053 on Thurs 18th March. The draw will be held at the B.S.C.C. Clubrooms on Friday 19th March.

For any information re the event Contact Coral Taylor at 391 8881 Mon - Wed Office Hours or 59 5323 A/h. Or Laurie Garth 349 8053 all hours.

Laurie Garth

Control Officials - this especially applies to those of you who do Q.R.C. events and expect people to wait around all night running controls. Well this is your chance to say 'Thanks', get a few fiends together and enjoy a half night in the bush. Get your name down with Coral at the number above, anybody who can help will be most welcome.

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The Grubertash Letters continue

The Editor

Some months ago I wrote to you asking for help in locating my long lost husband, rally driver Knerd Knuderstah.

I write now to share my joy with you as I am soon to be reunited with my dearest Knerd. He has written to tell me that he will soon be coming to Brisbane as he has been approached by the Organsiers of the Lutwyche Rally (May 1st/2nd) to drive in this event.

PTO

Two things impressed the Lutwyche Organisers. First there was Knerds unofficial win on last years James Hardy at Bathurst, he being the only person to complete the whole event. He did 42 laps the first week in September, then on the day of the event he flung open the rear doors of Chris Gibsons shunted Falcon, passed his Fiat 850 through in peeces, re-assembled the car on the other side of the shunt and was the only person to drive round to the start finish line. He was disqualified on a technicality - he hadn't entered. The other point that made the Lutwyche Organisers sit up was that they were so impressed with the Queensland Police Forces help with the publicity of Lindsay Kamps stage show "Flour". So they have approached Knerd to be the first driver to complete an ARC rally entirely in the nude. Think of the exposure. My Knerd will be famous. The only problem I can see is that photographers may have to point their "flash" signs the other way.

Whatever happens I am soon to see my Knerd in the flesh, thanks yo your wonderful magazine.

Gnawa Knuderstash.

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New Members

A very warm welcome is extended to the 23 people who joined the Club during January :

Peter Westwood	.....	Acacia Ridge
Dick Steele	.....	Lismore NSW
Kim Steele	.....	Lismore NSW (Associate)
Bruce Tait	.....	Aspley
Dale Shields	.....	Aspley
Ian Wilkinson	.....	Ballina NSW
Kevin Boyd	.....	Broadwater NSW
Ken Boulton	.....	Ballina NSW
Chris Lane	.....	Carina Heights
Colin Plant	.....	The Gap
Trevor Plant	.....	The Gap
Rod White	.....	Inala
David Butcher	.....	Mansfield
Peter Whalley	.....	Camp Hill
Ncelene Whalley	.....	Camp Hill (Associate)
Col McCudden	.....	Waterford
John Torney	.....	Tweed Heads NSW
Julie Torney	.....	Tweed Heads NSW (Associate)
Gary Duckett	.....	Lismacre NSW
Andrew McGraa	.....	Camp Hill
Lachlan Foord	Mt Gravatt
Peter Koskinen	Mermaid Beach
Hannu Arvelin	Mermaid Beach

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Forthcoming Event

Round 1 of the Queensland Motorkhana Championship organised by the Ipswich West Moreton Auto Club for 28th February 1982.

Entries open now and close on 18th Feb, get yo ur copy of the regs from our Secretary or phone Gillian Ainscough (075)641606 a/h. Comp Licence needed, entry fee is \$7, event to be held at Coles Supermarket Car Park, Ipswich.

President's Report

A very Happy New Year to members and friends and I do trust that everybody kept out of trouble over the Festive Season.

1982 has started out dramatically for our Club with several unpleasant happenings. Firstly our Christmas Party was poorly attended with some 30 Club Members stating they were attending but not turning up on the evening. As the caterer had to know a firm figure, the Club lost money because of these inconsiderate people.

Then the Clubrooms were burgled twice over the Christmas break with Club property worth in excess of \$500.00 being stolen. Fortunately our insurance policy covered the loss but the most distressing part being that it was a Club member who made the theft. His due reward will not be long in catching up with him.

Finally, our Administrative Officer, Sue McGarry resigned to find full-time work. Sue has done a tremendous job for the club and it is really a disappointment to lose her. Your board gave much deliberation to her successor and has appointed Club Member Coral Taylor to the position. This in turn necessitated her resignation from the Board and her place has been filled by erstwhile (Big Ed here - doesn't erstwhile mean dead or something, does Mike Mitchell know something I don't?) Editor, Peter Smith.

On happier notes, the Art Union was a success raising approximately \$1,000.00 for the Club, membership renewals are rolling in, and we are looking forward to what promises to be some top Sporting Events.

Mick Norris has organized an excellent T.J.M. Products Off-Road Event at Tara at the end of January, and Jim Reddix is co-ordinating the Motor Show Rally in Mid-February. Peter Marshall has organized what will be a most informative Rally School during February.

A very enjoyable evening was held in January for the Presentation of the 1981 Ampol Albany Creek Rally. Both the Rally and the Presentation were excellently run and full credit must go to the Director, Rod Browning.

Again I will remind everybody that our Club will only be as good as we make it, so get in there and enjoy it. Let the Board know your likes and dislikes and we will try to provide what you want.

Mike Mitchell

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Forthcoming Event

The Confederation of Australian Motor Sport Annual Dinner. To be held at the Fairview Lounge, Jordan Terrace, Bowen Hills on February 12th. Pre-Dinner drinks at 7.30pm, Dinner at 8.00pm. The cost is \$15 single, \$30 double plus drinks.

R.S.V.E to CAMS please by the 5th February (36 4802 12 - 3)

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T.J.M. PRODUCTS OFF ROAD ENDURO
for the Greg Chalk memorial trophy

TARA

30th / 31st January 1982

As this event took place a scant 48 hours before we printed the magazine this report may lack a little something in depth.

Before the event I strolled around the gypsies encampment speaking to some of the competitors. The differences between their predictions and what happened the next day we will leave to the reader.

Ed Hopkins and Warren McKewen said that Tom Poots and Jim Ainess would fight it out as always. The prologue wasn't rough, but smooth, sandy and very fast.

(Usually I asked people how the car was going, what they'd done to it since G'windi, and how they'd fare during the event. My extra comment will appear in brackets)

Brian Mannion - The cars pretty good, we repaired the gearbox after G'windi, it's very fast and slippery and we should go well tomorrow.

When I went to speak to Nev Taylor he was surrounded with young ladies. The cars going very well, (Don't the host of lovely women in your life resent you spending so much time on the car) No Pete they just make the tea. I think competition is 80% luck, 10% preparation; 10% driving. You can spend weeks preparing the car and then a 10 cent bolt lets you down.

By comparison George Croucher and Guenter Schmied were jacking up the front of their buggy using a trolley jack and 4 lumps of wood. George speaks, Christine (Croucher) wrecked it at the Ladies Purga, wrecked the front end, wrecked the gearbox, wrecked the motor - Jeez I'll have to trade her in, the car that is not Christine.

Dave Westwood was having his first event, the prologue had gone well and they hoped for a full day out.

As I approached Tom Poots you could see he was mentally gathering his answers together, so I thought I'd throw him a curly one. (Well Tom Solidarity has been crushed what'll you think will happen to the Polish people now?) They should pull the plug out and let Europe sink! (Is the car the same successful vehicle you used at G'windi?). Yes it's the same, it's going very well and we've fitted new shock absorbers. They're a remote reservoir shock absorber, it has a little tube out of the top which leads into the reservoir and this has a valve on it. The main advantage of this is you can revalve it to suit your needs. If it's rough you can have them soft and if it's smooth then they're nice and hard. You can vary the pressure from 100 - 300 psi, it's not done instantly but it's a valuable asset to have. Terry Conneely came in here to assure everybody that Tom does like soft and hard ones. (Will you be drinking much at the Golfclub tonight Tom?) Not bloody likely!

I had to interview Cedric Loys feet at they were the only part of him visible. The prologue was very good, we changed a few bits underneath during the off season and we're just checking they haven't fallen off. (How long will you carry on competing Cedric?). Until they have to wheel me upto the start in a wheelchair.

Steve Abrahamson was hunched over the engine of his supercharged Suzuki. Yes the cars going very well. A few months ago you spelt my name correctly in the magazine (I'm sorry it must have been a typing error).

Wayne Gambie had a few problems. A radiator hose had just blown burning one of the service crew and we had some timing problems during the prologue. The beast is a shortwheelbase Landcruiser with a 307 motor - it'll go like a rocket tomorrow!

Ian Baker and Ian Bond had had a few problems with the clutch on the Prologue, but assured me everything would be right on the day.

Shane McGuire was doing his third event, the car had gone well during the Prologue and they hoped for the best during the event.

Don Buckley had a new front end and Crown Wheel Pinion and agreed Off Roading was an uncertain sport.

I had to ask Ian Macfarlane (How many times have you appeared in the magazine with a big F?) Oh all the time. The cars going pretty good, we've poured a stubby over it. We're chasing a hat trick so we hope it goes well tomorrow.

Barry Macfarlane said they were fourth on the Prologue which was very good for a Baja. They were 5th last year, 9th at G'windi, won Minden and they'd be giving the event a real go.

Barry Masseys big Jeep was trouble free. It's travelling in style, compete in a Jeep and you compete in comfort.

Chris Hamlin and Dale Shields pit crew were rebuilding a fuel pump. it was their first event and they hoped for the best.

Neve Hamlin had thrown his car into the dam, not in a fit but only to clean it. It's the first time I've sat in the car for ages, now it's clean the only dirty thing is me!

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It being quite late in the day we zoomed off to the Olympic Swimming Pool in Tara in case they shut at 5. We raced along but we took ages to catch this 351 engined Kombi racing ahead of us, when we reached the pool we found it was the Bakers en masse. Last year we went bathing with the Bakers, we must stop meeting like this Ian! Various other people were taking the opportunity for a bathe, but wet Off Roaders are like New Guinea Highlanders, they all look alike.

Once again we had the Annual Feast of Fun at the Golf Club. The disco beat was enough to vibrate all the crockery off the shelf back home in Woodridge. A fine meal from the Lions Club and everything going like a rocket.

When we left, despite the fact that it was raining in Brisbane, the night sky was as clear as a bell - a great comfort for the multitude who were camping out. All those groups of stars you hardly ever see were as clear as a bell, another of Australia's great assets.

We camped down in the shearers shed with our air beds and the old army mosquito nets to keep those least of Aussie assets out. A great night, just short of being warm, had everybody up fit and early to tackle a hard days day.

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The Control Officials were taken to their posts on time, the briefing was on time, but the Ambulance kept us all waiting for half an hour. Seeing the Ambulance mans performance with the ladies later, one wonders, in retrospect, what his delay was!

Before the start Warren McKewen was seen in his Reckitts blue body-belt looking very 'Samurai', our Club President "Mike Michell" arrived with Dawn to keep an eye on things, I made myself comfortable as the Chief Timekeeper, the Stewards waited for people to order drinks, Mick Norris had things totally under control.

At the start / finish line a crowd of bikini beauties had gathered to watch Nev Taylor leave. The cars began leaving the start at 1 minute intervals from 10.24, noisier of all was Gary Moedt in the huge 'Old Man Emu' whose big V8 sounded like a NASCAR original.

Not long after the start we received word in the tent that an arrow had been demolished and that competitors were unwittingly taking a short cut. Mick Norris acted with maturity and speed, taking the decision that the first lap would be scrubbed, the competitors would have a 15 minute break and then they would do 2 laps, have a thirty minute break and then do another two laps. Mick was very good in a crisis, my first inclination would be to stick my head in a sack and pretend you'd all gone away.

Having decided that the competitors would be stopped after one lap, it was alright for us looking fat and jolly in the tent - the real problem was letting the competitors know. Tom Poots erupted into the paddock, and when he slowed to collect his Passage Control Card Steve Barbe got a grip on his neck that would have killed the average gorilla - so Tom stopped (if only for the Gamma salve). But when Jim shot through no force on earth was going to stop him, I suggested a helicopter with a grappling hook (that would make the revs rise). Eventually he was stopped at a Passage Control by shooting out the tyres. These two were so far ahead of the field we had time for Sandra Shark to come up with the goods. She wrote a sign that said "\$50 if you STOP now" and held it under the burning sun by the timing marker. Being a colourful lot, everybody respects, we had no more trouble with over-running competitors.

While Sandra was doing her bit, Michael Collins jumped the final jump and ground to an 'alt'. The whole Collins family and crew went rushing down the road - with Pat waving his hat like a loony and clutching his testicles.

Nev Taylor, all a tremor because he knew a big line a beauties were waiting for him, came to the final jump and turned left, going through the fence into the paddock.

When all the cars had returned we began sending them off again at midday - this time with personal supervision of TMS course marker. During the short break TMS gravely insulted Don Tainton by telling him he'd have to go quicker, the poor blokes face just fell. Personally I would have flattened her with a right cross, but Don must be more a gent than me. To add insult to injury it was TMS who spotted that Cedric Loy began the event wearing his gardening gloves.

During the competitors first proper lap the water truck did his 'business' around the start/finish area, giving Tom a moment as he slid sideways to a halt for his passage control card.

George Croucher slid off at the final jump and got the front of his car wrapped up in a ball of wire. A mass of people erupted out of the bush and began heaving and pulling, soon they were free, and as Guenter collected his Passage Control Card he still had his wire cutters gripped in his other hand.

Ed Hopkins and Warren McKewen had been disrupted by a Wool of Pater. My suggestion that they could dry out and do a lap or two later was weighed against a beer, and lost.

A dry and very hot day. Just before Ed van Arstels arrival a large willy-willy blew across the course, my hopes that it would blow away TMS' rotten hat didn't happen.

Now Pay Attention You Lot. NUMBERS; we the timekeepers can't read them, and under a sheet of mud, to an uneducated car like me, you all look alike. We had a 'number' of suggestions to alleviate the situation; one idea was to have a deep pool of water (about 6 foot deep to accomodate the Moedt motor) near the timing tent with laser burners to zap the muck off the sides, or perhaps the navigators could carry cards with their number on them (the fact that the cards would be as dirty as the crews didn't seem to matter. Plus the fact that Doug Scottorn would always go through as 8:11), I wanted gaily coloured balloons dangling from every rollage - but joking apart I'm nasty enough to take this all the way to CAMS to force shielded numbers on the roof.

Boulton/Dein came through with a very flat tyre. Bob Butter/Coral Taylor had lost a wheel - Coral compared Off Road with Rally Navigating; "Well you certainly don't get as dirty! and for Off Roading I felt rather unemployed. You certainly need a bodybelt and a girl gets sore in places that blokes no nothing about! In rallying I have never, never, been asked to cuddle a cold wet wheel as we three-wheeled back to the pits."

A major disaster took place just after 1.13. Mike Mitchell eased his huge 1000kg bum onto one of my stools and the thing just collapsed. At 1.13.05 I had a perfectly serviceable stool (a present from TIMS' strange Aunt Bessy) and at 1.13.10 I had 4 bits of kindling and a strip of canvas. To top it all Mike poured a beer all over the Official timing sheets. Naturally people rushed to save the Club President from the assemblage - from a distance I'm told he looked as if he'd just crashed in his Sopwith Camel.

So a valuable stool later we awaited further news from 'Out there'. Boyle and Boyle in the best car on the event (Well it looked like a rally car and I'm biased) had got their Datsun wedged on a mound with the front wheels a foot off the ground. Not having a shovel they dug it out with a screwdriver. Thats the truth, I'm afraid the time keeper was rude enough to write on the sheet Boyle/Boyle/Boil/Boil/Blew.

As a totally delightful looking nymph in a yellow bikini came to the finish line, the light began to fade and the T.J.M. Products, Greg Chalk Memorial Trophy was at an end.

Lets have a quick rundown on those poor souls who didn't finish. Sid Vahry/Barry Macfarlane broke an Axle. Michael Collins/Russell Crew broke the gearbox. Bruce Borchardt/Peter Itzstein "Just Stopped". Nev Hamlin/W Krigstein lost a front wheel. Gary Moedt/B Hammond broke a front axle centre bolt. Steve Ackerman/Desley Collins lost their oil pressure. Brian Mannion/John Brixey had the gearbox break again. Ashton Bradley/Glenn Bradley blew the motor. Trevor Hufschmid/Ian Prescott Lost a wheel, as did Bob Butter and Coral Taylor. Kevin White/Warren Blackbourne are down as 'Out'. P Mroz/S McGuire broke a stub axle. Chris Hamlin/Dale Shields went out as Motor Kaput and Steve Abrahamson/Arthur Macfarlane were towed back.

The nearest to becoming a retirement without actually achieving it were Noel Jeffrey and Stephen Jeffrey. On their last lap they got bogged and lost wheel, just creeping in with one axle digging up the dirt.

A few final observations. Errol Bailey (the clubs Treasurer) has achieved a unique distinction, with a host of little Hitlers in the club he is the sole tin god. Alan McConnell was passing through the bunting on his bike, he passed it over his head but it entangled in his luggage carrier. He went 100 metres, the bike faltered, and he recoiled 300 metres to lie face down in the Lions Tent. The ambulance man was pulling the birds wholesale - girls do like a uniform!

One understands that the Prize giving, the evening of the event, LIVE!



"geez mate I love comin out to this beaut bush
for a day of sun and sport"

T.M. Products Race Results ~~Continued~~

PROLOGUE

1	Poots/Meiers	1	167=13	Hopkins/McKewe	1	197-25	Jeffrey/Jeff	4	206
2	Brand/Brand	1	175	Boulton/Dein	2	197	Hufschmid/Ta	1	206
3	Adness/Macfarl	1	177=15	Wilson/Denning	2	199 27	Loy/Loy	5	207
4	Vhary/Macfarla	4	180	Ackerman/Colli	2	199 28	Hegarty/Davi	3	209
5	Collins/Crew	2	189=17	Mannion/Brixey	1	200 29	Mroz/McGuire	1	210
6	Croucher/Schmi	2	191	Cambie/Scottor	5	200 30	Massey/Best	5	211
7	VanAmstel/Pear	2	192	Svenson/Svenso	3	200 31b	Westloop/Wes	3	216
= 8	Bond/Baker	1	196 20	Hufschmid/Pres	4	202 32	Abrahams on/M	5	219
	Buckley/Duckle	4	196 21	Butter/Taylor	3	203 33	Sams/Sams	3	223
	Borchardt/Itzs	2	196=22	White/Blackbou	4	204 34	Steele/Steel	2	225
	Moedt/Hammond	5	196	Taylor/Reeves	4	204 35	Thompson/Rea	3	229
	Hamlin/Krigste	1	196 24	Boyle/Boyle	4	205 36	Shields/Haml	2	230

Other starters recorded No Time on the Prologue. The times for the laps are taken from the workin sheets and do not supercede the official results.

Loop 1 Following a morning of drama (See Event Report) this Loop was scrubbed from the results - I thought I'd include it as it's worth a laugh or two.

1	Adness/Macfa	1	51.29	11	Vahry/Macfa	4	55.29	21	Abrahams o	5	60.25
2	Poots/Meiers	1	52.15	12	Hufschmid/P	4	55.38	23	Moedt/Ham	5	60.49
3	Jeffrey/Jeff	4	53.23	13	Cambie/Scot	5	55.45	24	Wilson/De	2	60.58
4	Brand/Brand	1	54.01	14	Collins/Crw	2	56.17	25	Bond/Bake	1	62.29
5	Mannion/Brix	1	54.58	15	Loy/Loy	5	57.03	26	Westwood/	3	66.03
6	Van Amstel/P	2	55.03	16	Taylor/Reev	4	57.10	27	Buckley/B	4	70.40
7	Brand/Hegart	3	55.08	17	Borchardt/I	2	57.13	28	Hamlin/Sc	2	71.28
8	Butter/Taylo	3	55.12	18	Ackerman/Go	2	57.25	29	Boulton/D	2	74.11
9	Croucher/Sch	2	55.26	19	Sams/Sams	3	58.21	22	Hufschmid	1	60.27
10	Svenson/Sven	3	55.27	20	Steele/Stee	2	58.34	30	Hamlin/Kr	1	78.48

Loop 1 Proper

1	Poots/Meiers	1	51.12	10	Bond/Baker	1	59.30	19	Cambie/Sc	5	70.06
2	Adness/Macfa	1	52.07	11	Van Amstel/	2	59.41	20	Jeffrey/J	4	74.58
3	Croucher/Sch	2	56.35	12	Hamlin/Krig	1	60.23	21	Abrahams o	5	78.26
4	Mannion/Brix	1	57.26	13	Sams/Sams	3	61.51	22	Westwood/	3	79.51
5	Loy/Loy	5	58.35	14	Buckley/Buc	4	62.01	23	Steele/St	2	100.29
6	Taylor/Reeve	4	58.39	15	Boulton/Dei	2	63.03	24	Wilkins o	3	112.00
7	Wilson/Denni	2	58.57	16	Mroz/McGuir	1	63.51	25	Svenson/	3	154.21
8	Brand/Hegart	3	59.06	17	Borchardt/I	2	65.04				
9	Ackerman/Col	2	59.24	18	Hufschmid/T	1	67.14				

Loop 2

1	Poots/Meiers	1	52.54	8	Steele/Stee	2	66.48	15	Croucher/	2	75.20
2	Adness/Macfa	1	55.15	9	Abrahams on/	5	67.32	16	Borchardt	2	76.27
3	Van Amstel/P	2	57.28	10	Bond/Baker	1	68.05	17	Cambie/Sc	5	79.57
= 4	Loy/Loy	5	59.32	11	Svenson/Sve	3	69.26	18	Sams/Sams	3	80.30
	Taylor/Reeve	4	59.32	12	Wilson/Denn	2	70.29	19	Buckley/B	4	81.37
6	Jeffrey/Jeff	4	63.07	13	Boulton/Dei	2	74.03				
7	Brand/Hegart	3	64.39	14	Westwood/We	3	74.10				

After 2 Loops

1	Poots / Meiers	1	104.06	11	Jeffrey / Jeffrey	4	138.05
2	Adness / Macfarlane	1	107.22	12	Borchardt / Oetzstein	2	141.31
3	Van Amstel / Pearson	2	117.09	13	Sams / Sams	3	142.21
4	Loy / Loy	5	118.07	14	Buckley / Buckley	4	143.38
5	Taylor / Reeves	4	118.11	15	Abrahams on / McFarlane	5	145.58
6	Brand / Hegarty	3	123.45	16	Cambie / Scottorn	5	150.03
7	Bond / Baker	1	127.35	17	Westwood / Westwood	3	154.01
8	Wilson / Denning	2	129.26	18	Steele / Steele	2	167.17
9	Croucher / Schmied	2	131.55	19	Svenson / Svenson	3	233.47
10	Boulton / Dein	2	137.06				

Loop 3

1 Poots/Meiers	1 53.18	7 Wilson/De	2 59.55	13 Svenson/S	3 67.49
2 Bond/Baker	1 55.12	8 Buckley/B	4 60.08	14 Boulton/D	2 69.03
3 Croucher/Schmie	2 55.50	9 Loy/Loy	5 60.14	15 Steele/St	2 70.02
4 Van Amstel/Pear	2 58.32	10 Taylor/Re	4 62.50	16 Sams/Sams	3 73.44
5 Cambie/Scottorn	5 59.18	11 Brand/Hega	3 65.37	17 Jeffrey/J	4 74.53
6 Adness/Macfarla	1 59.44	12 Abrahams	5 67.34		

After 3 Loops

1 Poots / Meiers	1	157.24	10 Buckley / Buckley	4	203.40
2 Adness / Macfarlane	1	167.06	11 Boulton / Dein	2	206.09
3 Van Amstel / Pearson	2	175.41	12 Cambie / Scottorn	5	209.21
4 Loy / Loy	5	178.21	13 Jeffrey / Jeffrey	4	212.58
5 Taylor / Reeves	4	181.01	14 Abrahams / McFarlane		213.32
6 Bond / Baker	1	182.47	15 Sams / Sams	3	216.05
7 Croucher / Schmied	2	187.45	16 Steele / Steele	2	237.21
8 Wilson / Denning	2	189.21	17 Svenson / Svenson	3	301.36
9 Brand / Hegarty	3	189.22			

Loop 4

1 Poots/Meiers	1 55.13	6 Loy/Loy	5 60.38	11 Cambie/Sc	5 80.52
2 Buckley/Buckle	4 57.36	7 Croucher/S	2 64.13	12 Sams/Sams	3 86.41
3 Van Amstel/Pea	2 59.23	8 Buckley/Bu	4 64.27	13 Boulton/De	2 95.59
4 Adness/Macfarl	1 59.28	9 Brand/Hega	3 65.00	14 Jeffrey/Je	109.12
5 Taylor/Reeves	4 59.49	10 Wilson/Den	2 65.20		

Results

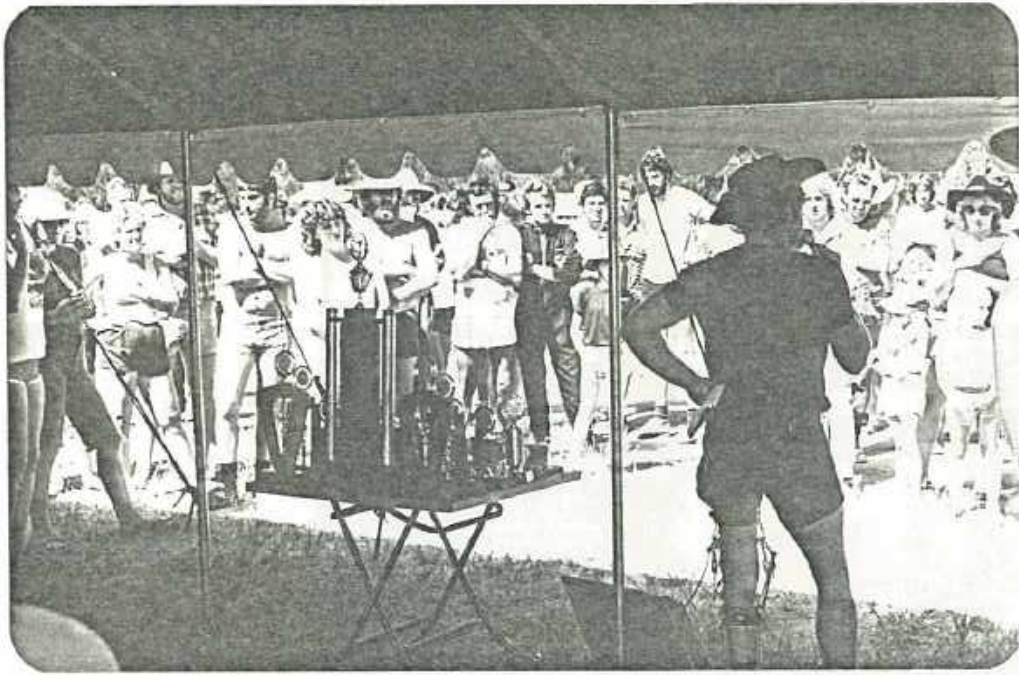
1st Tom Poots / Peter Meiers	212.37	1st Class	1
2nd Jim Adness / Ian Macfarlane	226.30	2nd Class	1
3rd Ed van Amstel / David Pearson	235.04	1st Class	2
4th Cedric Loy / Geoff Loy	238.59	1st Class	5
5th Nev Taylor / Nick Reeves	240.50	1st Class	4
6th Ian Bond / Ian Baker	247.14	3rd Class	1
7th George Croucher / Guenter Schmied	251.58	2nd Class	2
8th Ron Wilson / Dennis Denning	254.41	3rd Class	2
9th Rod Brand / Tim Hegarty	256.22	1st Class	3
10th Noel Buckley / Don Buckley	261.16	2nd Class	4
11th Wayne Cambie / Douglas Scottorn	290.13	2nd Class	5
12th K Boulton / Geoff Dein	302.08	4th Class	2
13th Rod Sams / J Sams	302.46	2nd Class	3
14th Noel Jeffrey / Stephen Jeffrey	322.10	3rd Class	4

Fastest Laps

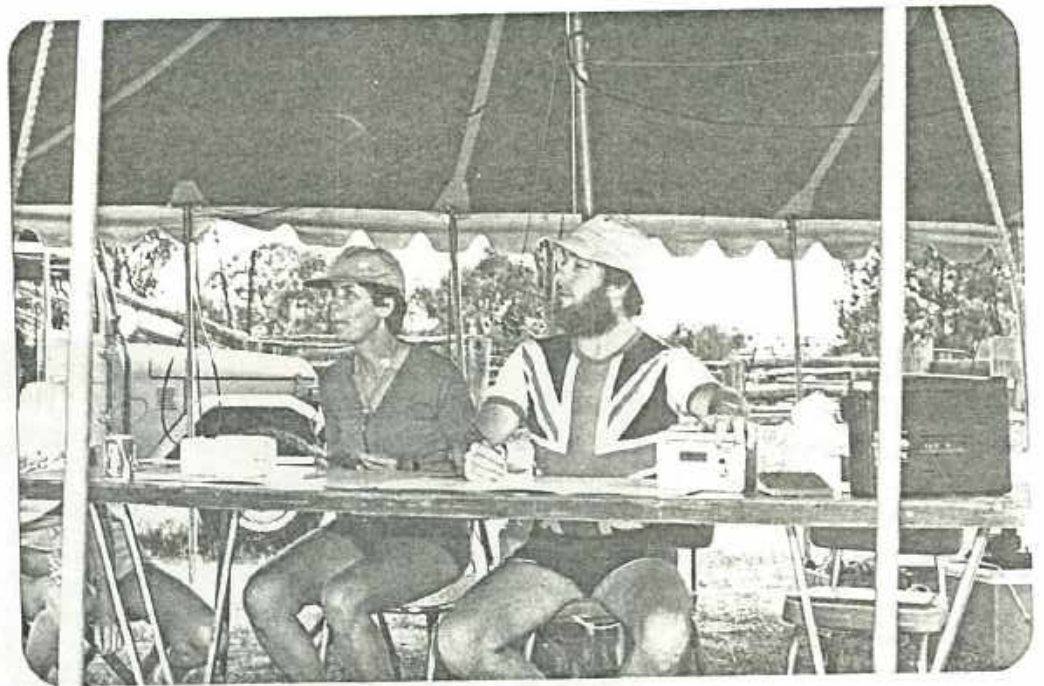
1 Poots/Meiers	1 51.12	10 Wilson/Denni	2 58.57	19 Borchardt/	2 65.04
2 Adness/Macfar	1 52.07	11 Brand/Hegart	3 59.06	20 Steele/Ste	2 66.48
3 Bond/Baker	1 55.12	12 Cambie/Scot	5 59.18	21 Hufschmid/	1 67.14
4 Croucher/Schm	2 55.50	13 Ackerman/Co	2 59.24	22 Abrahams	5 67.32
5 Mannion/Brix	1 57.26	14 Hamlin/Krie	1 60.23	23 Svenson/Sv	3 67.49
6 Van Amstel/Pe	2 57.28	15 Sams/Sams	3 61.51	24 Westwood/W	3 74.10
7 Buckley/Buckl	4 57.36	16 Boulton/Dei	2 63.03	25 Wilkinson/	3 112.00
8 Loy/Loy	5 58.35	17 Jeffrey/Jef	4 63.07		
9 Taylor/Reeves	4 58.39	18 Mroz/McGuir	1 63.51		

Sexterganaginal Survey

		1	2	3	4	5	6
Poots / Meiers	1	4					
Adness / Macfarlane	1		2		1		1
Bond / Baker	1		1				
Buckley / Buckley	4		1				
Van Amstel / Pearson	2			2	1		
Croucher / Schmied	2			2			
Loy / Loy	5				1	1	1
Taylor / Reeves	4				1	1	1
Mannion / Brixey	1				1		
Cambie / Scottorn	5					1	
Jeffrey / Jeffrey	4						1



"THE BRIEFING"

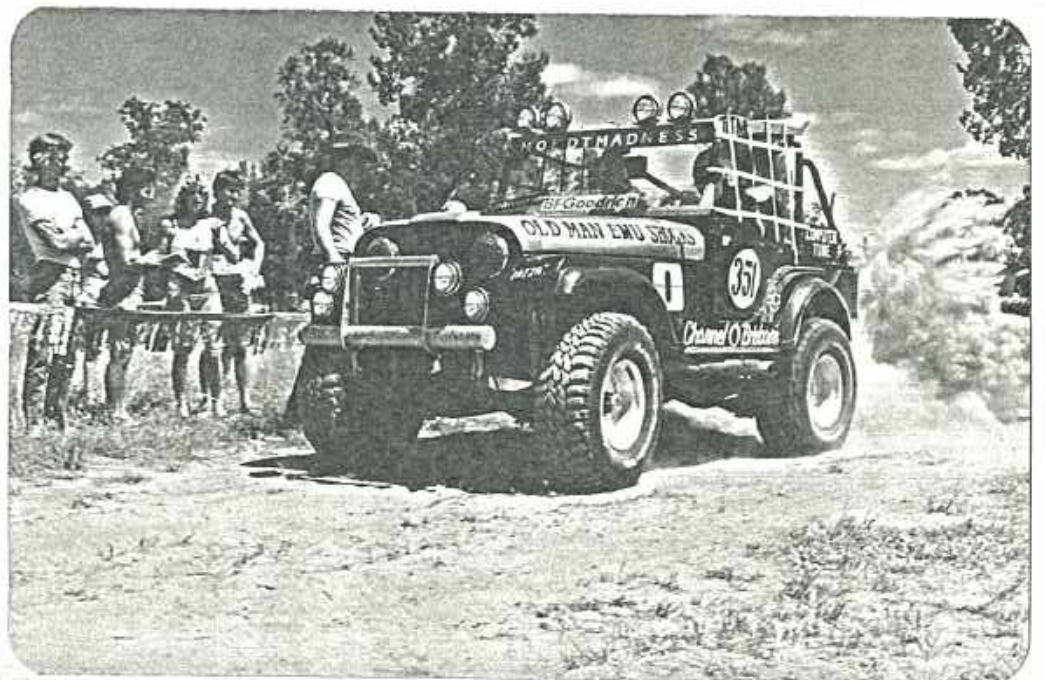


"THE OFFICIAL TIMEKEEPER"

TARA 1982



" THE START "



" THE BIG ONE "

Major Forthcoming Event

Performance Steering and Tuning Enduro - March 7th

In the capable hands of Terry Conneely who hopes, weather permitting, that a brand new track (including jumps) will be available at Purga Creek. A track for competitors made by competitors.

The Entry Fee will be raised a little to cover the costs of these earthworks.

The event will be of about 220km in length and will commence on Sunday 7th March at about 9am. Spectators will have a good days sport to watch, to reach the venue ; leave Ipswich on the Warwick Rd and then take the Boonah turnoff on the outskirts of Ipswich. Proceed South along the Boonah Road for 5.9kms then Turn Right into Purga Creek School Road. Continue West for 1.6kms then Turn Left onto dirt road. In about 2.2kms Turn Left through wire gate to pit area. Have a Good Day Out, But Please Take Your Litter Home - THIS APPLYS TO EVERYBODY, I'mmafraid the Off Road Contingent have a bad reputation as Litter Bugs, this must be stamped OUT.

Entrys for the event open soon, and those interested can contact the Event Secretary Melissa Dunkley at 341 5906 a/h, 277 1877 Bus.

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Shock News Horror !

Recently, in the depths of the steamy Malayan jungle where steamy English planters wives read Somerset Maugham out of sheer boredom, T.V. Personality John Cleese was amazed to find himself staying in the same hotel as club member Nick Pritchard.

Before long Cleese was pestering Nick at the bar to do his "funny walk". Nick had to oblige and then he suffered the usual harrassment and invasion of his privacy. He told Cleese the whole fascinating story all the way upto how he invented, and produced, the outstanding series "Faulty Bowels" - a very private comedy.

So talented clubmembers find themselves pursued and pestered throughout the world - keep it up people.

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

Our Administrative Officer, the delightful Coral Taylor, wants you all to know her Office Hours -

The Club is Open for Administrative Purposes from

9am - 4pm Mondays - Wednesdays

HOW TO RENEW YOUR CAMS LICENCE FOR 1982

GENERAL COMPETITION AND RESTRICTED COMPETITION LICENCES are required as before for participation in those open events for which a higher level of licence than a Rally licence is required.

RALLY LICENCES are required as before for participation in open rallies and off-road events unless a higher level of licence (General Competition or Restricted Competition Licence) is held. As was the case in 1981, it is not necessary to hold a Basic Licence if a General Competition, Restricted Competition, or Rally Licence is held, however for 1982 it is again a requirement that all CAMS licence applications be endorsed by the Club Secretary. This of course cannot be done until you have paid your 1982 membership subscription. For those members who are unable to attend the clubrooms on a Wednesday night to have their licence application endorsed, one of the following methods may be used. Either:

1. Post the completed CAMS licence application form together with your 1982 club membership fee if not already paid, to the Club Secretary and it will be endorsed and posted back to you promptly; or
2. Post the completed CAMS licence application form, other CAMS requirements and licence fee (cheques etc. made payable to CAMS) together with your 1982 club membership fee if not already paid, to the Club Secretary and it will be endorsed and promptly posted on to CAMS. CAMS will return the new licence by mail.

CAMS licence applications are made directly to CAMS and cannot normally be accepted by the Club Secretary except as provided for above.

BASIC LICENCES are required as before for participation in closed events and open motorkhanas unless a higher level of licence (General Competition, Restricted Competition, or Rally Licence) is held. Thus competitors in closed events and open motorkhanas must be members of the promoting club or one of the invited clubs (as evidenced by the relevant club membership card) and must hold a Basic Licence if they do not hold any other form of CAMS licence. It should be noted that this applies to both drivers and navigators in all closed events including night runs and motorkhanas. Members who do not compete in any type of club event do not require a Basic Licence.

The cost of a Basic Licence is \$4.50 and the licence is issued by the Club Secretary on behalf of CAMS. There is no application form to complete. A Basic Licence cannot be issued until you have paid your 1982 membership subscription. If you wish to apply for a Basic Licence, merely enclose an extra \$4.50 when paying our membership subscription. Basic Licences cannot be issued by CAMS.

MAZDA MAGIC

Wins 1980 Queensland Rally Championship



GP 3342



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or
Cnr. Anna & Williams Streets,
Beaudesert,
Ph. John Seaton (075) 41 1666

Purely as an aside, not that there's a big struggle for space this month

Next door to us in Woodridge Heights (We like to call it Southport North) there's a young lady of about 16 summers with the big boobs. Now every evening she comes to the back door and calls for the cat, "Lucky, lucky, luckeee", and the black cat bounds across the blue cooch and gets smothered to THE bosom. One of these dark nights I'm going to hire a big black cat costume from the theatrical hirers, tie Lucky the lucky mog up in the shed, and upon the cry "Lucky" I'll be across the lawn like a cheetah - my black nylon tail flying in the wind. I'll be up in those arms, head down, purring like a 50cc Honda before she knows what's hit her. "Lucky (groan) you are getting to be a fat cat !"

Just after the hols we went horse riding with the Marshalls one Sunday afternoon. We Javellined over from Woodridge to Pinjarra Hills - (an exhaust leak started and the flywheel cover all but fell off) then continued 4 up to the stables. I wanted The Incredible Mrs Smith (TIMS) to have the big meanest horse they possessed, her superannuation being fully paid up, something with a name like 'Thunder' or 'Demon', instead they gave her a roly-poly white thing so short in the leg that TIMS could almost put her feet on the ground at the sides. I had a huge brown thing, and the horse was quite big too (Well they make me nervous), if TIMS' horse was a comfortable 0 mine was a triangular shape - with the point upper most, I swear I had a testicle either side of the brutes backbone. It was hideous when the damn thing walked, at the trot I may as well have put the 'Family Jewels' in the Mixmaster. Only a swine would point out that they gave Wendy Marshall a great big thing (sort of male sized) that tried, very promptly, to scrape her off on the gatepost. Peter Marshall confided that he was studying Animal Husbandry at one time, until they caught him at it. With our little group was a young lady wearing an enveloping T shirt but no bra, when we stopped the horses to rest me, she sauntered over and said "Isn't it lovely out here?", I was so totally taken aback at this frontal assault all I did was smile a little fairy smile and say "Yes" - no actually it came out more as "Yeth" - Wottalemon ! After 2½ hours of this my crutch had gone up to a point midday between my ears and TIMS had lost a foot in height and gained a foot in width. We returned to the Consumers Showground where the Marshalls live for a much needed beer, and if we thought we were sore then, two days later one of TIMS' Mk.1 Scotch Eggs (The closest thing Woodridge has to suicide) would have been a welcome release.

The postponed and now to be run on March 7th Darling Downs Rally Sprint sounds tempting, if anybody out there could bear to have the Big Ed navigate for them he would be delighted to hear from them. He comes with these advantages :- Winner of the 1980 Townsville Pacific Festival Rally, Standard Expression of Extreme Fear on Face (makes you look so quick), Lightweight Competition Head (no filling), trained wife to provide sandwiches, tea etc, amiable disposition but bites children, boring conversationalist who makes you want to get the day over as fast as possible, phone 208 1721 night, 379 6182 day.

Early in 1895 the smoke from the burning barracks at Poona rolled across the parade ground, it was the middle of the second Indian Mutiny. 2nd Lt. Ron Wilkins (Our Night Run Champion) was busy looting the Regimental Wine Store when he met June Carlow under a cask of Cream Sherry. This was there historic meeting - a mere 87 years later they wed ! Well done Ron and June, as long as you don't do Night Runs together the future holds nothing but promise.

1982 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 1982 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be motorkhanas, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC ORGANISED motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 17 outright in an event but this is the best result for 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., 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.

Up to two organisers of each event will each receive 2 points for their efforts, however these points can only be gained on two occasions per type of event.

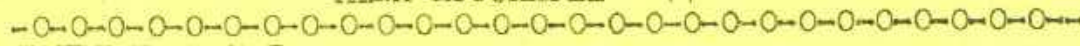
Finally the top ten placegetters in each of the five types of events (motorkhanas, off-road events, night runs, rallies and speed events) will receive a points allocation of 11,10,9,8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1982 Club Championship.

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.

1982 Club Championships

<u>Off Road Championship</u>		<u>World Champ (Cont)</u>		<u>Club Champ (Cont)</u>	
= 1	Tom Poots 11	3	R Arnoux 18	= 3	Peter Johnston 11
	Peter Meiers 11	4	N Lauda 14		Sue Griffin 11
= 3	Jim Adness 10	5	K Rosbreg 10		Roberta Barbe 11
	Ian Macfarlane 10	6	J Watson 8	=11	Jim Adness 9
= 5	Ed van Amstel 9	7	M Alboreto 6		Ian Macfarlane 9
	David Pearson 9	8	E de Angelis 4	=13	Ed van Amstel 7
	Mick Norris 9	9	E Salazar 2		David Pearson 7
	Paul Watkinson 9	10	M Winkelhock 1		Mick Norris 7
= 9	Cedric Loy 8	<u>Night Run Championship</u>			
	Geoff Loy 8	= 1	Alan Ball 11	=17	Ross Stanfield 5
=11	Nev Taylor 7		Rod White 11		Greg Barbe 5
	Nick Reeves 7		Alan McConnell 11	=19	Cedric Loy 3
=13	Ian Bond 6		Peter Johnston 11		Geoff Loy 3
	Ian Baker 6		Sue Griffin 11		Peter Stockton 3
=15	George Croucher 5		Roberta Barbe 11		Barbara Knight 3
	Guenter Schmied 5		Dennis Denning 11	Everybody else who figures	
=17	Ron Wilson 4		Ron Wilson 11	in a Championship is =23	
	Dennis Denning 4	= 9	Ross Stanfield 9	on 1 point.	
=19	Rod Brand 3		Greg Barbe 9	<u>Ladies Championship</u>	
	Tim Hegarty 3	=11	Peter Stockton 7	= 1	Roberta Barbe 11
=21	Noel Buckley 2		Barbara Knight 7		Sue Griffin 11
	Don Buckley 2	=13	Chris Harbeck 6	3	Barbara Knight 9
=23	Wayne Cambie 1		Paul Goopy 6		
	Douglas Scottor 1		Charlie Blake 6		
	K Boulton 1		Tony Hazeldine 6		
	Geoff Dein 1	<u>Club Championship</u>			
	Rod Sams 1	= 1	Dennis Denning 12		
	J Sams 1		Ron Wilson 12		
	Noel Jeffrey 1	= 3	Tom Poots 11		
	Stephen Jeffrey 1		Peter Meiers 11		
<u>World Championship</u>			Alan Ball 11		
1	A Prost 40		Rod White 11		
2	C Reutemann 24		Alan McConnell 11		



Major Forthcoming Event

Club Motorkhana - February 21st

Round-1-of wh at promises to be a top lot of events this year. The Q.E.G.B. have flung us off our usual ground at Donaldson Road, Rocklea so after the Motorkhana Sub-Committee ran around squalking like headless chooks, we have decided to accept Mick Norris's kind offer to use his ground at Beenleigh. We know it's a long way but we hope people will bear with us while we look for 200 square flat metres of grass within 1/2 km of the City Hall !

Peter Garbett and Daisy Bates are in charge of the fun on this occasion. The Event will start at 10.30am so please don't arrive later than 10am. Basic Licences are needed (available from our good Secretary) and you can enter any kind of car in any type of condition as long as the battery is firmly affixed and the wheels aren't going to drop off. Would anybody who wishes to take out CAMS Personal Liability Insurance phone Pete Smith (208 1721 A/H, 379 6182 Work) before the 17th Feb. You enter the Motorkhana at the venue on the day of the event, cheap entry fee. To get there, drive to Beenleigh which is south of Brisbane on the Pacific Highway, leave Beenleigh on the Mt. Tamborine Road, past the Police and Fire Stations, after 10km and a few twists and turns Turn Right onto a Minor Road just before an Old Tin Hall (This will be signposted on the day), then over a wooden bridge, Left at T and the ground is on the left just before the first house on the Left. Please bear with the greater distance on this occasion and we'll see you there.

Channel 9 Telecast of the South African Grand Prix

Poor old Channel 9, sometimes they just can't win. Sunday they just caught a glimpse of the topless lady streaker, a second of time I am glad to say that is etched indelibly on my mind - the night before, the South African Grand Prix could have been a bit better too! I think the boers use the American system of colour, down in darkest Woodridge the picture looked as if somebody had gone lightly over it with a brillo pad, the yellows on the sides of the Renaults extended about a foot past the side of the car. A plus was the presence of Alan Jones who made a few valuable comments, he was more distinct than Murray Walker and James Hunt at the circuit who were frequently blotted out by voices over. Alain Prost won in fine style, but until the French stop blowing up our backyard with their ghastly bombs any French victory can only be seen as a step backwards for civilization. Lets hope the Cosworths eat them at a lower altitude, personally my money is firmly on Piquet and the Brabham - BMW.

For Sale

Halda Twinmaster, 2 T Pieces, Cable, Assorted Gears - \$300 the lot
Ross Perry - 355 7780 a3h

Beach Buggy Bongo Bonanza Bargain!

Make a fool of yourself at Motorkhanas! Terrorise the neighbours!!!
Stir up environmentalist and Natural Food Eaters!!!

A Mazda Bongo van with no body. Rear Engine, modified steering, centre seats, goes like the wind - teach the kids (5 - 70) to drive. \$300 negotiable, phone Laurie Garth (349 8053 anytime) to arrange a test thrash.

Forthcoming Event

At the Social Night on the 10th February we have, thanks to Tim Charalambous, Time's grandfather, and Kathstrine Tegg, a video showing of the 1980 and 1981 R.A.C. International Rallies, the 1981 Motogard (Including rare footage of the mighty Greg Weale hauling the Mazda RX-7 up a 4-in-3 with his teeth), and finally a very interesting Le Mans tape. Now the screen won't be all that big big, but rather this big, so if you don't want to see a sea of heads then get there early - however the Editor is assured of a good seat otherwise the host of club members involved in the 'Gabba Girlie' scandal will be named.

Major Forthcoming EventMotor Show Rally :- February 13th/14th

This is an event designed to give everybody a thrash in the Beerburum Forest even those with standard cars. So I've entered the Motorkhana Championship winning Suzuki Hatch with Peter Marshall, and this event sees the return of the clubs International Navigator and former President, Garry Connolly in the navigators seat. Amongst the also rans to this galaxy of talent is Norm Fritter - Rallings answer to Cedric Loy! Whether this is really an event for spectators is open to question, however us competitors will really enjoy it.

The event will start from Toombul Shoppingtown at 1pm on 13th February, the competitors will then go to the Motor Show for 15 mins and then onto the Beerburum Forest. The division break will take place in Caboolture.

CLUB OFFICERS	Phone Number	
	Home	Work
PATRON .. Minister for Defence Hon. D J Killen		
PRESIDENT	Mike Mitchell	59 8785 57 8177
VICE PRESIDENT	Jim Reddiex	264 1738 52 1186
IMMEDIATE PAST PRESIDENT	Garry Connelly	341 3961 221 6899
SECRETARY	Jeff Tremain	38 4858 221 6899
ASSISTANT SECRETARY	Warren Tegg	48 3889 394 1922
TREASURER	Errol Bailey	48 0546 221 7516
CLUB CAPTAIN	Laurie Garth	349 8053 349 8053
BOARD MEMBERS	Desley Collins	Peter Marshall
	Pat Collins	Ross Stanfield
	John Hall	Brian Swinton
	John Hinz	Peter Smith
	Peter Marcovich	Mark Taylor
CAMS DELEGATE	Laurie Garth	349 8053 349 8053
CAMS OBSERVER	Peter Marshall	202 6932 202 6932
ASSISTANT TREASURER.....		
AUDITOR.....	Neve Johnston	266 8241 358 1022
PROMOTIONS OFFICER.....	Brian Swinton	48 4558 44 8125
ASSISTANT PROMOTIONS OFFICER.....	Gary Moedt	266 7225
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 PROMOTOR.....	Mark Taylor	59 5323 52 3141
FINANCE COMMITTEE CHAIRMAN.....	Errol Bailey	48 0546 221 7516
SOCIAL COMMITTEE CHAIRMAN.....	Desley Collins	390 1145
SPORTING COMMITTEE CHAIRMAN	Laurie Garth	349 8053
MOTORKHANA OFFICER.....	Peter Smith	208 1721 379 6182
OFF ROAD OFFICER.....	Ross Stanfield	209 3181 341 5263
RALLY OFFICER.....	Peter Marcovich	349 2269 349 9389
ADMINISTRATION OFFICER.....	Coral Taylor	59 5323 391 8881

CLUBROOMS

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

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

Brisbane Sporting Car Club Limited
PO Box 314
WEST END QLD 4101

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$22 for ordinary members and \$7 for associate members. Associate membership is available to the wife, fiancée and/or children (under 17 yrs) of ordinary members.

COMING EVENTS

Mon	8	Feb	Navigation School - Night 1 Route Charts - Gary Connelly
Wed	10	Feb	BSCC Rally Night - 2 new English RAC Rally Films
Sat	13	&	
Sun	14	Feb	BSCC Motor Show Rally Directed by Jim Reddiex
Mon	15	Feb	Navigation School - Night 2 Mapping - Ross Moir
Wed	17	Feb	BSCC Off Road Night
Sat	20	Feb	NDSCC Powderpuff Rally
Sun	21	Feb	Motorkhana Organised by Peter Garbett
Mon	22	Feb	Navigation School - Night 3 Car Preparation - Keith Tapsall
Wed	24	Feb	Night Run Organised by Laurie Streithberg/Lee Drummond
Wed	3	Mar	BSCC Open Night
Sun	7	Mar	PST Enduro, Long Course, Purga Creek Directed by Terry Conneely
Wed	10	Mar	BSCC Rally Night
Wed	17	Mar	BSCC off Road Night
Wed	24	Mar	Night Run Organised by Charlie Blake
Sat	27	&	
Sun	28	Mar	BSCC Holland Park Auto Electrics Rally Directed by Coral Taylor (Novice/Clubman)
Wed	31	Mar	BSCC "Meet the President" Night
Wed	7	Apr	BSCC Open Night
Sun	11	Apr	Short Course Off Road Directed by Tom Poots
Wed	14	Apr	BSCC Rally Night
Sun	18	Apr	Motorkhana Organised by Peter Smith (Bitumen)
Wed	21	Apr	BSCC Off Road Night

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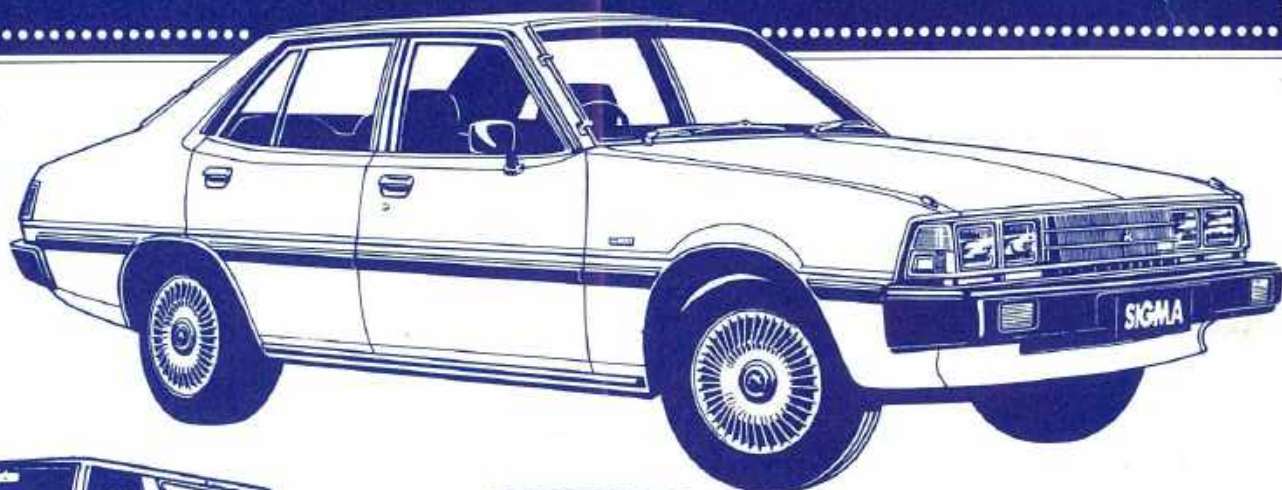
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