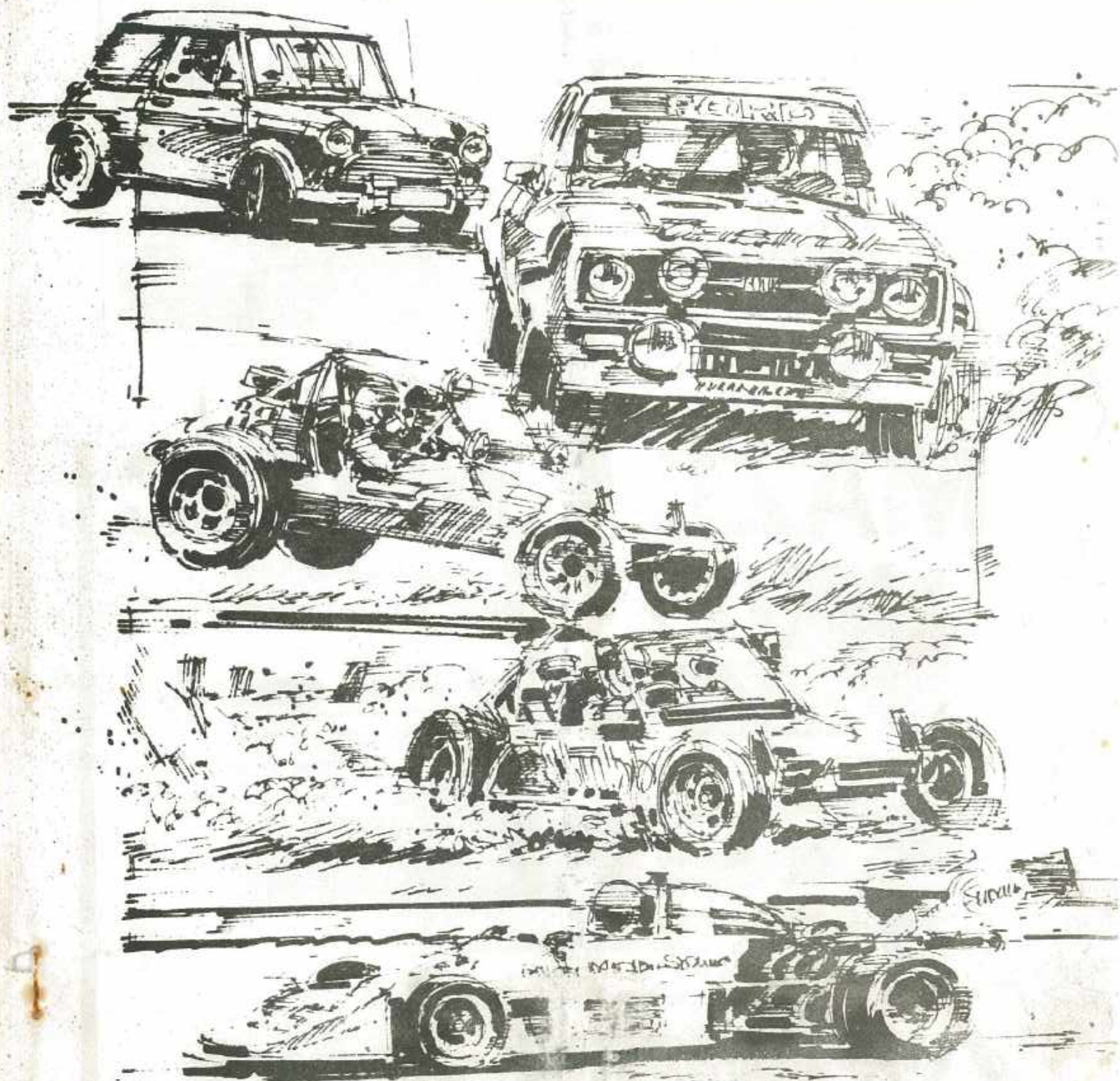




BRISBANE SPORTING CAR CLUB MAGAZINE

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FEB 1967





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**No! i'm OFF
To :-**

SHELL LOGAN ROAD DRIVEWAY RALLY

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March 19th 1983

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Co-Directors - Top Navigator and 1982 Rally Director - CORAL TAYLOR
- Ace Clubman Driver - PAUL MASON

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WANTED - CONTROL OFFICIALS, if you want to go rallying this is the ideal
way to start - see an event close up - be part of the action - do something
with your life. Phone Kerry Payne at the number above and see if we
still have a vacancy. This event is also a good chance for the Recognized
and Classified people to say "Thank You" for all that we do for them during
the year - Don't just sit there all socially superior
Let's make this an occasion for quiet hysteria.

BRISBANE SPORTING CAR CLUB Ltd

FEBRUARY 1983

Editorial

Welcome everybody to another year of Riotous Fun with the Brisbane Sporting Car Club - the club that doesn't just sit around talking about it, the club that gets up and does the job.

The Editorial policy for 1983 will be the same as 1977, 1978, 1979, 1980, 1981 and 1982 - I'll write it and you loathe it. All contributions are most gratefully received and printed, I do wish we had a regular Off Road contributor, and Mrs Big Ed could do with some material, something nice we could hang in the kitchen.

My Mother arrives in the country on the 21st Feb and this earth shattering event throws some doubt on the March magazine. Until we see how mobile the old duck is I have no idea when or where we'll be going away. I did suggest to the Committee that we find somebody of the same I.Q. to produce the March rag and Peter Marshall suggested we go out and look under some flat rocks. We'll see what happens, the magazine may be rubbish - but it's REGULAR rubbish.

Big Ed

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Major Forthcoming Events

CLUB MOTORKHANA - 20th February

The first of the clubs grass Motorkhanas for the year will take place just ten minutes (by Mirage jet) from Brisbane at Purga Creek, the scene of so many fine Off Road events - the venue is by courtesy of Pat Collins (from an original scenario by Alan McConnell) and I'll personally strangle anybody who leaves the slightest trace of litter.

To reach Purga Creek leave Ipswich on the Warwick and then take the Boonah turnoff. After 5.5km Turn Right down Purga Creek School Road, 1.6km Turn Left onto a dirt road and then 2.2km Turn Left through a wire fence. Somewhere in there we'll have set things up.

Entry Fee is \$5 (I think) and the event starts at 10.30am, please arrive not much after 10am. To satisfy everybody we will run two classes, Class 1 = Motor Vehicles and Class 2 = Aircraft Carriers over 20,000 tons. So come along in whatever you own and have a fun day.

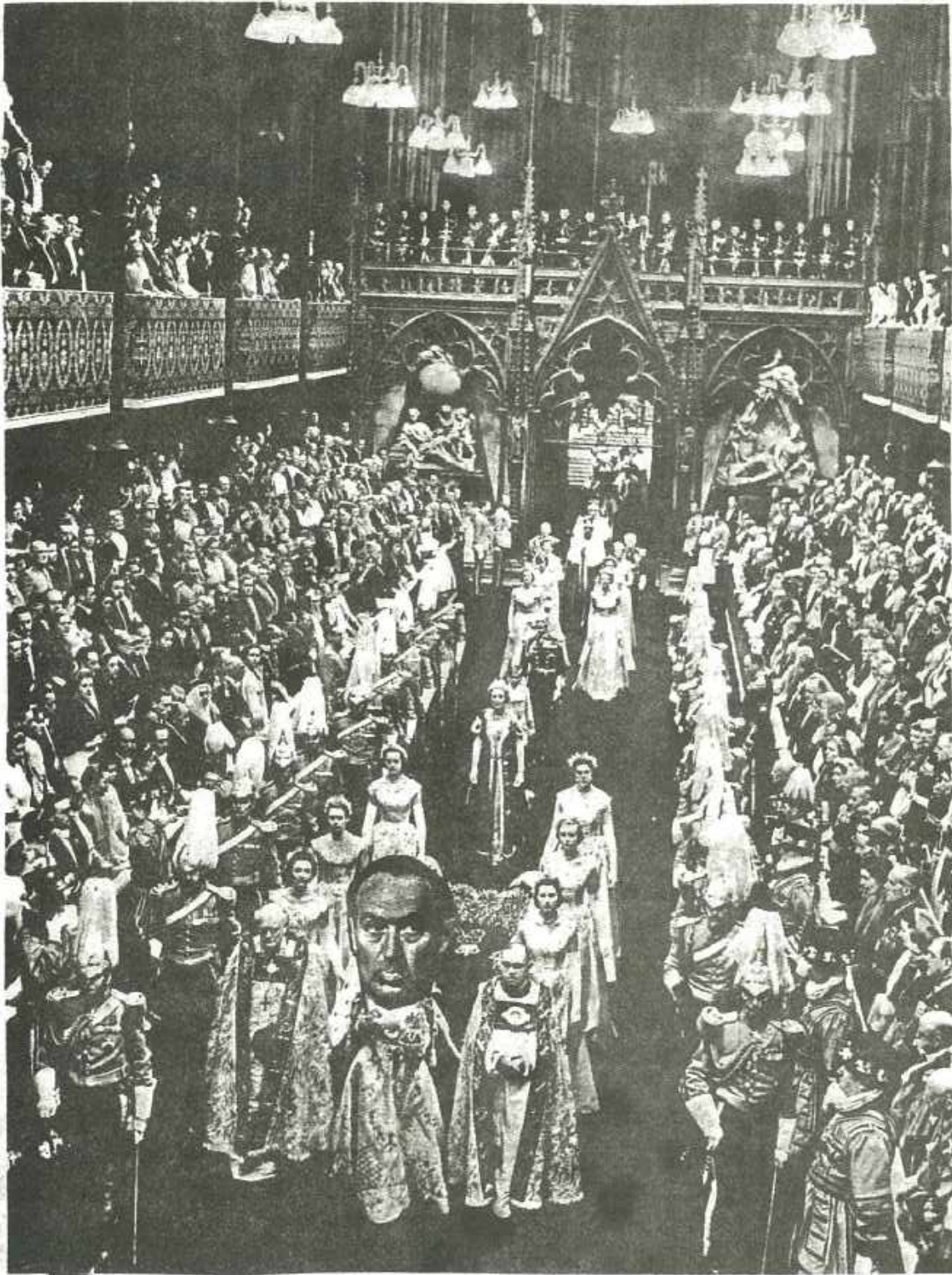
NIGHT RUN - Wednesday 23rd February

On top of organising the Motorkhana above Peter and Del Garbett are also providing the first Night Run of the Year. They've asked me to say that you'll need a REFERDEX or other Street Guide of Brisbane if you don't want a totally frustrating night. You also require a pen, torch and you can Rent a Driver/Navigator from the mob round the bar. Starts at 8pm - there fun for everyone but you'll not be speaking to your wife/husband by the finish, I think murders committed during Night Runs count as Justifiable Homicide.

BRISBANE SPORTING CAR CLUB Ltd

MAGAZINE - FEBRUARY 1983

The "My Lips Are Sealed Dept".



Ziping forward in time (with Zaphod Beeblebrox, Ford Prefect etc) I took this picture of a VERY IMPORTANT EVENT yet to be, now even Maurice Chevalier couldn't drag it from me - but we haven't had so much fun since 800 A.D. when Charlemagne was crowned Emperor. (Charlemagne was of course King of the Franks - they had a totally different man for the hamburgers).

DARLING DOWNS SPORTING CAR CLUB
December Rallysprint

After an initial problem with the aboriginals of Toowoomba as a dense cloud of dust descended upon them, no less a personage than the Mayor of Toowoomba was persuaded by Gary Batts to dampen the course with his water truck. I can add no words of praise more than I did in the December edition - but only to say I wish the B.S.C.C. had such a venue at its disposal.

The D.D.S.C.C. had a top entry for this Rallysprint, a who's who of Queensland rallying - let's see how the clock separated them.

Stage 1

1	R. Browning	147.7	8	M Taylor	157.7	16	K Browning	163.7
2	A Taylor	150.0	9	P Mason	158.2	17	S Reid	163.9
3	D Brown	150.4	10	G Whitaker	158.6	20	G Lilley	167.2
4	W Black	151.9	11	H Kabel	159.8	25	S Passlow	244.4
5	P Marcovich	153.8	12	B Skinner	160.5			
6	R Reid	154.3	13	T Garbett	161.0			

Stage 2

1	R Browning	91.9	7	M Taylor	96.1	=16	S Passlow	100.4
2	W Black	92.3	8	G Whitaker	96.4		K Browning	100.4
3	A Taylor	93.5	9	T Garbett	97.1	20	G Lilley	106.4
4	S Reid	94.3	12	P Mason	99.3	21	H Kabel	107.8
6	R Reid	94.8	13	B Skinner	99.7			

After 2 Stages

1	R Browning	239.6	7	G Whitaker	255.0	15	K Browning	264.1
2	A Taylor	243.5	8	P Mason	257.5	16	H Kabel	267.6
3	W Black	244.2	9	T Garbett	258.1	18	G Lilley	273.6
4	R Reid	249.1	10	S Reid	258.2	23	S Passlow	344.8
6	M Taylor	253.8	12	B Skinner	260.2			

What a stunning return for the 1979 Queensland Rally Champion Wayne Black, away from the sport for years and then straight into third place - the results don't contain navigator names but I know he was ably assisted by Dale Payne, no mean driver himself. Meanwhile Rod Browning was cruising away from another of the resurrections, Adrian Taylor - the former King of the Motorkhanas doubtless looking upon this as a long test. Russell Reid was 4th, Mark Taylor 6th in his first ride in a rotary and Greg Whitaker was impressing in 7th place. Simon Passlow had had a gentle roll and we'd lost Dennis Brown (broken camshaft), Peter Marcovich (Broken).

Stage 3

1	R Browning	74.7	10	M Taylor	79.0	17	A Taylor	81.1
2	W Black	77.2	12	B Skinner	79.5	18	P Mason	81.6
4	G Whitaker	77.9	13	K Browning	79.8	20	S Reid	83.3
8	H Kabel	78.5	15	S Passlow	80.6	22	T Garbett	87.0
9	R Reid	78.6	16	G Lilley	82.0			

Stage 4

1	A Taylor	111.0	7	M Taylor	115.7	15	G Lilley	119.8
2	W Black	112.5	8	S Reid	115.8	16	H Kabel	120.0
3	R Browning	112.8	9	S Passlow	116.0	18	T Garbett	121.0
4	G Whitaker	113.4	11	B Skinner	117.6	23	K Browning	135.2
6	R Reid	115.6	14	P Mason	119.5			

After 4 Stages

1	R Browning	427.1	7	M Taylor	448.5	=13	H Kabel	466.1
2	W Black	433.9	= 9	S Reid	457.3	17	G Lilley	474.4
3	A Taylor	435.6		B Skinner	457.3	19	K Browning	479.1
4	R Reid	443.3	11	P Mason	458.6	23	S Passlow	541.4
6	G Whitaker	446.3	=13	T Garbett	466.1			

Stage 5

1	A Taylor	146.2	7	H Kabel	153.4	17	T Garbett	160.6
2	R Reid	150.1	10	S Passlow	154.4	19	B Skinner	162.7
3	P Mason	150.5	12	S Reid	155.0	20	W Black	164.3
= 4	G Whitaker	151.7	13	K Browning	155.4			
6	G Lilley	153.2	14	M Taylor	156.2			

Stage 6

1	M Taylor	110.2	10	S Reid	114.6	15	K Browning	116.7
2	W Black	110.6	11	T Garbett	114.7	17	H Kabel	119.6
4	G Whitaker	111.8	12	S Passlow	115.5	18	R Reid	122.9
8	G Lilley	114.0	14	P Mason	116.5	20	B Skinner	240.0


We lost Rod Browning and Adrian Taylor during the closing stages this put Wayne Black into a very good win. Mark Taylor did very well to record fastest time on the last stage, and all while he was taking it very carefully in a borrowed Mazda. The Man of the Meeting? Well perhaps Greg Whitaker impressed the most, 2ND overall beating a host of more established stars.

Results

1st	Wayne Black / Dale Payne	Datsun	B	708.8
2nd	Greg Whitaker / Alan Staib	Celica	B	709.8
4th	Mark Taylor / Coral Taylor	Mazda	C	714.9
5th	Russell Reid / Iain Stewart	Mazda	C	716.3
7th	Paul Mason / Harry Sisson	Toyota	B	725.6
8th	Stewart Reid / Syd Smith	Toyota	B	726.9
9th	Tony Perrett / Tony Best	Datsun	B	727.2
12th	Hank Kabel / Richard Schilpzand	Mazda	C	739.1
13th	Trevor Garbett / Peter Garbett	Datsun	B	741.4
14th	Grant Lilley / Laurie Tindal	Mazda	C	741.6
16th	Kerry Browning / John Hall	Datsun	A	751.2
19th	Simon Passlow / Boyd Ovens	Datsun	B	811.3
20th	Brad Skinner / Ian Goldsworthy	Mazda	C	860.0

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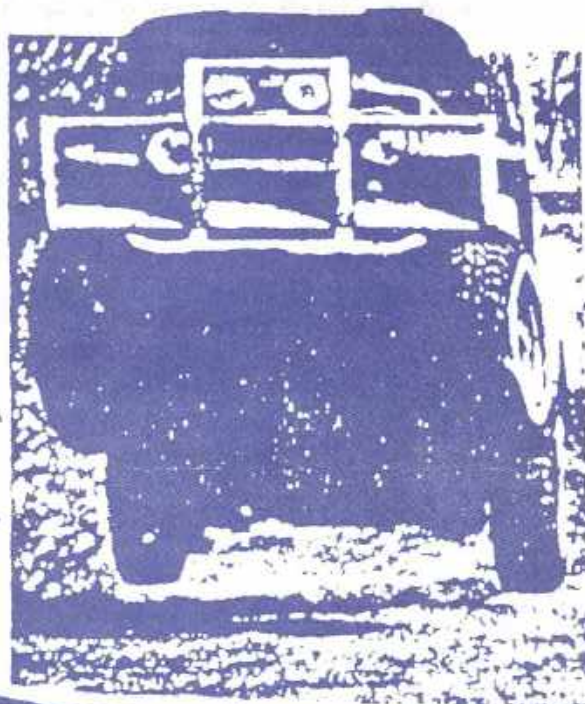
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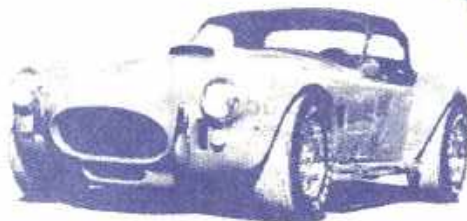
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BIG COUNTRY OFF ROAD ENDURO
for the Greg Chalk Memorial Trophy
Organised by Mick Norris for the Brisbane Sporting Car Club Ltd
January 29th/30th 1983

First of all a letter from the charming PAT McCREERY

Dear Big Ed

Just a few lines on Tara 1983

This must have been the most entertaining event for spectators since the days of Cedar Creek.

From the vantage point on the hill you could see a large percentage of the track and heaps of the action.

Heartiest congratulations on the facilities - must have taken quite a bit of organization, with heaps of good camping areas bulldozed out, a shower (at an OFF ROAF EVENT !!!) and absolutely palatial dunnies.

Unfortunately, despite a deal of work before and after the prologue, we had a severe mechanical seizure and didn't exactly shine in the cancelled first lap.

We have discovered the problem now though - apparently our intrepid driver Cedric parks the buggy next to our old faithful (green monster) Daihatsu. And it seems that the green monster has either been putting a hex on the new buggy (or maybe something else). Cedric has now been given orders to park it on the other side of the garage - maybe next to the old grey lady Benz, for a bit of reliability (or class).

Never mind - see you all next time.

Pat McCreery

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Tara Brand Mark

by Big Ed

I'm beginning to feel as Basil Fawltyish about Off Roading as I do about my shop. I could run a ripper shop if it wasn't for the customers, and Off Roading would be fabulous if only some of the competitors didn't get carried away. Still any branch of the entertainments industry has it's prima donnas - only in other sports it's the quickest who have the tantrums, not the tiddlers.

Still enough of Big Ed insisting on saying what he thinks (wouldn't you prefer someone 'Nice' to do the mag?). One sentence we did hear banded about was "Too Rough" and certainly the locale was very rocky. I've done rallies in Stanthorpe where rocky outcrops would launch cars into the air and generally pound them to pieces in very short order, but I thought Off Roading was the 'Macho' sport where men were Real Men, Women were Real Women and little green things from Alpha Centauri were Real Little Green Things From Alpha Centauri - out there lads and get on with it.

My only complaint (apart from The Incredible Mrs Smith trying to blow me up) as time keeper is that just as I thought I could sneak a beer under the nose of the CAMS steward, the bar closed until 5pm. By then my saliver was in full spate so I had to console myself with a look at a

remarkable bosom visible through a generous armhole - and thank you very much.

The new course, as devised by that ace organiser Mick Norris, was a real triumph. The camping, pit and start/finish areas were on the knobbly end of a ridge. This gave scenic views of a lot of the action as well as cooling breezes. The start line was most dramatic, once underway the cars turned sharp right into a narrow gap between high spectator banks, and then the road just fell down a 200 foot cliff, such a steep hill that ordinary SWB landcruisers only got ½ way up before running out of grunt. I suggested that the best place for numbers would be to paint them on the bottom of the gearbox. The organisation in the camping/pits/spectator areas was immense. Catering was provided by Tara Lions, the Scouts and the C of E Ladys. To entertain them the kids not only had swings but also a little 'railway' train called Brigalow Billy to ride on, this spent the day dieseling around with its carriage of kids and generally adding to the atmosphere of the occasion. The toilets were neither hessian or those expensive chemical things, but neat metal cubicles with the gender painted on the outside, altogether it was impossible to think that this was our first run on the 'Weranga' property, it had the feel and organisation of having been there for years - a really top effort by all concerned.

The prologue was run Saturday afternoon and apart from the demise of a kangaroo it was without incident. The times set were as follows :-
(Driver/Navigator, Class, Time)

1 Adness/Macfarla	1	399.8	16 Zivce/Anders	2	454.1	31 Taylor/Reeve	4	508.
2 Brand/Unicomb	1	407.4	17 Taylor/Hamli	1	457.3	32 Casagrande/H	3	514.
3 Poots/Stevens	1	412.0	18 Buckley/Colli	4	468.8	33 Thompson/Rea	3	534.
4 Van Amstel/Pont	2	422.5	19 Hegarty/Schi	3	471.2	34 Boyle/Misso	6	537.
5 Bradley/Bradley	1	427.4	20 Jeffery/Jeff	4	472.3	35 Haeusler/Hae	2	579.
6 Collins/Collins	1	428.6	21 Phelps/Caley	2	473.5	36 Torney/Brown	3	616.
7 Svenson/Svenson	1	436.6	22 Muller/Jenki	5	482.4	37 Sullivan/ Le	3	626.
8 Croucher/Presco	1	437.0	23 Massey/Best	5	489.0	38 Sams/Sams	3	709.
9 Moedt/Hammond	5	437.5	24 Hamlin/Schie	2	489.1	39 Verrall/Hawk	5	715.
10 Cambie/Scottorn	5	437.8	=25 Loy/Loy	1	493.3	Wilson/Thomp	2	
11 Macfarlane/Vahr	4	438.4	James/Kenned	6	493.3	Hayes/Herrim	1	
12 Blackburn/Garts	1	440.4	27 Swinglehurst	2	497.8	Janiak/Blackmore	2	
13 Hopkins/Baker	1	445.5	28 Evans/Curtis	1	498.2	Shepherd/Billing	2	
14 Deah/Watkinson	2	450.7	29 Jeffreys/Hen	6	499.5	Westwood/Westwood	3	
15 Byrne/Munro	1	452.8	30 Lange/Lewis	2	502.0			

The man who has made the clubs Off Road Championship his own over the last couple of years, Ed van Amstel, was very impressive in getting his Class 2 buggy ahead of so many Class 1 cars, and almost 30 seconds away from his class competition. The hot class was between the ground shakers of Class 5, Moedt and Cambie being separated by .3 of a second.

TIMS and I arrived at 4.15, marvelling at the shower and the fantastic organization. And within minutes, it's not a talent it's a gift, I had my 3 week old, \$10,500, Mazda 323 wedged on a stump. Well I was turning the car round and I saw this healthy looking lump of tree in the road, but alongside it were some very doubtful characters - people like Brian Swinton, Ian Preston etc - so I decided the stamp was a fake rubber one they'd got from a joke shop, and that when I slowed down and went to drive round it they'd whip it out the way and collapse laughing - WRONG!! it's not easy gently reversing as 20 people lift the front end when your eyes are full of tears.

Although only 200ft higher than the surrounding sun-baked plain there was an appreciable and very welcome breeze blowing. TIMS and I only camp once a year (at Tara) and it's all a bit of a shambles, we had 2 plastic sheets and a childrens tent covered in cowboys and indians (I'd beaten up my niece for it). Well putting the whole thing up wasn't easy, as Tricia wrestled with the tent she almost knocked my tea over.

The Hoopiest Disco in the Known Tara

It was all on again, the booze, the Nedlam, the low cut evening dresses - and the ladies looked nice to. We joined Neil Howard and Belinda to listen to "Toowoombas Top Band". To our surprise these gentlemen were my advanced age! - their first number, to get us into the mood, was an up tempo version of "Three Coins in the Fountain" followed by something more modern like "That'll be the Day". Actually once we'd got over the cultural shock they were OK. An area in which we did notice a vast improvement was in the kitchen. Gone was the charity function steak - tougher than Tom Poots' drive shafts and ^{more} stringy than Jim Adness' biceps - in was a decent bit of meat, pummeled into submission and tres tasty - well done.

I really am not a disco man but I always enjoy this annual outing - but where does the congenial atmosphere go when these self-same people get behind the wheel, I know it's tough out there but you only do it for fun.

Back to our tent which by some freak of nature was still standing. The only way to get us both in was to sleep head to feet, the more sensitive among you will appreciate that this puts me at an advantage - TIMS didn't sleep next to my feet, she was rendered unconscious.

In the morning neither of us went anywhere near the spirit stove (I mean if I can't cook, TIMS sort of can cook, what the hell is a spirit going to do for us?), eventually T put a match to this dodgy old stove she borrowed from her father, but nothing seemed to happen. What the dear girl didn't know was that alcohol flames are invisible, so when she added some more metho the thing gurgled for a bit and then exploded violently. Now when this went off Tricias face was about an inch from it and confirms my earlier suspicion that she was born to be hung. We set fire to the forest and the esky but to my disappointment TIMS' face wasn't all black and she didn't say "Wot de hell ib goin on here?". She put the fires out as her knees played like castanets, I was useless as always. I had a good breakfast, I hurriedly ate mine and then I lay under T's plate and caught all the bits that fell off as she was still shaking.

After this the event was almost an anti-climax. The finish of the loop was tricky for us as it was all corners. So we had to look through the trees for the cars and they arrived with very little warning, this meant that T and I were on our feet for most of the 8½ hours timing we did. The beautiful Dunlop/IBC tent was in an ideal place - however this is a far from ideal world and we had to sit upfront in the sun to do our job. The real hero of the day was Brian Swinton who marshalled the acts, just like the man from Barnum and Bailey whose out of sight lining the elephants up and sending the lions to the back of the queue. The other notable was Ian Preston who risked his toes sending the heroes off.

The event started promptly at 9am after a unique briefing. Mick warned everybody about kangaroo's in plague proportions, wild brumbies, savage goats and flocks of lethal emus. I missed the bit about packs of rabid wombats but it must have been there somewhere.

Even with the very healthy entry of 44 on such a long course Mick allowed 1 minute between cars. So it seemed that for ages cars were booming off and sliding down the hill, to the considerable enjoyment of the large crowd of spectators. But soon the hill was alive with observers tales, stories of Competitors going the wrong way, of arrows knocked over - what would the master decide to do ?

Setting up one of the cross country rambles is very awkward unless you have a go round it at competitive speed. We have seen in the past, and we will doubtless see again, the problem that befell Micks event. An early competitor knocked a crucial flag over and half the field went one way and the other half didn't - Mick decided to scrub Lap 1, put things right, and start the event again - at 11.15. A great shame for the fair number of people who broke on the non-lap.

So at 11.15 Brian Swinton, Ian Preston and Us went through the performance again. The cars leaving at one minute intervals and zooming down the cliff. It was over an hour before the first car zoomed into sight, Jim Adness just 25 seconds ahead of Rod Brand - what speed, what sideways motion - there's no denying that an Off Roader at full chat is an awe inspiring sight.

Loop 1

1	Adness/Macfarl	1	62.01	9	Massey/Best	5	75.41	17	Verrall/Haw	5	86.04
2	Brand/Unicomb	1	62.26	10	Casagrande/Ha	3	76.44	18	Jeffreys/He	6	86.48
3	Dean/Watkinson	2	65.17	11	Sullivan/Lewi	3	78.21	19	Shepherd/Bi	2	87.09
4	Phelps/Caley	2	67.24	12	Haeusler/Haeu	2	78.46	20	Svenson/Sve	1	88.37
5	Croucher/Presc	1	67.28	13	Boyle/Misso	6	79.10	21	Westwood/We	3	94.17
6	Taylor/Hamlin	1	68.29	14	Janiak/Blackm	2	79.26	22	Lange/Lewis	2	97.18
7	Jeffery/Jeffer	4	69.05	15	Thompson/Read	3	79.35	23	James/Kenne	6	97.49
8	Buckley/Collin	4	69.20	16	Muller/Jenkin	5	84.46				

By the end of the first loop we'd lost Tom Poots/Ken Stevens, Ed van Amstel/Graham Pont, Ashton Bradley/Glenn Bradley, Pat Collins/Desley Collins (Axle), Gary Moedt/Bill Hammond (two flat tyres), Wayne Cambie/Doug Scott-orn ("130 mph Blown Motor" it says here, frankly Big Ed doesn't believe it), Barry Macfarlane/Sid Vahry (front end), Steve Blackburn/Peter Gartshore (front stub axle), Ed Hopkins/Ian Baker, Ron Wilson/Eric Thompson (Navigators chest pains - nothing lasting we hope), Gregory Byrne/Graham Munro, Lance Zivec/Robert Anderson, Tim Hegarty/Sabine Schimkat, Chris Hamlin/Dale Shields (clutch), Cedric Loy/Geoffrey Loy (gearbox), John Swinglehurst/Theresa Brand, John Evans/Alan Curtis (Lost front wheel), Geoffrey Hayes/Brian Herriman, John Torney/David Brown, Rod Sams/James Sams Now hands up all those who thought it was TOO rough COR! POO! Roll On Deodorant.

After finishing the first loop the cars had a 30 minutes break before setting off again. George Croucher always gave his car a nice wash every lap, dazzling the time keepers in its glossy black livery.

Almost every class was a close fought struggle after one loop, in Class 1 Jim Adness was just 25 seconds ahead of Rod Brand, Geoff Dein was 127 secs in front of Geoff Phelps in class 2, Class 3 was a tense struggle between Rico Casagrande and Stephen Sullivan with 97 seconds seperating them. Closest of all was Class 4 where Noel Jeffery was 15 seconds away from Noel Buckley. However the last two classes rather let the side down, in Class 5 Barry Massey was 545 seconds ahead of David Muller and in Class 6 Alwyn Boyle led Paul Jeffreys by 414 seconds. The second loop is about to start - what will happen ?

14th Daryll James / Brian Kennedy
 15th Ron Lange / Narelle Lewis

291.24 3rd Class 6
 294.35 4th Class 2

Fastest Laps

1 Brand/Unicomb	1	60.56	9 Jeffery/Jeff	4	68.10	17 Janiak/Black	2	79.26
2 Adness/Macfarl	1	62.01	10 Taylor/Reeve	4	72.31	18 Thompson/Rea	3	79.38
3 Croucher/Presc	1	64.09	11 Haeusler/Hae	2	74.23	19 Verrall/Hawk	5	79.50
4 Dein/Watkinson	2	65.17	12 Massey/Best	5	75.41	20 Jeffreys/Hen	6	82.01
5 Svenson/Svenso	1	65.23	13 Casagrande/H	3	76.22	21 Shepherd/Bil	2	84.38
6 Phelps/Caley	2	67.24	14 Sullivan/Lew	3	78.21	22 Muller/Jenki	5	84.40
7 Buckley/Collin	4	67.58	15 James/Kenned	6	78.46	23 Westwood/Wes	3	94.17
8 Taylor/Hamlin	1	68.07	16 Boyle/Misso	6	79.10	24 Lange/Lewis	2	94.21

Sexterganaginal Survey

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Brand/Unicomb	1	2	1			
Adness/Macfarlane	1	1				
Croucher/Prescott	1		1		1	
Svenson/Svenson	1	1				1
Dein/Watkinson	2		1		1	
Buckley/Collins	4		1			
Jeffery/Jeffery	4			1	1	
Taylor/Hamlin	1			1		1
Phelps/Caley	2			1		
Haeusler/Haeusler	2					1

There we are that was Tara '83 - Our thanks are due to Mick Norris and his team of helpers and especially the people who ran the controls out in the bush.

Nice One Brisbane Sporting Car Club

-0-

FOR SALE

RALLY TYRES - 195-13 D5L MedComp (I think thats what it says)
 VERY GOOD ORDER PLENTY OF GOOD RALLYING LEFT IN THEM

Phone 250 3603 after 6pm

Motorkhana Barbecue

A meeting was recently held at Big Ed's palatial establishment at Woodridge and the format for the 1983 Club Motorkhanas was thrashed out.

In attendance was everybody who's anybody in Club Motorkhanas so theres no good moaning later. We decided to run the grass Motorkhanas as follows, 4 Tests - 3 from the Motorkhana Code and 1 in the old style format. The Bitumen motorkhanas will have 4 tests from the Code. An additional sum of \$1 will be added to the entry fee and this extra amount will go into a motorkhana account, where after accumulating for a bit it will give us a measure of financial muscle.

The first event for the year is on February 20th at Purga Creek, see the ad earlier in this issue - and the rest of the events will be notified here as they come up.

We were delighted with the strong turn-out to the barbecue, thank you all for your enthusiasm.

Loop 2

1 Brand/Unicomb	1	60.56	8 Dein/Watkins	2	71.00	15 Jeffreys/Hen	6	82.01
2 Croucher/Pres	1	64.09	9 Taylor/Reeve	4	72.31	16 Sullivan/Lew	3	88.32
3 Buckley/Colli	1	64.09	10 Casagrande/H	3	76.22	17 Shepherd/Bil	2	89.39
4 Taylor/Hamlin	1	68.07	11 Massey/Best	5	78.18	18 Lange/Lewis	2	94.21
5 Jeffery/Jeffe	4	68.10	12 James/Kenned	6	78.46	19 Miller/Jenki	5	99.11
6 Svenson/Svens	1	68.28	13 Verrall/Hawk	5	79.50	20 Boyle/Misso	6	130.32
7 Phelps/Caley	2	69.02	14 Haeusler/Hae	2	80.06			

After 2 Loops

1 Brand/Unicom	1	123.22	8 Casagrande/	3	153.06	15 James/Kenne	6	176.35
2 Croucher/Pre	1	131.27	9 Massey/Best	5	153.59	16 Shepherd/Bi	2	176.48
3 Dein/Watkins	2	136.17	10 Svenson/Sve	1	157.05	17 Miller/Jenk	5	183.57
4 Phelps/Caley	2	136.26	11 Haeusler/Ha	2	158.52	18 Lange/Lewis	2	191.33
5 Taylor/Hamli	1	136.36	12 Verrall/Haw	5	165.54	19 Boyle/Misso	6	209.42
6 Jeffery/Jeff	4	137.15	13 Sullivan/Le	3	166.53			
7 Buckley/Coll	4	137.18	14 Jeffreys/He	6	168.49			

We lost Rod Brands only challenger, Jim Adness/Ian Macfarlane, at the 3rd creek crossing when an axle broke and the very fast Class 2 crew of Geoff Phelps/Robert Caley came in on 3 wheels with the front brake drum half eaten away.

After 2 loops only 61 seconds separated 3rd from 7th, a tense struggle between Geoff Dein, Geoff Phelps, Bruce Taylor, Noel Jeffery and Noel Buckley. Best of the 3's was Rico Casagrande an easy 13 mins ahead of Stephen Sullivan and in Class 5 Barry Massey had pulled 12 mins from Bryan Verrall. Class 6 for standard cars on 32 inch wheels was between Paul Jeffreys and Darryl James, 8 minutes being between them.

Loop 3

1 Brand/Unicomb	1	61.07	6 Haeusler/Hae	2	74.23	11 Sullivan/Lew	3	85.22
2 Svenson/Svens	1	65.23	7 Verrall/Hawk	5	80.12	12 Jeffreys/Hen	6	87.25
3 Croucher/Pres	1	65.42	8 Boyle/Misso	6	80.22	13 Lange/Lewis	2	102.56
4 Jeffery/Jeffe	4	69.14	9 Buckley/Coll	4	81.30	14 Casagrande/	3	108.16
5 Dein/Watkinso	2	70.15	10 Shepherd/Bil	2	84.33	15 James/Kenne	6	114.49

A disastrous first lap for some. Rico Casagrande lost Class 3 when he bogged at the quicksand and his towing eye came off, to add to the excitement Rico offered the volunteer (and perhaps slightly over enthusiastic tow'er) a knuckle sandwich. The other class leader to lose out was Barry Massey in the big silver Cheap Jerokee. We also lost Bruce Taylor/Neve Hamlin - Neve qualified for the Fittest Man Award after running back to the pits over a distance he said was 40km. Geoff Phelps didn't re-appear, David Muller/Stephen Jenkins, also didn't finish the loop.

Results

1st	Rod Brand / Phil Unicomb	184.29	1st Class	1
2nd	George Croucher / Lloyd Prescott	197.19	2nd Class	1
3rd	Noel Jeffery / Stephen Jeffery	206.29	1st Class	4
4th	Geoff Dein / Paul Watkinson	206.32	1st Class	2
5th	Noel Buckley / Michael Collins	218.48	2nd Class	4
6th	Laurence Svenson / Janelle Svenson	222.28	3rd Class	1
7th	David Haeusler / Gary Haeusler	233.15	2nd Class	2
8th	Bryan Verrall / Stephen Hawkins	246.06	1st Class	5
9th	Stephen Sullivan / Paul Lewis	252.15	1st Class	3
10th	Paul Jeffreys / David Henry	256.14	1st Class	6
11th	Jeff Shepherd / Rod Billing	261.21	3rd Class	2
12th	Rico Casagrande / John Hahn	261.22	2nd Class	3
13th	Alwyn Boyle / Carl Misso	290.04	2nd Class	6



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Your ad can not only reach every Club member but every person who picks up a copy - - of which there are many, by advertising in this space.

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Administration Officer

Tel: 391 8881

SPACE TO LET : HALF PAGE

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Contact: Esme Gibson
Administration Officer

Tel: 391 8881

for further details.

1983 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 motorckhanas, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC ORGANISED motorckhanas, night run, 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 Motorckhanas 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 (Motorckhanas, 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.

Club Championships 1983

Off Road Championship

= 1	Rod Brand	11
	Phil Unicomb	11
= 3	George Croucher	10
	Lloyd Prescott	10
= 5	Noel Jeffery	9
	Stephen Jeffery	9
	Mick Norris	9
	?	9
= 9	Geoff Dein	8
	Paul Watkinson	8
=11	Noel Buckley	7
	Michael Collins	7
=13	Laurence Svenson	6
	Janelle Svenson	6
=15	David Haeusler	5
	Gary Haeusler	5
=17	Bryan Verrall	4
	Stephen Hawkins	4
=19	Stephen Sullivan	3
	Paul Lewis	3
=21	Paul Jeffreys	2
	David Henry	2
=23	Jeff Shepherd	1
	Rod Billing	1
	Rico Casagrande	1
	John Hahn	1
	Alwyn Boyle	1
	Carl Misso	1
	Daryll James	1
	Brian Kennedy	1
	Ron Lange	1
	Narelle Lewis	1

Ladies Championship

1	Janelle Svenson	11
2	Narelle Lewis	10

Club Championship

= 1	Rod Brand	11
	Phil Unicomb	11
= 3	George Croucher	9
	Lloyd Prescott	9
= 5	Noel Jeffrey	7
	Stephen Jeffery	7
	Mick Norris	7
	?	7
= 9	Geoff Dein	3
	Paul Watkinson	3

Everybody else with any points is =10 on 1 point.

DON'T GO AROUND LOOKING LIKE A SQUIRT
YOU COULD LOOK GRAND IN A CLUB T SHIRT.

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Subscriptions

The Annual sweep of the members to flood the pockets of the Committee is underway - at the last Committee Meeting the Pink Gin RAN OUT - so dip deep my friends and come up with

\$25 For Ordinary Members
~~\$25~~ 10 for associate Members
\$15 for Country members (those living over 325km from Brisbane)

and send it to The Administrative Officer at the Car Club the address of which is on the back page. Or you can pay any Wednesday night at the club, or at the club during normal business hours (except Weds), or we'll blow your kneecaps off. Club Members receive 1 copy of the magazine per month. People who let their subscription slip we attack in two ways, first of all you get 10 copys of the magazine per month for the next 10 years, and we fake pictures of you reading the magazine and send them to your employer with a message reading "Would you Employ this Man ?"

CONFEDERATION OF AUSTRALIAN MOTOR SPORT (C A M S)
National Office
Melbourne

REVITALISED AUSTRALIAN RALLY CHAMPIONSHIP

A revitalised Australian Rally Championship in 1983 was assured following a CAMS convened seminar held in Melbourne last weekend to discuss this year's national championship events.

In opening the seminar, the newly elected President of CAMS, Mr. John Large, attending his first official function, said CAMS had been looking at the future of rallying for some time.

The seminar was attended by representatives of the four motor clubs which will be organising this year's championship events:

Peter Marshall (Lutwyche Rally - Qld), Steve Vanderbyl (Sunday Times Safari - WA), Graham Roser (Dunlop 2GO Rally - NSW), Mike Prendergast and Frank Kilfoyle (Arco Alpine Rally - Vic) represented their events.

The Deepwater Sporting Car Club (NSW) and the Brisbane Sporting Car Club were also represented by their respective presidents, Mike Bell and Jim Reddiex.

"It was an excellent idea to get everyone together who was involved with the organising of the Australian Rally Championship", Reddiex said at the conclusion of the seminar.

"There was a tremendous exchange of ideas. It was able to find solutions to some of our problems which others had also encountered. At the same time I was able to offer suggestions to assist others."

"CAMS is to be congratulated for its initiative in convening the gathering."

Some of the recommendations arising from the seminar, which was chaired by National Rally Committee Chairman, Geoff Sykes, include:-

1. That CAMS' plans to carry out an Australian Rally Championship publicity campaign be endorsed.
2. That CAMS present a shield to the State whose competitors score the most points in the Series.
3. That CAMS consider the use of a "common" Steward to attend all events in the Championship.
4. The use of maximum penalty times on all special stages in the Championship.
5. Drivers to be seeded by the organisers, irrespective of the drivers' State gradings.

6. If testing equipment is available, exhaust noise levels should be tested at pre-event scrutiny. Cars with excessively noisy exhausts will not be permitted to start the event unless rectified.

The meeting also discussed the special requirements of Group A vehicles should these participate in the Championship.

"The value of meeting each other and having an opportunity to discuss matters related to the Championship has engendered a new spirit of co-operation between the clubs, and CAMS rally administrators", Mr. Large said after the meeting.

"Indeed, had the seminar achieved no more than this, the weekend would have been worthwhile. In fact, much more has been achieved and the whole sport will be the beneficiary."

"In the short term, the Australian Rally Championship itself will also demonstrate the tangible benefits to come out of the seminar."

This Months Printing

If **your** copy of the magazine looks a little second rate this month it's because it is. Esme was very busy and Big Ed did some of the printing and he thinks that the clubs printer is an abortion. The 'Claytons' model printer - the printer you have when you don't want to do any printing.

The Club owes a great deal to our Administration Officer this month, Esme has worked hours far, far in excess of what we pay her for, and the James Hardie Rally would have been a non-runner without her help. She also rushed in on a Saturday after noon when I couldn't get the *****! printer to work - ALL HAIL TO ESME.

Major Forthcoming Event

Club Motorkhana - March 13th

As I write I can give no firm idea of this events location as Steve Arlidge is currently negotiating for a top bitumen venue. As I may be on holiday then I shall give you Steves phone number (52 2049) and ask you to phone him before the event. A full notice will appear on the notice board at the clubrooms as well.

TOP BITUMEN ACTION - AT LEAST 2 RUNS AT 4 TESTS - ENTRY FEE ONLY \$5 (I THINK) PAYABLE ON THE DAY - FIRST TESTS STARTS AT 10.30am on Sunday MARCH 13th - SQUEELS OF ACTION (and not only from the tyres).

SEEZYERTHERE - TOP CLUB MOTORKHANA ACTION (Same tests as our QMC round)

BROWNING BEST of the BEAUTIES !

Northern Districts Ladies Rally

For their annual treat for the girls Northern Districts forsook the very rough forests they have used before, and set up a smooth and fast event in the Beerburum Forest.

They were rewarded with 20 entrants, 6 of these coming from the B.S.C.C. The event started from the Mobil Aspley Gardens, sponsors of the event, and the crews faced a dry and dusty run which was pretty uneventful except for a control that had the Timing Marker a little close to the finish, Lyndsay Wagner rolled here and Kerry Browning had an exciting moment.



Kerry Payne (See picture left) was on her first event but she did have the expert knees of Coral Taylor to guide her round. Kerry was driving drother Dales RX-2 and did extremely well to finish =2. The other equal was Del Garbett who had Trevor showing her round - these two girls did very well and jointly get the totally unofficial "Girl of the Meeting Award". Lorrelle Mansfield is another new face and with Greg Weale on hand she finished 5th, I think these are splendid figures for the club - well done.

Stage 1

1 Browning/Hall
= 2 Payne/Taylor
4 Howie/Michel
= 6 Garbett/Garbett
Mansfield/Weale
=11 McMahon/McMahon
19 Drummond/Trigger

Stage 2

1 Browning/Hall
= 2 Garbett/Garbett
4 Payne/Taylor
6 Drummond/Trigger
= 7 Mansfield/Weale
=12 Howie/Michel
=15 McMahon/McMahon

Stage 3

1 Browning/Hall
2 Drummond/Trigger
3 Payne/Taylor
= 4 Garbett/Garbett
Mansfield/Weale
=14 McMahon/McMahon
=18 Howie/Michel

After 3 Stages

1 Browning/Hall
2 Payne/Taylor
4 Garbett/Garbett
= 5 Mansfield/Weale
11 Howie/Michel
14 McMahon/McMahon
19 Drummond/Trigger

Stage 4

1 Browning/Hall
2 Drummond/Trigger
3 Payne/Taylor
4 Garbett/Garbett
= 7 Howie/Michel
= 9 McMahon/McMahon
=13 Mansfield/Weale

Stage 5

1 Browning/Hall
= 3 Payne/Taylor
Garbett/Garbett
Mansfield/Weale
Howie/Michel
= 9 McMahon/McMahon
17 Drummond/Trigger

Stage 6

1 Browning/Hall
2 Drummond/Trigger
= 3 Payne/Taylor
Garbett/Garbett
= 5 Mansfield/Weale
= 8 Howie/Michel
=10 McMahon/McMahon

Division 1

1 Kerry Browning/John Hall
2 Kerry Payne / Coral Taylor
= 3 Del Garbett / Trevor Garbett
5 Lorelle Mansfield / Greg Weale
7 S Howie / Chris Michel
=10 Nancy McMahon / Peter McMahon
2 16 Noelle Drummond/Bob Trigger

What a dramatic start to the event with Kerry Browning just disappearing into the distance. $4\frac{1}{2}$ minutes ahead of Kerry Payne in just 6 stages and neither Kerry nor Del Garbett were 'anging 'abart. Shock early news was to see '82 winner Noelle Drummond stop on the first stage to do her nails, but soon the Terror of the Social Security Defrauders was putting up some fast times - but all to no avail, top marks for carrying on though.

<u>Stage 7</u>		<u>Stage 8</u>		<u>Stage 9</u>	
1 Drummond/Trigger	1	1 Browning/Hall	$\frac{3}{4}$	1 Browning/Hall	$\frac{1}{4}$
= 2 Browning/Hall	$1\frac{1}{4}$	2 Drummond/Trigger	$1\frac{1}{4}$	2 Drummond/Trigger	$\frac{3}{4}$
Payne/Taylor	$1\frac{1}{4}$	3 Garbett/Garbett	2	= 3 Payne/Taylor	1
= 4 Garbett/Garbett	$1\frac{1}{2}$	4 Payne/Taylor	$2\frac{1}{4}$	Garbett/Garbett	1
= 6 Mansfield/Weale	$1\frac{3}{4}$	= 5 Mansfield/Weale	$2\frac{3}{4}$	5 Mansfield/Weale	$1\frac{1}{4}$
Howie/Michel	$1\frac{3}{4}$	= 7 Howie/Michel	$3\frac{1}{2}$	= 6 Howie/Michel	$1\frac{1}{2}$
=11 McMahon/McMahon	$2\frac{1}{4}$	14 McMahon/McMahon	$4\frac{1}{4}$	=10 McMahon/McMahon	$2\frac{1}{2}$
<u>After 9 Stages</u>		<u>Stage 10</u>		<u>Stage 11</u>	
1 Browning/Hall	$7\frac{1}{4}$	= 1 Browning/Hall	$\frac{1}{4}$	= 1 Browninh/Hall	$1\frac{1}{4}$
2 Payne/Taylor	$14\frac{1}{2}$	Drummond/Trigger	$\frac{1}{2}$	Drummond/Trigger	$1\frac{1}{2}$
3 Garbett/Garbett	$15\frac{1}{2}$	3 Garbett/Garbett	$\frac{1}{2}$	3 Garbett/Garbett	$1\frac{1}{2}$
5 Mansfield/Weale	$18\frac{3}{4}$	= 4 Payne/Taylor	$\frac{3}{4}$	= 4 Payne/Taylor	$1\frac{3}{4}$
7 Howie/Michel	$21\frac{1}{4}$	Mansfield/Weale	$\frac{3}{4}$	Mansfield/Weale	$1\frac{3}{4}$
11 McMahon/McMahon	$25\frac{3}{4}$	Howie/Michel	$\frac{3}{4}$	9 Howie/Michel	$2\frac{1}{4}$
14 Drummond/Trigger	$32\frac{1}{4}$	=11 McMahon/McMahon	$1\frac{1}{4}$	=12 McMahon/McMahon	2
<u>Stage 12</u>		<u>Results</u>			
1 Browning/Hall	$\frac{1}{2}$	1st	Kerry Browning / John Hall	$9\frac{3}{4}$	
2 Garbett/Garbett	$1\frac{1}{2}$	= 2nd	Kerry Payne / Coral Taylor	19	
5 Payne/Taylor	2		Del Garbett / Trevor Garbett	19	
6 Drummond/Trigger	$2\frac{1}{4}$	5th	Lorrelle Mansfield / Greg Weale	$23\frac{3}{4}$	
= 7 Mansfield/Weale	$2\frac{1}{2}$	7th	S Howie / Chris Michel	$26\frac{1}{4}$	
Howie/Michel	$2\frac{1}{2}$	10th	N McMahon / Peter McMahon	$32\frac{3}{4}$	
=10 McMahon/McMahon	3	13th	Noelle Drummond / Bob Trigger	36	

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CAMS Seminar and Dinner Date

Originally planned for February this event will now take place on MARCH 26th at the Ballymore Rugby Club.

The afternoon seminar will be on the theme of Motor Sport in Queensland, and the Dinner will commence at about 7.30.

Cost of the Dinner is now \$15 Single or \$25 Double.

For More Details Phone CAMS 369 4802 between Noon - 3pm

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

I.W.M.A.C. Rallysprint

Times getting short if you want to enter this event as it will be run on FEBRUARY 26th. \$300 prize money is offered. Their press release says to contact them at P.O. Box 112, Ipswich Q4305 but I think you'd do better to find a phone number.

NAVIGATOR WANTED

No Experience Necessary for one of Queensland's Most Promising Drivers, KELVIN TAYLOR in the hot, fully worked, Mazda RX-3 (The one with the ho-hum passenger seat). See Kelvin at the clubrooms or phone 265 2862 a/h

HOLLAND PARK AUTO ELECTRICS

To BSCC Members,

First of all I must congratulate Peter Smith for the fine job he does with the club magazine. I look forward to his witty style when reading about club activities.

But I must offer some words of protest about a statement made in the December edition of our "Monthly". In the report for the MAZDA CENTRE SPRINGWOOD RALLY, the statement was made, "that Paul Cadell must get his supply of alternators from the same place they make Mazda stub axles".

Well my bottom lip dropped in shock to hear such a thing. So considering I'm the proprietor of the firm that supplied Paul's alternator, I must offer these words of defence.

Our work experience in motorsport is extensive. From Rally Cars to Drag Racing, Touring Cars, Sports Sedan, Hot Rods, Show Cars, Show Vans and even Competition Boats, thus incorporating such cars as John White's Monza, John Berne's B.D.A., John English's Escorts, and Peter Phillips' Stanza. Two Qld Rally Champions, State and National Show Car Champions all have used our services. Our work has been tested in such events as the Southern Cross Rally, the Dunlop 2GO, the Alpine Rally, so I can assure you that we don't make Mazda stub axles here (but if I get enough orders I may think about it).

Paul Mason (Prop.)

P.S. After testing Paul's Alt., we diagnose a loose fan belt.

ED WHOOPS! Do you remember back in 1977 when I said my racing Yak came off during the London to Sydney, and we instantly heard from Emil at K'harta of Turzbekistan who said "As the only supplier of Marlboro Racing Yaks to the Southern Hemisphere I refute this false assertion. Long Live Queen Victoria".

Anyway it's not my fault, do you honestly think I'd write like this if I thought anybody actually read it.

SHOCK ! - NEWS ! - HORROR !

The Long Course Off Road event set for 5th/6th of March has had to be cancelled, we lost the ball in the long grass behind the back fence, so the next treat for the Off Road Folk is Terry Conneelys thrash on April 24th - this must be the last hiccup in the Off Road calendar for '83 or I shall excommunicate the lot of you.

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Big Ed Interviews

The 1982 B.S.C.C. Club Champion - Alan McConnell
The 1982 B.S.C.C. Motorkhana Champion - Alan McConnell
The 1982 B.S.C.C. Night Run Champion - Alan McConnell

Big Ed - Alan Congratulations ! You're the youngest ever winner of the club championship how do you feel about this ? / A.M. - Goo ! / B.E. - fine, fine. In some parts of Woodridge you're known as "That little bastard who stole the Motorkhana Championship from Big Ed", does this worry you at all ? / A.M. Gugga Gugga Goo ! / B.E. - Good, good. Here let me pour you another glass of arsenic. There's only you, Ian Pink, Lyndsy Sutherland, Lee Drummond, Jack Read, Gary Read, Oriano Giammichiele, Steve Arlidge, Alan Ball, Warren Tegg, Peter Johnson, Steve McCabe and sundry others and I'll be Motorkhana Champion again. / A.M. - (In a thin piping voice) Over my dead body. / B.E. You're so conceited Alan that you make me look modest. / A.M. - But there again you have so much to be modest about. / B.E. - It was mis-reported in the papers, I didn't mean to touch her, anyway she said she was 18 ! / A.M. - I've been driving competitively for 6 years I am no longer a child. / B.E. - Shut up and eat your custard. / A.M. - I six short years I have swept the Championship boards of both the B.S.C.C. and the M.G. Car Club tomorrow there's only the world left to do. Will I win again this year, I'll say I will, even if I've lost Peter Johnson and I have to break a new man in on the night runs. / B.E. - Interviewing young people is impossible, well Rocky where do you go from here, do you want to do any rallies ? / A.M. - No Rallies are beyond my pocket.. / B.E. - You mean there in the woods ? / A.M. - No, No I can't afford them, the candid picture market just isn't what it was. / B.E. - Yes, yes. What's the trick to winning Night Runs ? / A.M. - Drive slowly so that you never have to double back. And I only drive and Peter only navigates, there's no doubt about whose doing what. / B.E. - How many Motorkhanas a year do you do ? / A.M. - About fifteen, practice does make perfect and I know all the tests very well now. / B.E. - Why doesn't Peter want to navigate for you again, I expect there's a lurid reason. / A.M. - In my church, where we worship the Indian guru Sendyour Czech, deodorant is forbidden and this explains why my close circle of friends keep themselves at arms reach. Peters had to give up because his nose peg broke. / B.E. - Sad ! Well good luck in everything you do - apart from Motorkhanas of course.

CLUB OFFICERS

		Phone Number			
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PATRON.....	The Hon.Sir James Killen, K.C.M.G. M.P.				
PRESIDENT.....	Jim Reddiex	264	1738	52	1186
VICE PRESIDENT.....	Brian Swinton	48	4558	44	8061
IMMEDIATE PAST PRESIDENT.....	Mike Mitchell	59	8785	52	5291
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TREASURER.....	Errol Bailey	48	0546	372	3777
CLUB CAPTAIN.....	Ian Goldsworthy	390	6245	390	6245
BOARD MEMBERS.....	Robert Barbe, Chris Brand, John Hall Peter Marshall, Peter Smith				
	Terry Conneely				
	Peter Marcovich				
	Ian Preston				
	Phil Unicomb				
	David Brown				
CAMS DELEGATE.....	Peter Marcovich	343	8443	349	4733
CAMS OBSERVER.....	Peter Marshall	202	6932	202	6932
ASSISTANT TREASURER.....					
AUDITOR.....	Neve Johnston	266	8241	358	1022
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ASSISTANT PROMOTIONS OFFICER..					
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SPORTING SUB C'TEE CHAIRMAN...	Peter Marcovich	343	8443	349	4733
MOTORKHANA OFFICER.....	Peter Smith	208	1721	379	6182
OFF ROAD OFFICER.....					
RALLY OFFICER.....					
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 p.m. onwards.

POSTAL ADDRESS:

As from 1st January 1983 All Correspondence for the Club should be addressed to:

BRISBANE SPORTING CAR CLUB LTD.
P.O.Box 347
WOOLLOONGABBA Q 4102.

COMING EVENTS

- February 16th - Off Road Night at the Clubrooms, 8pm
20th - Club Motorkhana Purga Creek, Details Inside
23rd - Night Run from the Clubrooms, 8pm (Bring a street
March 1st - Committee Meeting at the Clubrooms, 7pm guide)
2nd - Social Night at the Clubrooms, 8pm
9th - Rally Night at the Clubrooms, 8pm
(Of course the fact that this is called 'Rally
Night' in no way stops Off Road, Motorkhana
or any other club member from coming along)
13th - Club Motorkhana, Bitumen - details inside
16th - Off Road Night at the Clubrooms, 8pm
19th/20th - Shell Logan Road Driveway Rally
Peter Marcovich - Coral Taylor - Paul Mason
Round 1 of the Cibie/G.P. Cars Novice/Clubman Series
Full Details Inside
23rd - Night Run from the Clubrooms, 8pm
Organised by Alan McConnell
26th - C.A.M.S. Seminar and Dinner, details inside
30th - Social Night at the Clubrooms, 8pm
April 5th - Committee Meeting, 7pm
6th - Social Night at the Clubrooms, 8pm
13th - Rally Night at the Clubrooms, 8pm
17th - B.S.C.C. Round of the Q.M.C.
Organised by Jim Reddiex from a scenario by Tony Best
Full Details Next Month
20th - Off Road Night at the Clubrooms, 8pm
24th - P.S.T. Short Course Off Road at Purga Creek
Full Details Next Month
27th - Night Run from the Clubrooms, 8pm
Organised by Peter Johnson
1st May - B.S.C.C. Round of the Australian Rally Chmpionshp
Organised by Peter Marshall
Full Details Next Month

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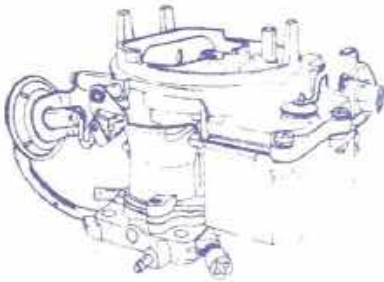
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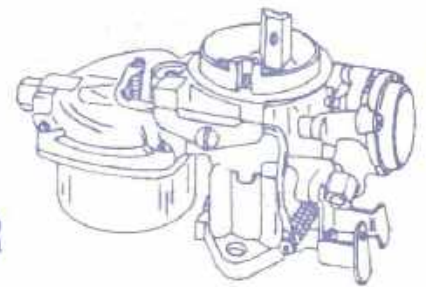
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