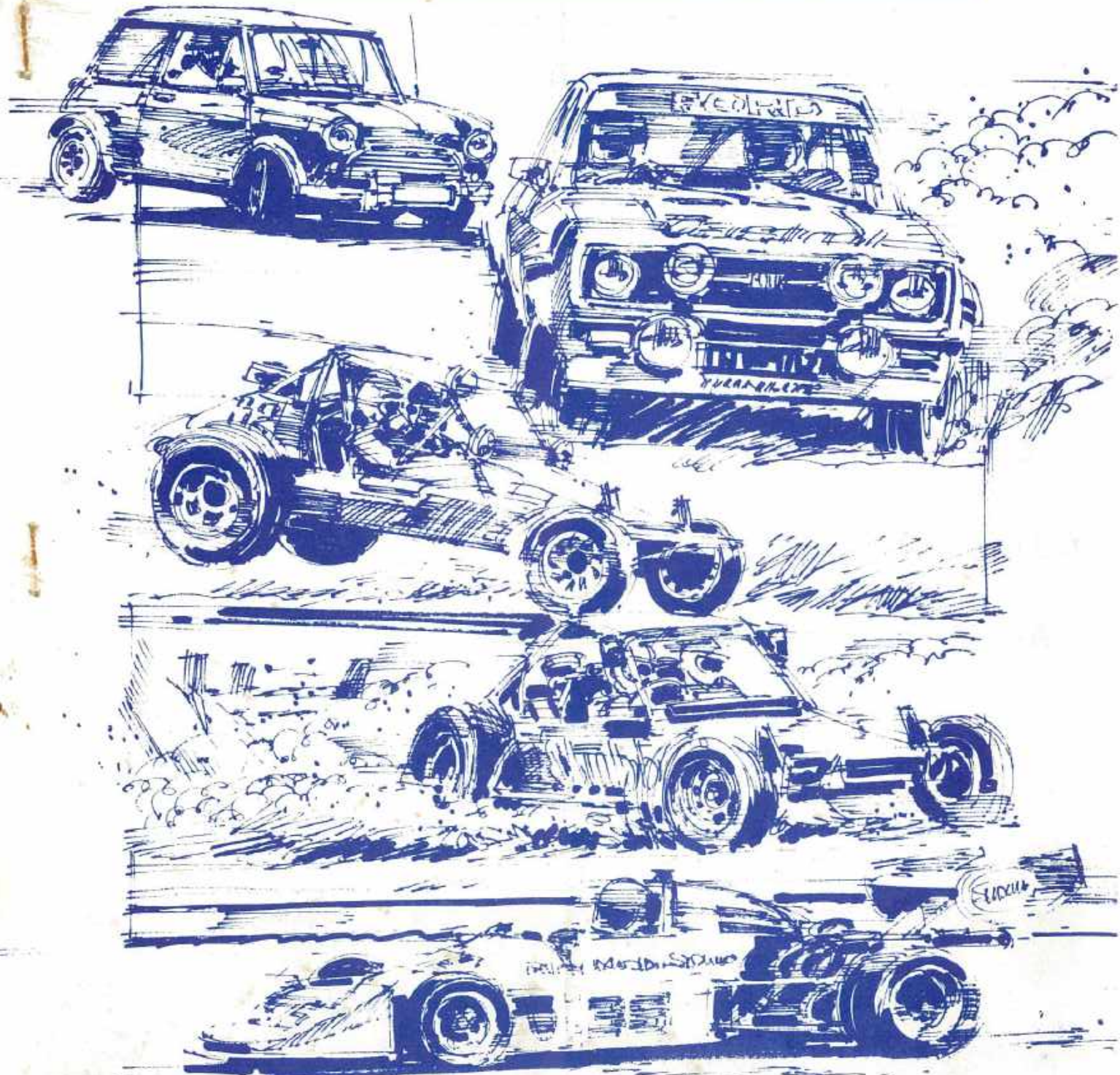




# BRISBANE SPORTING CAR CLUB MAGAZINE

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JUN 1982





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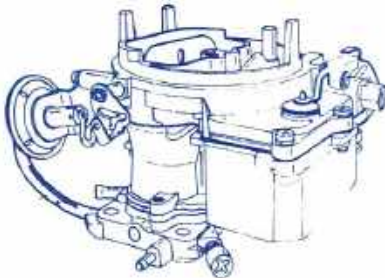
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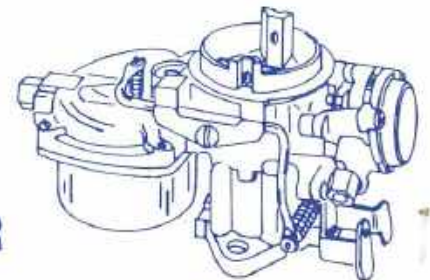
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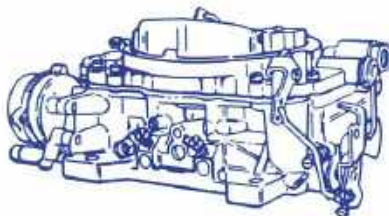
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Magazine - July 1982

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BRISBANE SPORTING CAR CLUB Ltd

MAGAZINE - JUNE 1982

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Editorial

"I shall not enter what I cannot win !" - Is this the motto of the Brisbane Sporting Car Clubs Class 1 Off Road competitors ?

On the T.J.M. Products Enduro at Tara, 9 class 1 competitors completed the first lap. On the P.S.T. Enduro at Purga the number was 9 again. but on the recent Cherribah event the number was only 3. Normally Class 1 cars constitute about 26% of the total entry, but this time it fell to 13% - a miserable showing indeed.

And was this, I ask myself, because Cherribah is just not a Class 1 course ? To win at Cherribah you need a car that's light, very handy in changing direction and with not an embarrassment of power, this hardly sounds like the specification for the larger class of buggy so we must presume that they all stayed away because they couldn't win !

Suppose this mentality pervaded the rest of the sport. Well there wouldn't be any sport, as organisers overheads don't drop because only a few people want to enter his event, and there wouldn't be any organisers because who'd be mug enough to spend weeks getting things ready for half a dozen cars.

Of course 90% of the non Class 1 runners are hoping for a Class win, being top of your class is a very satisfying thing after all. So why doesn't this apply to the powerful lads of Class 1, do you only have a Class 1 buggy if you have a Win or Bust attitude ? (This of course doesn't apply to Rod Sams, Tim Hegarty, Clinton Linneweber and John Torney who entered at Cherribah).

I can already hear your comments :- "Cherribah is too rough and why destroy your car for nothing" - is certainly a valid point, but there's more to Off Road racing than just pointing and banging on the power, there's judgement to be used as well. And I know a Class 2 buggy won at Purga, but that was because the damp terrain dragged the event down to a lower speed level.

Well the balls in the Class 1 court and I hope to receive some interesting comments from them.

(The Editor assures you all once again that his views in no way constitute any form of official club policy, in disagreeing with him you undoubtably have 99% of the members behind you)

Big Ed

CHERRIBAH ENDURO as told by the OTHER HALF of Car No.101.Fiona Girle.

On trying to decide whether I would write something about the Cherribah Enduro, I thought what I had to say would probably be boring and uninteresting. But then I decided there's usually one such article in each months magazine so this month this will be it.

After several months non-competing and the car sitting idle; we decided Cherribah would be a race to have a go at. Besides Greg didn't want anyone to think he'd gone soft in his old age. So three weeks holiday for Greg and everyday spent on the buggy. No Rest for the Wicked they say. However, each new task he undertook for some unexplainable reason seemed to take a little longer than anticipated. Nevermind.....  
TA DAR and it's finito!

Sunday morning 23rd arrives and being the little adventurers that we are, off we set at 6 am. Pursued closely by New Navigator and all Gods little helpers as well. On arriving at Cherribah we soon picked our spot in the well marked out pit area and unloaded. To our pleasure also the weather was much more bearable than last year.

Spectating by the dam is always interesting and the nice muddy area before the wall added a bit more interest this year. By even the second section there seemed to be a few cars dropping out due to a variety of complaints. Even by this early stage Steve Blackburn was already showing us his driving skills.

After they all started passing our spectator point for the fourth time over the dam, we packed up eski and blanket, walked up over the Golf course and back to the pit area to await the arrival of the boys.

With the stop for lunch and refuel the event was starting to look like it was going to be a destructive little course with a lot of the field out with sick looking cars.

Greg and Graham arrived in and I must say that Front Rim certainly was a strange shape. Funny, a lot of vehicles seemed to have these odd shaped rims today.

"Hit a rock" he said, "on the second section. And we hit two roos". Yes, one was not good enough for these lads. They turned out to be quite LARGE furry creatures too by the look of the side panel. So a bit of panelling falling off was repaired and wire wrapped around the front end had to be removed. Down went a glass of water. Greg said "Yes dear the cars going well" before I could open my mouth. Grahams not saying much at all mind you.

TIME OUT. HOOROO BOYS AND AWAY.

Now waiting for them to come back off Section 5 was longer than expected. About six hours in fact. Broken link pin and it won't go far on three wheels especially with a heavy motor in the front. So it's wait for the race to finish and rescue to arrive. I must say now I know how all the other disappointed non-finishers felt.



Meanwhile back at the Ranch, so to speak, Noel Buckley and Barry Macfarlane were giving us a show for our money with what seemed to be a game of catchy most of the time. Congratulations to both teams. Steve Blackburn was still continuing to show us "How it's done". Still fewer cars in the field now. One car that did seem to have his troubles for the day was Rod Sams with quite a few pit stops but won his class so Congratulations to him also. I have no idea what was wrong with half the cars out but I'm sure we'll find out in time. I also have no Technical Jargon for you as I don't know any.

I must say the watering hole on top of the hill was a popular place after the event. I caught the presentations but our crew unfortunately missed them as they didn't get the car back till after 6 pm. I would like to thank the nice man in the Green Landcruiser for Saving us. (Burt Goostrey I'm told) Thanks.

I would also like to say Congratulations to Steve Blackburn and Peter Gartshore and all the other class winners.

And a THANK YOU to Paul Watkinson and Ian Baker for putting on such a well organised event and for providing us with an eventful, exciting, tiring day.

ooooooooo OOO ooooooooo

#### MEMBERSHIP REPORT

A warm welcome is extended to the following 20 people who joined the Club during May:

Mick Price .....	Aspley
Ray Bowles .....	Kingston
Steve Hollowood .....	Aspendale Vic
Bill Hammond .....	Aspley
Rick Stroud .....	New Farm
Mark Bradsworth .....	Tweed Heads NSW
Ian Reddiex .....	Albany Creek (Associate)
Tony Roberts .....	Carina
Barry Chaseling .....	Kenmore
Darryl McGinn .....	Ferny Grove
Hugh Campbell .....	Caloundra
John Siemon .....	Caloundra
David Kruger .....	Coleyville
Tony Howard .....	Aspley
Pat O'Brien .....	Alexandra Headland
Ross Julien .....	Chelmer
Brian Tucker .....	East Brisbane
Harry Rickards .....	Toowoomba
David Wallace .....	Wishart
Glenn Gore .....	Mt Gravatt

Membership for the year now totals 443, which is 37 more than at the same time last year.

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Cherribah Enduro 1982 - Results Summary

Loop 1

1 Collins/Coll	3	24.10	10 Hufschmid/ P	4	28.05	19 Sharpe/Spur	2	32.07
2 Van Amstel/	2	24.22	11 Hegarty/Schi	1	28.11	20 Boyle/Misso	6	32.19
3 Blackburn/G	3	25.07	12 O'Brien/Scot	6	28.16	21 Sams/Presco	1	32.27
4 Byrne/Munro	3	25.59=	13 Moedt/Bammon	5	29.08	22 Massey/Best	5	32.49
5 Buckley/Buc	4	26.11	Loy/Loy	5	29.08	23 McLanlan/Ne	3	33.05
6 Wilton/Denn	2	26.19	15 Torney/Brads	1	29.44	24 Jeffreys/Je	4	35.36
7 Brand/Brand	3	26.26	16 Taylor/Reeve	4	30.07	25 Steele/Stee	2	36.21
8 Macfarlane/	4	27.13	17 Henry/Jeffre	6	30.08			
9 Cambie/Scot	5	27.21	18 White/Blackb	6	31.12			

Loop 2

1 Collins/Col	3	24.16	9 Macfarlane/	4	26.23	17 White/Black	6	32.13
2 Van Amstel/	2	24.29	10 Loy/Loy	5	27.31	18 McLanlan/Ne	3	32.27
3 Byrne/Munro	3	25.11	11 Jeffreys/Je	4	27.32	19 Taylor/Reev	4	33.04
4 Blackburn/G	3	25.22	12 Hufschmid/P	4	27.48	20 Massey/Best	5	34.45
5 Wilson/Denn	2	26.02	13 Sams/Presco	1	28.28	21 Hegarty/Sch	1	35.44
6 Cambie/Scot	5	26.06	14 Moedt/Hammo	5	29.48	22 Henry/Jeffr	6	41.51
7 Buckley/Buc	4	26.08	15 O'Brien/Sco	6	30.19	23 Steele/Stee	2	55.18
8 Brand/Brand	3	26.17	16 Sharpe/Spur	2	31.14	24		

After 2 Loops

1 Collins/Col	3	48.26	9 Macfarlane/	4	53.36	17 Sharpe/Spur	2	63.21
2 Van Amstel/	2	48.51	10 Hufschmid/P	4	55.53	18 White/Black	6	63.25
3 Blackburn/G	3	50.29	11 Loy/Loy	5	56.39	19 Hegarty/Sch	1	63.55
4 Byrne/Munro	3	51.10	12 O'Brien/Sco	6	58.35	20 McLanlan/Ne	3	65.32
5 Buckley/Buck	4	52.19	13 Moedt/Hammo	5	58.56	21 Massey/Best	5	67.34
6 Wilson/Denn	2	52.21	14 Sams/Presco	1	60.55	22 Henry/Jeffr	6	71.59
7 Brand/Brand	3	52.43	15 Jeffreys/Je	4	63.08	23 Steele/Stee	2	91/39
8 Cambie/Scot	5	53.27	16 Taylor/Reev	4	63.11			

Loop 3

1 Brand/Brand	3	23.45	8 Hufschmid/P	4	28.01	15 McLanlan/Ne	3	30.35
2 Byrne/Munro	3	24.29	9 Sharpe/Spur	2	28.13	16 Massey/Best	5	31.04
3 Blackburn/G	3	24.48	10 Moedt/Hammo	5	28.20	17 Loy/Loy	5	34.17
4 Wilson/Denn	2	25.03	11 O'Brien/Sco	6	29.20	18 Steele/Stee	2	36.15
5 Van Amstel/	2	25.09	12 Henry/Jeffr	6	29.21	19 Cambie/Scot	5	42.39
6 Macfarlane/	4	26.27	13 Buckley/Buc	4	29.36	20 Sams/Presco	1	57.29
7 Jeffreys/Je	4	27.27	14 Hegarty/Sch	1	30.28			

Loop 4

1 Blackburn/G	3	24.36	8 Cambie/Scot	5	26.52	15 Moedt/Hammo	5	30/12
2 Brand/Brand	3	24.51	9 Jeffreys/Je	4	27.17	16 Hegarty/Sch	1	30.14
3 Wilson/Denn	2	25.13	10 Sharpe/Spur	2	27.19	17 Massey/Best	5	30.24
4 Van Amstel/	2	25.15	11 Steele/Stee	2	28.35	18 McLanlan/Ne	3	30.35
5 Byrne/Munro	3	25.30	12 Hufschmid/P	4	28.53	19 Sams/Presco	1	36.52
6 Buckley/Buck	4	26.01	13 Loy/Loy	5	29.10	20 Henry/Jeffr	6	80.31
7 Macfarlane/	4	26.20	14 O'Brien/Sco	6	29.24			



Division 1

1	Van Amstel/Pearson	2	99.15	11	Jeffreys/Jeffreys	4	117.50
2	Blackburn/Gartshore	3	99.53	12	Sharpe/Spurr	2	118.53
3	Brand/Brand	3	101.09	13	Loy/Loy	5	120.06
4	Byrne/Munro	3	101.19	14	Cambie/Scottorn	5	122.58
5	Wilson/Denning	2	102.37	15	Hegarty/Schimkat	1	124.37
6	Macfarlane/Vahry	4	106.23	16	McLaughlin/Nealon	3	126.42
7	Buckley/Buckley	4	107.56	17	Massey/Best	5	129.02
8	Hufschmid/Prescott	4	112.47	18	Sams/Prescott	1	155.16
9	O'Brien/Scott	6	117.19	19	Steele/Steele	2	156.29
10	Moedt/Hammond	5	117.28	20	Henry/Jeffreys	6	181.11

\* Far be it for me to comment on the work produced by somebody who is at least trying to help the club, but I've only just realised that the results for the Cherribah event were produced by a person with terminal dyslexia ! If you did the event and you can't find yourself here, then say your name aloud a few times and look for it Phonetically - the same thing goes for the Off Road Championship.

Loop 5

1	Van Amstel/	2	24.29	6	Macfarlane/Va	4	27.08	11	Loy/Loy	5	30.30
2	Blackburn/G	3	24.33	7	Sams/Prescott	1	27.18	12	O'Brien/Scot	6	30.32
3	Wilson/Denn	2	25.19	8	Hufschmid/Pre	4	27.27	13	Steele/Steel	2	36.06
4	Buckley/Buc	4	25.29	9	Moedt/Hammond	5	27.40	14	Massey/Best	5	39.28
5	Cambie/Scot	5	25.33	10	Henry/Jeffrey	6	29.31				

Loop6

1	Blackburn/G	3	25.04	6	Steele/Steele	2	27.39	11	O'Brien/Scot	6	30.47
2	Van Amstel/	2	25.22	7	Loy/Loy	5	28.36	12	Macfarlane/V	4	39.02
3	Buckley/Buc	4	25.59	8	Hufschmid/Pre	4	28.37	13	Henry/Jeffre	6	45.21
4	Cambie/Scot	5	26.00	9	Sams/Prescott	1	28.47	14	Massey/Best	5	89.42
5	Wilson/Denn	2	26.23	10	Moedt/Hammond	5	30.31				

After 6 Loops

1	Van Amstel	2	149.06	6	Macfarlane/V	4	172.33	11	Sams/Presco	1	211.21
2	Blackburn/	3	149.30	7	Cambie/Scott	5	174.41	12	Steele/Stee	2	220.14
3	Wilson/Denn	2	154.19	8	Moedt/Hammon	5	175.39	13	Henry/Jeffr	6	256.03
4	Buckley/Buc	4	159.24	9	O'Brien/Scot	6	178.38	14	Massey/Best	5	258.12
5	Hufschmid/	4	168.51	10	Loy/Loy	5	170.12				

Loop 7

1	Blackburn/G	3	24.27	6	Macfarlane/Va	4	27.00	11	O'Brien/Scot	6	31.40
2	Van Amstel/	2	25.47	7	Steele/Steele	2	27.50	12	Massey/Best	5	33.05
3	Buckley/Buc	4	26.16	8	Loy/Loy	5	28.19	13	Sams/Prescot	1	35.47
4	Wilson/Denn	2	26.27	9	Moedt/Hammond	5	30.25				
5	Cambie/Scot	5	26.40	10	Hufschmid/Pre	4	31.31				

Loop 8

1	Blackburn/G	3	25.07	5	Loy/Loy	5	27.35	9	Moedt/Hammon	5	30.28
2	Wilson/Denn	2	26.29	6	Macfarlane/Va	4	27.00	10	O'Brien/Scot	6	31.39
3	Cambie/Scot	5	26.42	7	Van Amstel/Pe	2	27.55	11	Hufschmid/Pr	4	32.17
4	Buckley/Buc	4	27.10	8	Sams/Prescott	1	28.29	12	Steele/Steel	2	103.22

Division 2

1	Blackburn/Gartshore	3	99.11	7	Moedt/Hammond	5	119.04
2	Van Amstel/Pearson	2	103.33	8	Hufschmid/Prescott	4	119.52
3	Wilson/Denning	2	104.38	9	Sams/Prescott	1	120.21
4	Buckley/Buckley	4	104.54	10	Macfarlane/Vahry	4	120.51
5	Cambie/Scottorn	5	105.05	11	O'Brien/Scott	6	124.38
6	Loy/Loy	5	115.00	12	Steele/Steele	1	195.07



Results

1	Steve Blackburn / Peter Gartshore	3	199.04	1st Class	3
2	Ed van Amstel / David Pearson	2	202.48	1st Class	2
3	Ron Wilson / Dennis Denning	2	207.15	2nd Class	2
4	Noel Buckley / Don Buckley	4	212.50	1st Class	4
5	Barry Macfarlane / Sid Vahry	4	227.14	2nd Class	4
6	Wayne Cambie / Doug Scottorn	5	228.03	1st Class	5
7	Kevin Hufschmid / Ian Prescott	4	232.39	3rd Class	4
8	Cedric Loy / Geoff Loy	5	235.06	2nd Class	5
9	Gary Moedt / Bill Hammond	5	236.32	3rd Class	5
10	Michael O'Brien / Clive Scott	6	241.57	1st Class	6
11	Rod Sams / Lloyd Prescott	1	275.37	1st Class	1
12	Richard Steele / Kim Steele	2	351.36	3rd Class	3

Fastest Laps

1	Brand/Brand	3	23.45	10	Jeffreys/Je	4	27.17	19	Henry/Jeff	6	29.21
2	Collins/Coll	3	24.10	11	Sharpe/Spur	2	27.19	20	Torney/Bra	1	29.44
3	Van Amstel/P	2	24.22	12	Hufschmid/P	4	27.27	21	Taylor/Ree	4	30.07
4	Blackburn/Ga	3	24.27	13	Loy/Loy	5	27.31	22	Massey/Bes	5	30.24
5	Byrne/Munro	3	24.29	14	Steele/Stee	2	27.39	23	McLoughlin	3	30.35
6	Wilson/Denni	2	25.03	15	Moedt/Hammo	5	27.40	24	White/Blac	6	31.12
7	Buckley/Buck	4	25.29	16	Hegarty/Sch	1	28.11	25	Boyle/Misso	6	32.19
8	Cambie/Scott	5	25.43	17	O'Brien/Sco	6	28.16				
9	Macfarlane/V	4	26.20	18	Sams/Presco	1	28.28				

Sexterganaginal Survey

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Blackburn/Gartshore	3	4	1	2	1		
Collins/Collins	3	2					
Van Amstel/Pearson	2	1	4		1	1	
Brand/Brand	3	1	1				
Wilson/Denning	2		1	2	2	2	1
Byrne/Munro	3		1	1	1	1	
Buckley/Buckley	4			2	2	1	1
Cambie/Scottorn	5			1	1	2	1
Loy/Loy	5					1	
Macfarlane/Vahry	4						4
Steele/Steele	2						1

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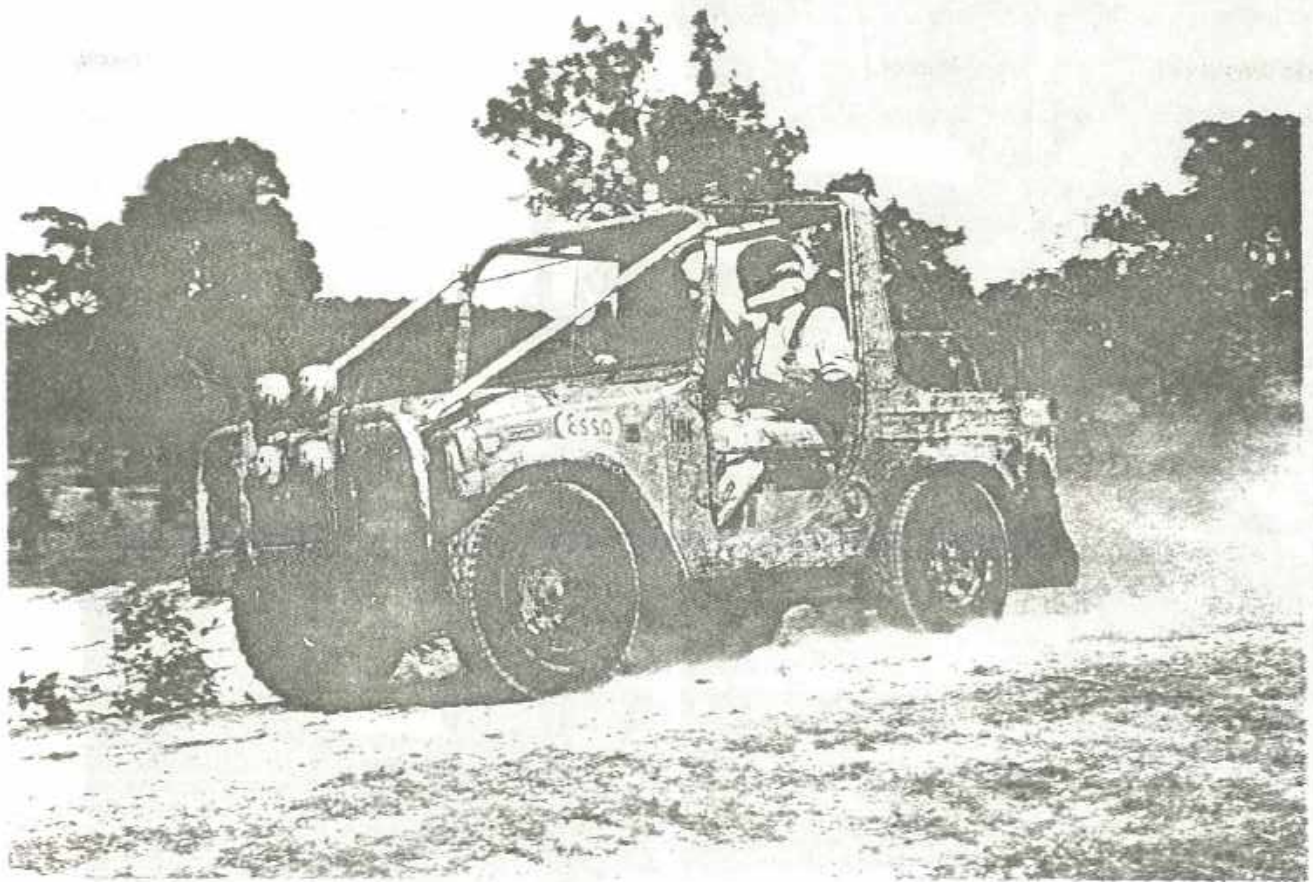
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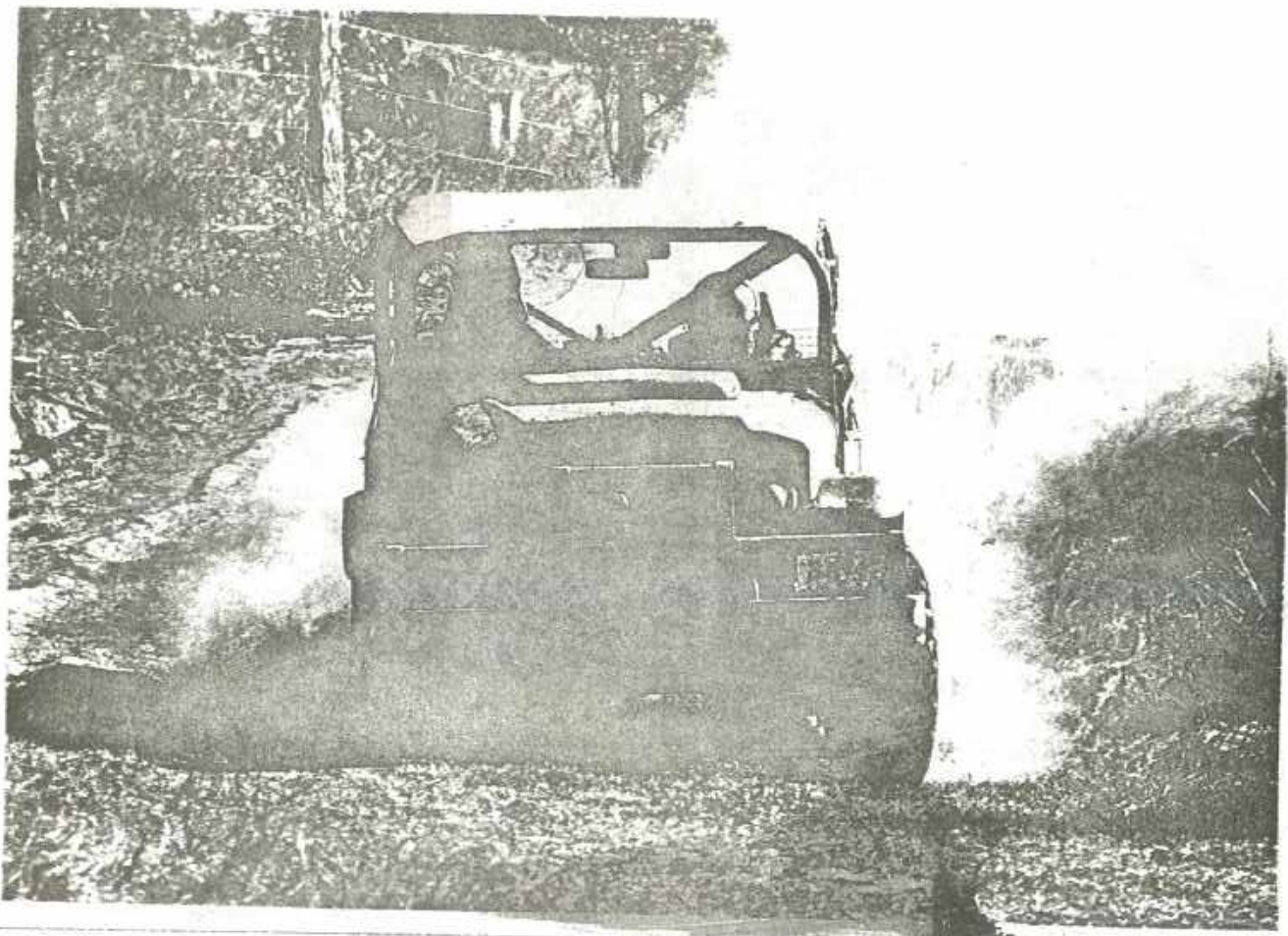


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GREG McLEUGHLIN & ROD  
NEALON DON'T HURTLE ALONG →





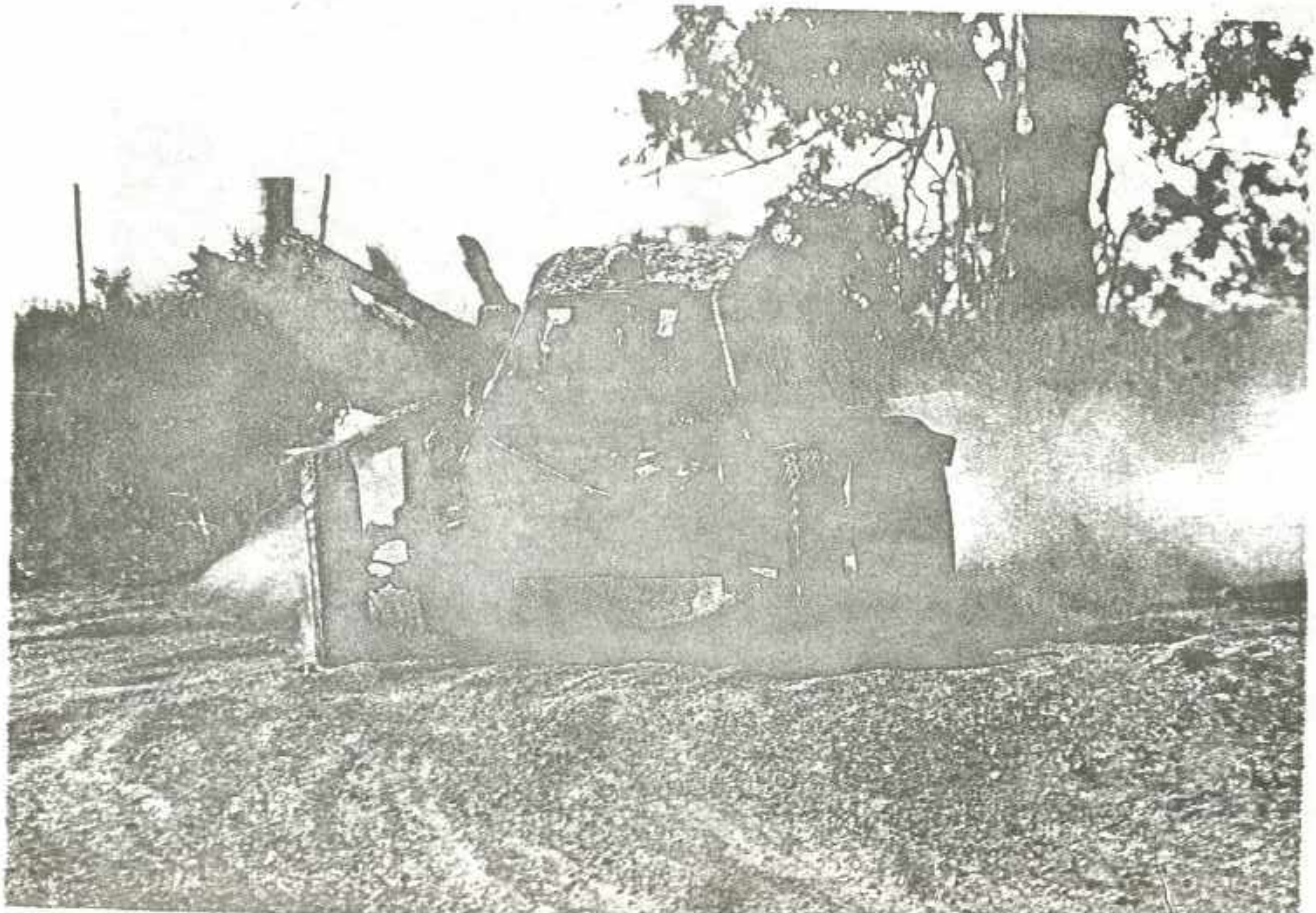


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TEAMS OF OFF ROADING EXPERTS  
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Dear Big Ed and all the Fiends of Motor Sport.

Sometimes I think that all I pay my membership for is to hear the further installments of Knurd Glubertash's many adventures.

Anyway, somewhere I got volunteered for a passage control for the Lutwyche. Some 'friend' was heard to say 'what are you doing Saturday night?' Thinking of all the various varieties of socialising available, I said 'Nothing much', only to be told to report to Beerburrum at 2.00 pm for further details.

We arrived at 2.00 pm to be greeted by a couple of other off-roaders. Eventually found a home on a T-junction at the end of a pretty rugged straight - a couple of kilometers long as the crow flies, but it must have been 150 k on the ground - but then the rally guys didn't hit the ground too often. Being somewhat new at the game, we timed the zero car. Didn't feel too bad as someone else timed the sweeper.

Heaps of action. I don't know what rally cars are made of, but they sure sounded like a heap of old tin cans on the odd occasion that they did hit the ground. It is amazing the number of different ways to get a vehicle through a corner - I am sure we saw all of them on Saturday afternoon.

It never ceases to amaze me the mentality of the general public with regards to motor sport. The number of loonies who think road blocks are something to drive through, no matter if rally cars are flying past at a million miles an hour. Some of them needed persuasion of the cricket bat variety.

A totally different type of motor sport was last Sunday's outing at Cherribah. Beautiful weather brought out quite a crowd - a number of whom congregated round the mud hole, which seemed to get progressively worse (or better - depending on your point of view), as the afternoon wore on. Also heard on the grapevine (or hopvine) of the fun night at the Lodge on Saturday.

Quite a stirring sight - the vehicles flying across the dam wall - spectators eagerly waiting for a slip - we are all ghouls at heart - just waiting for blood and battered vehicles.

So many broken rims and dented cars must have meant that it was a good day for everyone, (except the crews who have to put the toys back together for next time).

I enjoyed myself and I think all the other hardy off-roaders who came prepared with heaps of jumpers and long Johns (unnecessarily) did too. Maybe the organisers (who worked their little tails off) would like to do it again soon.

Regards,

Pat McCreery.



## Major Forthcoming Events

Custom Off Road Components  
Short Course Off Road Enduro  
Purga Creek - 4th July '82

Entrys are open now for this event which has classes for 3 types of Buggy, Baja, 4WD and Sports and Touring Vehicles - entries close on 23rd June so be quick if you want to enter.

This will be an ideal event to spectate on if you have the wish, practice starts at 8.30am and the event proper at 10 am. To reach the venue travel from Ipswich towards Warwick along the Cunningham Highway National Route No.15. Turn Left off the highway just outside Ipswich onto the Boonah road. Proceed south along Boonah Road for 5.9km then Turn Right into Purga Creek School Road. Continue west along Purga Creek School Road for 1.6km then Turn Left into dirt road (Morgan Lane) and follow it for 2.2km before turning left through gate to pit area.

I've said it before and I'll etc etc, TAKE YOUR LITTER HOME it is after all private property and one hears that the demented owner likes dancing naked in the moonlight, and he doesn't want to catch the family jewels on a cold XXXX can. Have a good time but remember that MOTOR RACING IS DANGEROUS so keep a tight grip on the kids

### Club Motorkhana - 27th June

To be held at Donaldson Road, Rocklea under Laurie Streitbergs direction. To reach the venue look up Donaldson Road in the directory (It's under "d" dear) and Turn Left through a gate just before the brick wall of the sewage works. (Everytime we're at a Motorkhana the Sewage Works sounds off a vast hooter at 3pm, I don't know if it's a change of shift, or if the Monster Turd is a remarkably regular escaper). To enter a club motorkhana you need \$4 and a metal thing with four wheels and a battery firmly attached - enter on the day, the event starts at 10.30am so please arrive before 10am.

### Club Motorkhana - 18th July

All the items above also apply to this other feast of sport except Line 1 : under Charlie Blakes direction. Speaking as the 1981 Motorkhana Champion (I also won a round of the Queensland Rally Championship in 1980) I assure of a good, cheap, days entertainment - see you there.

### Presentation Night - 30th June

Ian Goldsworthy has been given a budget of \$3000 (Or was it \$3 ?) to provide entertainment on this Gala Night at the Clubrooms. Come along at 8pm for the Food, the Drink, the Strong Women, and watch the poor sods who won Club Championship(s) last year get their just rewards.

CHEER DESLEY COLLINS, BOO THE EDITOR, HISS RON WILKINS COME AND SEE IF THE 'HOT SAVOURIES' ARE FOWL. SPECIAL ATTRACTION ;- HERD GRUBER-NASH IN THE WORKS LOTUS JOWETT EXOCET TURBO. (It does Mach 2 just above the waves, nothing on land, but Mach 2 just above the waves)



I'm sure the Courier-Mail wont mind if I pinch their piece of copy about clubmember, and indeed former Club Champion, Darryll Kellys big win. Now Darrylls not out of the top drawer socially and I know he has plenty of detractors within the club, but when TIMS and I first came along to the B.S.C.C. in 1976 Darryll was the ONLY member to speak to us when we did the New Member Stand. My subsequent career navigating for him in the Golf - when I was sick so often for so long I gained the title of 'Chuck Chunder' - showed me that you could trust Darryll with anything other than money, but his technique of turning up for the start of an event 30 seconds before the off sent me grey at an early age. I'm sure that we ALL congratulate Darryll on his gaining the title of "Cabbie of the Year" for 1982 and hope to see him soon.

## Mercy driver Cabbie of Year

Darryll Kelly, a cabbie who saved the life of a young man fleeing from an attacker, was last night named Brisbane Taxi Driver of the Year.

Mr Kelly did not hesitate when Keiran Mahoney, 18, of Sherwood, stumbled across Coronation Drive, dazed, bleeding, and waving his hands for help.

Although it was early in the morning, Mr Kelly acted quickly to transfer his passenger to another taxi and rushed the seriously injured Mahoney to Royal Brisbane Hospital, radioing police on the way.

At the hospital, Mr Kelly waited until Mahoney came out of surgery and then spent five hours with police and the youth's parents.

He refused any payment for his time or for cleaning up the bloodstained taxi.

Mr Kelly, of Toowong, is married with three teenage children and has been driving his own taxi in Brisbane for about 15 years.

He was nominated for the award by the young man's mother, Mrs Rita Mahoney, who said that if it had not been for his prompt action, her son would have bled to death.

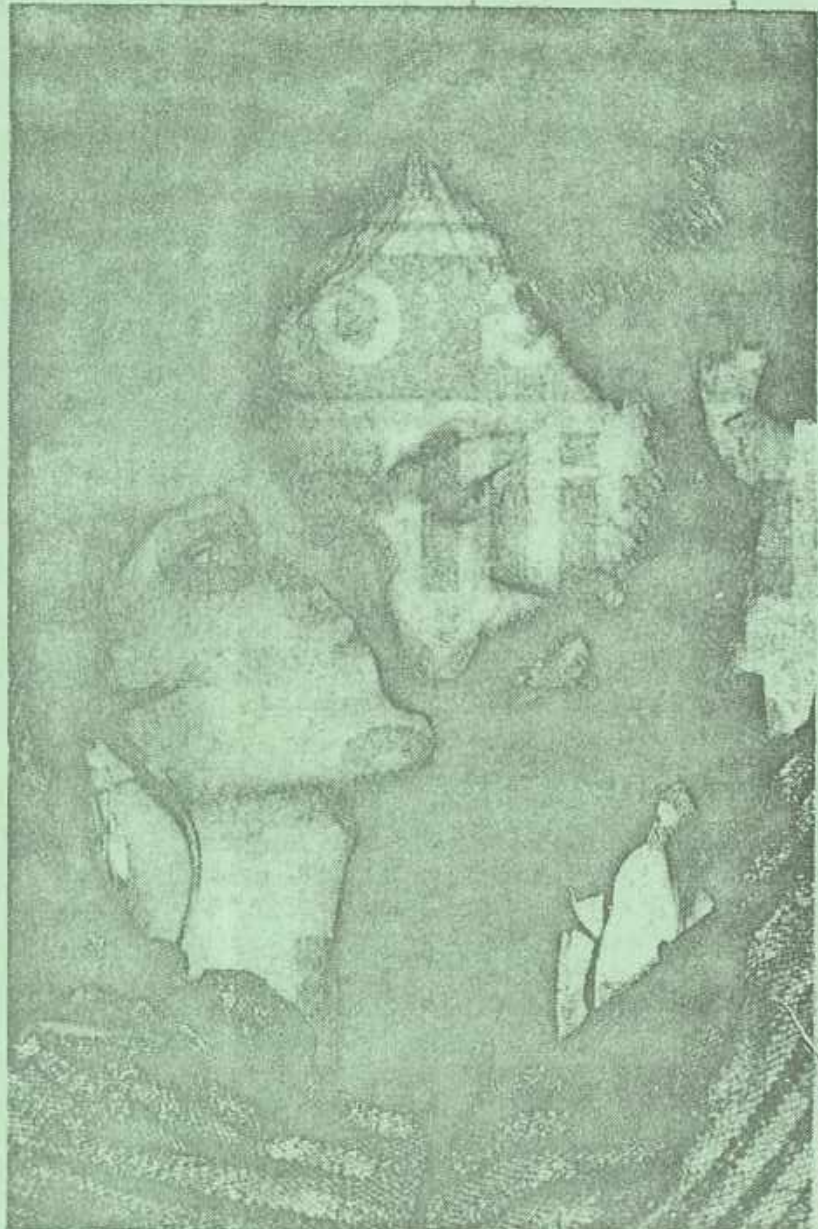
Mr Kelly was selected from six finalists by 14 judges during a function at the Park Royal last night, hosted by comedian Ugly Dave Gray.

Guests included the Transport Minister, Mr Lane, and the Police Commissioner, Mr Lewis.

Mr Kelly was presented with a new Ford Falcon by the Brisbane Ford Dealers.

The award was organised by the Taxi Council of Queensland to find Brisbane's most outstanding taxi driver and boost the industry's public image.

There were more than 3000 nominations.



TAXI driver of the year Darryll Kelly, with his daughter, Brenda, after the award was announced last night.



## 1982 Championships

In the magazine each month you will find an up-to-date list of point scores for the Club Championship. 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 and 1 point for all BSCC finishers thereafter. For Motorkhanas and Speed Events points will only be awarded down to 2 points for tenth place. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Upto two organisers of each event will each receive 9 points for their efforts, however these points can only be gained on two occasions per type of event.

Finally the top ten placegetters in each of the five types of 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 upto date as possible.



1982 CHAMPIONSHIPS

Off Road Championship

= 1	Ed van Amstel	30
	David Pearson	30
3	Paul Watkinson	27
4	Ian Baker	22
= 5	Cedric Loy	20
	Geoff Loy	20
= 7	Barry Macfarlane	17
	Sid Vahry	17
9	Mick Norris	14
=10	Ron Wilson	13
	Dennis Denning	13
=11	Tom Poots	11
	Peter Meiers	11
	Steve Blackburn	11
	Peter Gartshore	11
=15	Jim Adness	10
	Ian Macfarlane	10
	Wayne Cambie	10
	Douglas Scottorn	10
	Noel Buckley	10
	Don Buckley	10
=21	Terry Conneely	9
	Ashton Bradley	9
	Glenn Bradley	9
=24	Nev Taylor	8
	Nick Reeves	8
26	Ed Hopkins	7
=27	Ian Bond	6
	David Westwood	6
	Peter Westwood	6
= 30	Col Wilton	5
	George Croucher	5
	Guenter Schmied	5
	Kevin Hufschmid	5
	Ian Prescott	5
=35	Barry Massey	4
	Jeff Best	4
=37	Andy Davis	3
	Tim Hegarty	3
	Gary Moedt	3
	Bill Hammond	3
=41	Kev White	2
	Warren Blackbourne	2
	Rod Sams	2
	Michael O'Brien	2
	Clive Scott	2
=46	K Boulton	1
	Geoff Dein	1
	J Sams	1
	Noel Jeffrey	1
	Stephen Jeffery	1
	Richard Steele	1
	Kim Steele	1

Night Run Championship

= 1	Alan McConnell	50
	Peter Johnson	50
3	Alan Ball	46
= 4	Charlie Blake	42
	Tony Hazeldine	42
= 6	Rod White	33
	Sue Griffin	33
	Roberta Barbe	33
	Peter Garbett	33
	Daisy Bates	33
11	Greg Barbe	31
=12	Peter Stockton	25
	Barbara Knight	25
=14	Dennis Denning	22
	Ron Wilson	22
	Phil Unicomb	22
17	Laurie Streitbg	20
=18	Chris Harbeck	13
=20	Allan Mitchell	11
	Ron Wilkins	11
	Paul Williams	11
23	Peter Ball	10
=18	Faye Ball	13
=24	Ross Stanfield	9
	Alex Conroy	9
26	Paul Goopy	6
=27	Col McCudden	5
	Dolores McLoughln	5
=29	Brendan Simson	4
	John Reilly	4
	Tony Robetr	4
	June Wilkins	4
	Lorrelle Mansfied	4

Motorkhana Championship

1	Alan McConnell	18
2	Oriano Giammichele	16
= 3	Kel Taylor	15
	Pete Smith	15
5	Peter Garbett	12
= 6	Garry Read	11
	Lindsay Sutherld	11
= 8	Daisy Bates	9
	Tricia Smith	9
10	Glen Carpenter	8
=11	Matt Read	7
5	<del>Jack</del> Read	13
=11	Lee Drummond	7
14	Don Tainton	5
=15	Colin Plant	4
	Alan Ball	4
17	Peter Johnson	3

Rally Championship

1	Coral Taylor	20
2	Kelvin Taylor	19
= 3	Glen Somerville	15
	Chris Lane	15
= 5	Allan Briscoe	13
	Rod Cross	13
= 7	Norm Fritter	11
	Graham Smith	11
	Warren Tegg	11
	Greg Weale	11
=11	Laurence Gatton	10
	Keith Morrison	10
	Wayne Salmond	10
	Laurie Garth	10
=15	Jim Reddiex	9
	Alan Wright	9
	Ian Stewart	9
=18	Boyd Ovens	8
	Ian Goldsworthy	8
20	John Blake	7
=21	Alan Ball	6
	Rod White	6
	Tim Bailey	6
=24	Tony Best	5
	Greg Gilliland	5
	Hannu Arvelin	5
	Peter Koskinen	5
=28	Noelle Drummond	4
	Bob Trigger	4
30	Bob Rust	3
=31	Peter Garbett	2
	Daisy Bates	2
	Gary Kabel	2
	Greg Whitaker	2
	John Hall	2
=37	Paul Goopy	2
	Hank Kabel	1
	Col McCubben	1
	Chris Campbell	1
	Bill Porteous	1
	Wayne Kirby	1
	Colin Plant	1
	Trevor Plant	1
	Tony Krebs	1
	Stephan McCabe	1
	Andrew McGraa	1
	Lachlan Poord	1
	Ross Perry	1
	Peter McMahon	1
	Alan Clunes	1
	Earl Bailey	1
	Craig Garth	1
	Peter Smith	1



1982 Club ChampionshipsRally Champ (Cont.)

=37 Peter Marshall	1
Dom Moore	1
Lin Melton	1
Vic Elias	1
Simon Kabel	1
Peter Johnson	1
Grant Lilley	1
Mike Mitchell	1
John Ward	1
Laurie Streitberg	1
Paul Cadell	1
Bill Dillon	1
Michele Dillon	1
Dale Payne	1
Greg Bertram	1
Alan Brown	1
Kerry Browning	1
Peter Clydesdale	1
Gary Luiten	1
Richard Schilpzandl	

Ladies Championship

1 Daisy Bates	31
= 2 Kim Steele	11
Sue Griffin	11
Roberta Barbe	11
Tricia Smith	11
Coral Taylor	11
7 Noelle Drummond	10
= 8 Barbara Knight	8
Michele Dillon	8
Kerry Browning	8
11 Faye Ball	7
12 Dolores McLoughlin	6
=13 June Wilkins	5
Lorrelle Mansfield	5

I still haven't yet received the results of Hank Kables Motorkhana held in May, and until they arrive the points cannot be added to the Motorkhana Championship - honestly the Off Road people are the only ones who THINK !

Club Championship

1 Alan McConnell	22
2 Kel Taylor	19
3 Peter Johnson	13
= 4 Alan Ball	11
David Pearson	11
Coral Taylor	11
Ed van Amstel	11
= 8 Oriano Giammichele	10
Pete Smith	10
=10 Chris Lane	9
Glen Somerville	9
Paul Watkinson	9
=13 Ian Baker	8
Charlie Blake	8
Tony Hazeldine	8
=16 Alan Briscoe	7
Rod Cross	7
Peter Garbett	7
Cdric Loy	7
Geoff Loy	7
Jack Read	7
Rod White	7
=23 Roberta Barbe	6
Daisy Bates	6
Sue Griffin	6
Peter Garbett	6
=27 Norm Fritter	5
Barry Macfarlane	5
Lindsay Sutherland	5
Gary Read	5
Graham Smith	5
Warren Tegg	5
Greg Weale	5
Sid Vahry	5
35 Daisy Bates	4
=36 Dennis Denning	3
Mick Norris	3
Ron Wilson	3
=39 Paul Goopy	2
Col McCubben	2
Colin Plant	2
Bill Porteous	2
Laurie Streitberg	2



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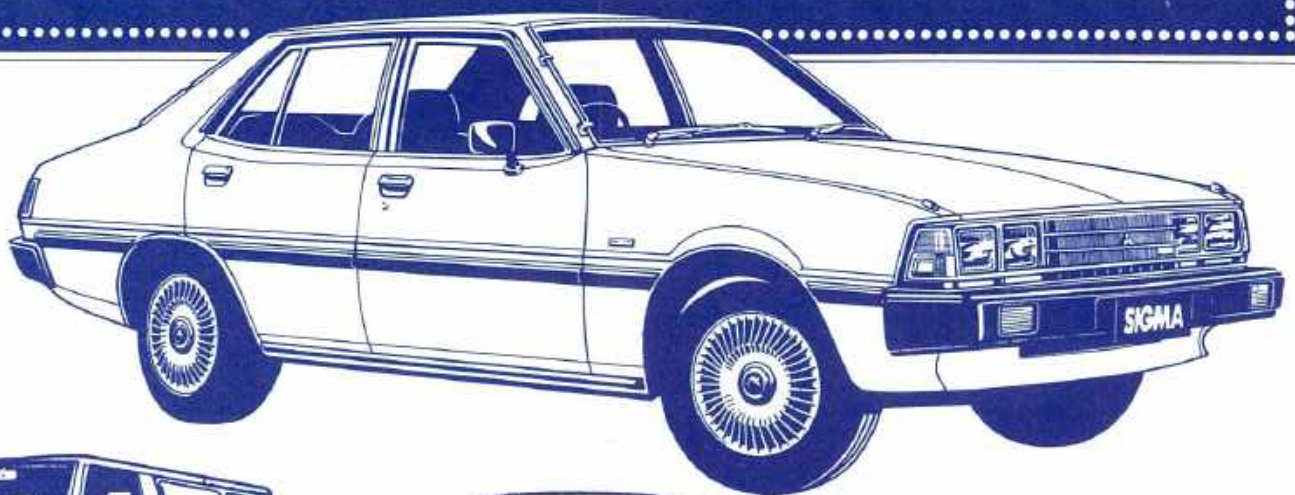
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"And you thought a day at the races had something to do  
with horses!!!"

I made it to the start line of Hank Kabel's Old Style Motorkhana with literally seconds to spare. I had to return to Brisbane from Warwick on the Sunday morning and as I was passing Donaldson Road - I elected to go straight there. Hank was all but done with the 1st test so I entered, jumped straight in the G.M.H. Motorkhana Special in which I was to compete, and started.

A friend and now Club member Rob Cowan had invited me to run with him in the event in his Holden Belmont SS. The car is a 253, sort of GT Holden. Its a bit of a barge but what a wild hand-brake machine. You get the impression that the world is turning with you in the car.

Hank had set up old time tests running (3) three cars at once in elimination style. I cannot understand why this style of Motorkhana faded out - its just so much more competitive and generally enjoyable to watch. I have run in two such events now and would like to see more of them on our Motorkhana calendar.

Typical of the Events Director he had matters of organisation down to a fine art. All of the tests were sketched on placards up on display for the competitors - Midge Garth and he were handling the running of the eliminations while Laurie was proving quite an athlete as a competitor.

By far the most memorable test had to be the ball race. I might mention here that the SS was so competitive in this event it made it to the 2nd heat. I might also mention that stiff and unyielding competition was provided by our Club President, Mike Mitchell, who was at the time running in his new Datsun Bluebird.

Ah yes! The ball race - Well picture three lanes, 4 poles in each with ice cream containers at the base. The last three containers contained tennis balls which had to be moved, but our scheming Director had devised a means of ensuring that all competitors exercised care while moving their balls.

The instructions were: Drive to the 1st container that had balls, stop the car, dismount and circumnavigate the car either before or after retrieving your ball, re-mount and then hand-brake turn at the top of your lane, and then again at the start. At the start peg you were required to lodge your ball in the container and then move to the next peg only to repeat the entire process. Three loops like this and I tell you, all you could see was balls - and dusty ones at that.

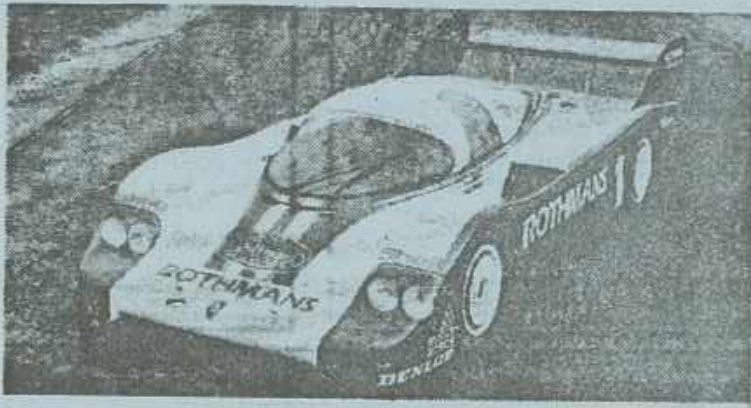
The event was outrageous fun and indeed the competitor to beat was Laurie Garth in Hank's 323 Wagon. Laurie indeed was displaying a speed and agility with his balls that put we younger competitors to shame.

This Motorkhana was well attended and enjoyed by all who did attend. Our thanks for the event must go to Hank for his organisation and to all those who assisted him. Let us hope we never see the total demise of the old style Motorkhana.

Once again from the driver's seat,

Warren Tegg.





The new JOWETT Group race car HURD will co-drive with KERRY  
PAYNE at Le Mans.

The new Lotus Jowett Exocet Turbo to be driven by Knerd Groobertosh and Kerry Payne at the "Le Mans" bakery Strathpine. Kerry elected to drive round the bakery as she kneads the dough. Knerd has said he will follow Kerry to the ends of the earth, or Strathpine. Rothmans decided to sponsor the Jowett when they saw how much the engine smoked. That's not a wing on the back, it's a picnic tray.

### Forthcoming Event

#### Northern Districts Kippa Ring Village Rally

Round 2 of the Queensland Rally Championship starts from Kippa Ring Village at midday on Saturday July 10th, spectator instructions will be available at the start. The first division will run in daylight and the second at night. The central service area will be at the Jimna Fire Tower north west of Caboolture. Prospective Control Officials can contact Barry Hayward on 285 3008 or 283 1182 a/h, or Norm Singleton 351 3709 or 52 4991 a/h.

#### Ipswich West Moreton Currie Motors Rally

The I.W.M. .C. want Control Officials for this the third round of the Queensland Rally Championship, I don't know the precise date as their press release doesn't mention it but it'll be in August and run in the Blackbutt area I should think. Contact Rod Martin on 281 6857 after 5.30pm on weekdays if you can help.

#### Night Run - June 23rd

Our monthly navigational exercise through the streets of Brisbane. If your a new member and have trouble 'breaking the ice' then this is a good way to get in the swing. You need a car, torch, pencil and if you lack a navigator there's always someone sitting around the clubrooms doing nothing. It all starts from the Club at 8pm.

#### Rally Night - July 14th

On the next Rally Night Peter Marshall has organised Rally Films and the tape of all the T.V. coverage (including the parts not televised) of the Lutwyche. The last rally film show was packed, we were crammed in like a tin of Barramundi, so get there early. The Editor, who also doubles as the Senior Film Critic, should be saved a couple of plush seats about 4 rows from the front. He favours Black Magic choccs and dry Champagne.

#### Telecast - Detrada Grand Prix

When the Detroit G.P. started the production was firmly in the hands of the Yanks. It was awful. But after they'd had a restart I think Jackie Stewart had had a word with them as we saw dices down the field and some pretty desperate manouvering. But I've had enough of street circuits heres to the wide open spaces of Zandvoort, Paul Ricard and Brands Hatch. I saw on the news the other day that Alan Jones didn't say he wasn't going to drive the new Honda F1 so that's something to look forward to. Well Done Channel 9, the Grand Prix's and "Not the 9 o'clock news" are the only commercial things I watch.



In Fur and Trembling by Big Ed

Whilst sensible people were either at Sealake or Townsville The Incredible Mrs Smith and I were at the Jowett Car Clubs 25th Anniversary booze up held at Narrandera in the deep south of N.S.W. - a spot where, one understands, "...dee cotton grows and dee piccaninnies play".

After totally revamping the giggle pin and chroming the inside of the brakedrums I took the car to Kellys Kar Karrying (and for once I'm not kidding) who undertook to carry the pale blue, 15ft and 21cwt lump to Albury where another demented Jowett owner was to collect it.

We followed a week later by overnight sleeper to Sydney. When we reached the train there was a lady polishing it. Wasn't she in Agatha Christies "The Lady Varnishes?". My first long trip by Australian train. It could have been slower but I don't see how. TIMS and I had a first class sleeper and a second class sleep. We hadn't left South Brisbane station 10 minutes when the man in the next sleeper locked himself in, he hammered on the door, the attendant bawled "Slide the knob", then the man in the compartment pulled the door handle off. I believe that by the time we reached Sydney they were sliding bacon rashers under the door.

We elected for the later dinner serving at 8p.m. My last train dinner had been on the French railways, and even the ordinary Nice - Marseille had napkins an 9inch thick and trim waiters who looked like bullfighters and sounded like Charles Boyer. However on the ANR not only was the meal lousy but the ambience - the fixtures, fittings and atmosphere - were awful, unwashed chipped plastic tables and chairs. I had the mixed grill which by an overdose of efficiency arrived WITH the soup, however as the mess was almost inedible I may as well have chucked the grill in with thr soup.

During the long night the train stopped frequently for a trainee xylophonist to hit the wheels with a hammer, he'd just got upto the third movement of "Bananas' in pyjamas" when we reached Sydney.

They'd imported from the Poms a thin grotty grey drizzle. When we reached the "Koala Motel" my first movement was in the toilet. Well the train had a bog in a little ante-room to our suite but it was only 2 inches deep and I could see a shortfall in area desired over that available. Plus you get a chill winter wind on your bum.

"Day 2 - Free in Sydney". No it wasn't, it cost a bloody fortune. You no sooner hit town than Bang goes fifty cents. Tricia made me walk round The Rocks, a chintzy middle class ghetto full of people called Jeremy (even the women) discussing "Brideshead Revisited". What really struck me, and how spollt we are in Brisbane. is that I walked the streets of Sydney for a day and I did not see one truly beautiful female. Even the older schoolgirls, leggy wispy creatures in Brisbane, looked dumpy and disgruntled. No wonder so many mexicans are coming up here to live.

The next morning we walked back to Central Station and travelled by another slow train - albeit the Sydney-Melbourne daylight express - to Albury. For afternoon tea a cup of coffee, a cup of tea, 6 Jatz crackers and a bit of cheese cost \$2.85. At the 20 seat buffet we were served by one of the 6 girls behind the counter, ludicrous.



We stayed in Albury for 2 nights with my mate who also has a Javelin. He has two cheeky daughters, the 13 year old is very confusing to talk to and the 15 year old thinks that anyone over the age of 19 is DEAD.

Saturday morning we set out at 10a.m. on the 100 mile trip to Nerrandera. Before long we were held up by a Commode doing a mere 55mph, so we both swooped past at about 70 - great fun, there aren't many people who can arrive home white and shaking claiming to have been terrorised by a brace of Jowett Javelins. After about an hour we heard a metallic Crack! which we put down to a stone. However as we swept into Nerrandera an hour later the power dropped off to nothing and the merry tinkle of bearings could be heard. A quick look showed a missing welsh plug had caused a degree of overheating (the starboard head was glowing). So we went to town in Chris' car and found a 1 1/4 inch welsh plug in the old B.P. garage. One of the blokes in the B.P. had the strangest hair I've ever seen. Out of the corner of my eye I would have sworn he had a Guards Busby on, his hair rose vertically about 6 inches, truly it was the hardest job I've had keeping a straight face since Mike Mitchell's last speech.

Back at the car we tapped the welsh plug in, poured in the water and discovered a crack in the head. Still nil desperandum, we drove to the "Country Comfort Your Fartsack" where a hundred Jowett experts tapped away well into the night and Voila! thanks to Chem-i-weld all was once again fit and well.

That night we all gathered in a packed hall at the R.S.L. for the Welcome Dinner complete with Silver Anniversary Menu, a splendid outing - especially when I discovered the giant 50c glasses of Port

The next day, Sunday, was the big day. In the morning there was the parade and showing, then the lunch and the Gymkhana and finally the big posh Presentation Dinner. I woke up feeling unwell (surprise, surprise) but after 4 of one and 3 of the other we took me to hospital where Food Poisoning was diagnosed - so on this day of days, that I'd been preparing for for 2 years the only time I got out of bed was to visit the hospital! Tricia (The Swine) had a smashing time driving the car around and eating herself silly.

The next day I felt better (curses) so we packed everything in and departed at 9am on the 1250km trip back to Brisbane. We believe this was the longest trip undertaken by us in the Javelin, it is further than Lakeside and back isn't it? After about an hour we yumped over a railway crossing and the engine lost 80% of its power. As it was a holiday we had no option but to carry on for the next 9 hours with the car farting and banging at a speed between 10-50mph, I became expert at flinging myself in the ditch out of the general public's way.

At West Wylong I was looking for some Champion L10s in the garage when my bum dislodged a huge shop display which smashed to pieces on the floor. The owner was white with shock, I did my impersonation of Frank from "Some Mothers...", Tricia took charge, a bill will follow. By pure chance we bumped into Jim Adness at Dubbo, Jim looked white with shock, Tricia took charge, a bill will follow.

I'm running out of space. The next day I discover that car runs A1 with choke out, so we average 55mph for the next 12 hours with the choke as the throttle. We found Darryll Kellys goat farm at Inglewood and met his ventriloquist chicken. Home at 8pm and just to prove the car was O.K. I used it for work the next day - still with the choke out. PU





DAY 10  
MORNING 8:45 AM RAILWAY

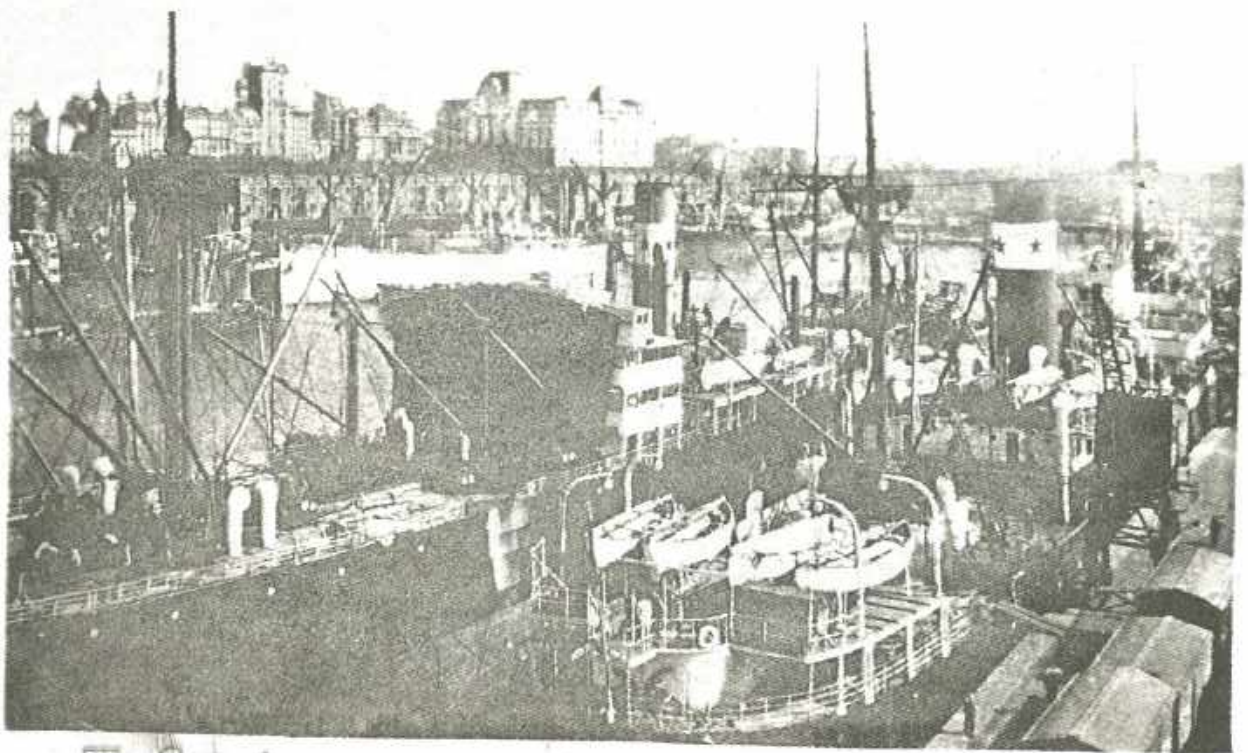
(The day is hibernated)

I WENT TO THE CIRCUIT  
BY 'GREYHOUND' COACH



← REACHING THE CIRCUIT WAS EASY

↓ PUBLIC PARKING SPACE WAS  
AT A PREMIUM







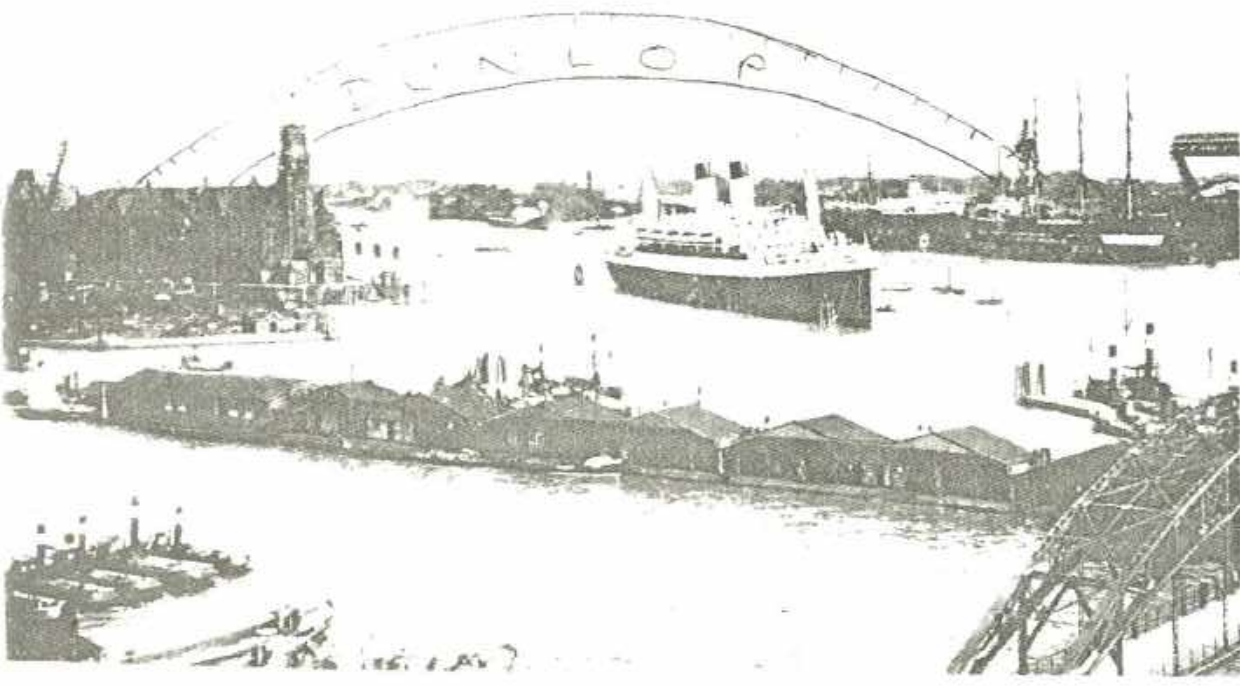
SURFERS PARADISE  
AUTOMOBILE RACING  
CLUB OFFICIALS  
WELCOME THE EDITOR

BIG RUSS HINZE RAN THE TOTE →



ALLAN MOFFET  
PREPARES THE  
VICTA FOR THE  
BIG RACE.





DICK JOHNSON  
 MAKES THE  
 FALCON LEAN  
 AS HE ZOOMS  
 UNDER THE  
 'DUNLOP' BRIDGE.



THE C.A.M.S. →  
 STEWARD WAS, AS  
 EVER, WATCHFUL.

← PETER BROCK IN  
 THE SPARE TEAM  
 CAR USES THE 3  
 SPEED GEARBOX  
 TO THE FULL



MORE TROPHIES FOR THE WINNERS →





## Rally Advisory Council Meeting

Following two years of heavy lobbying by the B.S.C.C. (largely organised by Laurie Garth) the 1983 Queensland Rally Championship will be held over 6 rounds with 5 to count - this arrangement has replaced the generally scorned 4 round system. The reasons given for the change were as follows :- 1/ By popular demand. 2/ General opinion demands five rounds, the problem of the greater costs is somewhat offset by the fact that events are getting shorter. There is a suggestion that in future even more events will qualify but there will be a co-efficient system allowing more points for bigger events. The Rally Advisory Council invites comments on this proposition by the end of June 1982.

## Forthcoming Event

### C.A.M.S. Dinner Friday 25th June

One of the years galah social occasions, the fun starts at 7.30 for 8pm at the Fairview Lounge, Bowen Hills. The cost is \$15 single and \$30 double, tickets are available from the C.A.M.S. Office (Which opens between 11am to 11.05.21 weekdays) or from the Club Captain.

### Telecast Monacopolis 26th May

Far be it for me to say anything nice about the frogs but the French T.V. Production from Monaco was superb, the race just flowed along from the time two frogs led (Back to bed I thought) until Patrese (who'se a totally acceptable Italian) discovered he'd won. One of the things I like best is the way the engine noises were picked up in the tunnel, first the muted Renault, then the banshee wail of the Cosworth and then the very Italian noise (like Spaghetti fart) of the Ferrari, well done Channel 9 although why, of all races, didn't they repeat this race Monday night? I suppose there was more of this stupid business involving hitting a yellow ball over a net.

Far be it for me to say anything nice about the Hearn's but the American T.V. production from Indianapolis was CRAP, I don't think I've ever seen a more inept, boring and irrelevant production. The racing by its own definition is pretty dull, yet every time we actually had four cars abreast boring into a corner they'd show a picture of A.J. Foyt's grandfather and play 'My Way' - it was as dreadful as some of the programs Tricia's strange aunt makes me sit through - Good Bye and goodluck I won't bother to tape the thing next year.

### B.S.C.C. Q.M.C. Motorkhana

This event is no more, it has ceased to be, it is a late Motorkhana, any comments as to the fact that this Motorkhana is a going concern are hitherto inoperative. One former Committee member was very keen for it to be run, so last year he put his name forward as the organiser (it wasn't either Hank Kable or Jim Reddix) and that's as far as it went. Last minute attempts to get the event off the ground floundered on the shoals of expense (it would cost about \$700 with trophies and chemical toilets) and the fact that most Q.M.C. rounds are held on the bitumen, a facility the club lacks. It would be far better for the B.S.C.C. to cancel the event rather than produce one of a poor quality. Naturally our friendly series of club Motorkhanas will continue to be held at Donaldson Road, Rocklea - the next being Laurie Streitberg's on the 27th June (See notice elsewhere in this publication).



CLUB OFFICERS

		Phone Number			
		Home		Work	
PATRON.....	Hon D.J.Killen M.P.				
PRESIDENT.....	Mike Mitchell	59	8785	52	5391
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	372	3777
CLUB CAPTAIN.....	Laurie Garth	349	8053	349	8053
BOARD MEMBERS.....	Desley Collins				
	Peter Marshall				
	Peter Marcovich				
	Ross Stanfield				
	Brian Swinton				
	Peter Smith				
	Pat Collins				
	John Hall				
	John Hinz				
	Mark Taylor				
CAMS DELEGATE.....	Laurie Garth	349	8053	349	8053
CAMS OBSERVER.....	Peter Marshall	202	6932	202	6932
ASSISTANT TREASURER.....					
AUDITOR.....	Nev Johnston	266	8241	358	1022
PROMOTIONS OFFICER.....	Brian Swinton	48	4558	44	8016
ASSISTANT PROMOTIONS OFFICER.....	Gary Moedt	266	7225		
BUILDING & PROPERTY OFFICER.....	Brian Swinton	48	4558	44	8016
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.....	Ian Goldsworthy	398	3444		
SPORTING SUB COMMITTEE CHAIRMAN..	Peter Marcovich	349	2269	349	9389
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.....	Esme Gibson			391	8881

CLUBROOMS

B.S.C.C. Clubrooms are located on the corner of Reid and Hawthorne Streets, Woolloongabba, and are open every Wednesday from 8.00 pm onwards.

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

Brisbane Sporting Car Club Limited  
P.O.Box 314  
WEST END QLD 4101



COMING EVENTS

JUNE	16	Off Road Night at the Clubrooms	8 pm
	23	Night Run from the Clubrooms	8 pm
	27	Club Motorkhana - Laurie Streitberg	
	30	Presentation of Club Trophies for 1981	
JULY	4	Short Course Off Road Event - Purga Creek A Closed Event by Desley Collins/Ron Wilson	
	6	Board Meeting at the Clubrooms	7 pm
	7	Social Night at the Clubrooms	8 pm
	14	Rally Night at the Clubrooms	8 pm
	18	Club Motorkhana Jim Reddiex/Charlie Blake.	
	20	Sporting Sub-Committee Meeting, Clubrooms	8 pm
	21	Off Road Night at the Clubrooms	8 pm
	28	Night Run from the Clubrooms	8 pm Coral & Mark Taylor
AUGUST			
	3	Board Meeting at the Clubrooms	7 pm
	4	Social Night at the Clubrooms	8 pm
	8	Closed Autocross - Mick Norris	
	11	Rally Night at the Clubrooms	8 pm
	17	Sporting Sub-Committee Meeting, Clubrooms	8 pm
	18	Off Road Night at the Clubrooms	8 pm
	22	Dalby - Long Course Off Road - Ian Bond	
	25	Night Run from the Clubrooms	8 pm B Knight/P.Stockton

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14th JULY SPECIAL SHOWING OF FILMS AND T.V. COVERAGE  
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