

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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ROAD



OFF  
ROAD

MOTOR  
KHANA



MOTOR  
KHANA

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# STARTLINE

Hello and welcome to all Brisport readers for the commencement of a whole new decade. Yes, I am back on the job as Editor of our precious monthly production, despite my numerous threats to "pull the pin". I hope everyone has enjoyed a reasonably relaxing break over the Christmas-New Year period and I also hope that everyone is looking forward to a whizz-bang year of competition.

Some of you super-observant types may have also noticed that I have even started off the year with a brand new "STARTLINE" logo. It was commissioned at great expense and there is a registration on the trademark. (Actually, that's all crap - I just drew it in 5 minutes at work when I was bored again).

The last time you enjoyed a dose of this mag was in December when we had finally finished the year's competition with that excellent Autocross at Darlington Park. A top day!!

At the moment it's unsure as to whether that type of event will be repeated in a hurry, but if you, as active members of the club would like to see it happen, do let us know.

The first couple of events for the year have already progressed past the planning stage and, by the time you read this, at least one of them should have been run and won. The event I speak of is the first round of the Queensland Off-Road Championship at Gatton and we may even be able to co-erce one of the literary giants of the off-road scene to write us a gripping report.

The other event which is comin' up real fast is the first round of the Queensland Rally Championship. To be run again on those excellent roads in and around Gympie, the event this year will be directed by past Assistant Director, Brian Swinton. The event will be called The Cooloola Classic and Brian has the very capable assistance of many previous helpers including Neil and Ross McCulloch, Brian Everitt, Anthony Swinton and the 89 event Director Errol Bailey. Errol devoted a positively huge amount of time to the '89 Cooloola Classic and Rally Queensland and has decided to take a well-earned break. (Although, if I know Errol he'll be throwing ideas and suggestions at Brian left, right and centre).

Brian says that they have found some more unused rally-roads and so the event should continue with its excellent record of high quality roads. I, for one, am looking forward to it.

Actually I am very fortunate in that I will be competing (as a navigator) during the whole year this year. In round one, I have been talked into the silly seat alongside John Goasdoue, who will be debuting his new 16 valve Sprinter. For the rest of the year's QRC's I have again been asked to assist the Subaru Team with Greg Summerville.

It seems that babies are the reason for this situation as John's regular navvy, Neal (and his wife Vicki) is expecting his first child the week before the Rally. (Names suggested are ARI for a boy, and Michelle for a girl). And Martin (Darch) has found out just how much care and attention a new addition to the household requires. Hence, I find myself as a busy lad and I'm rapt! Being the start of a new year, we also have a whole new bunch of club champions and I would like to express my congratulations to them all.

In the Off-Road Championship, Laurie Svenson has finally been hoicked off the front cover of the magazine. Well done to Robert Mowbray who took the 89 title.

The Motorkhana Champion last year was a previous winner in the person of Alan McConnell. Alan just pipped young Ian "Cresch" Bremner in the race to the finish and this tops a pretty good year for him. (At least Al's driving an ex-Rally car these days).

The Rally Champ was the aforementioned Neal Wesche whose disregard for his own safety took him to the top place while navigating for John G. (John has actually threatened me with bodily harm unless his car's photo gets on the cover). The night run champ was Paul Gray, although I know Dean Tighe was trying hard to catch up. (Turning up for events that weren't on - that sort of thing). Ladies Champ was our own Desley Collins. If you can throw some more articles our way Desley, I'll try to wangle you some more points for 1990.

Last, but not least, our Speed Event Champ and Club Champion was Laurie Svenson. I reckon its time you took up another interest Laurie; something like hand-painted eggs or competition oregami.

Well done to everyone.

I think I have raved on enough for now and I'd like to welcome all members, old and new, back to the Brisbane Sporting Car Club for another successful year. Come on along on a Wednesday night for a chat and a few drinks and don't forget - if anyone wants to write something for the magazine, there's a good chance it'll be published (I keep trying).

HAPPY NEW YEAR!!

Tom Smith

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on WEDNESDAY 28th MARCH 1990 at 8.00 p.m.

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

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

In accordance with the Articles of Association, the President, Vice-President, Secretary, Assistant Secretary, Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. Wednesday 14th MARCH 1990 at the latest)

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine and are available from the Club Secretary - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are also enclosed with this Magazine - please use one if you cannot attend in person.

## B.S.C.C. 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.

THERE WILL BE FIVE SEPERATE 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 B.S.C.C. 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 1/ 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 MOTORKMANAS AND SPEED EVENTS POINTS WILL ONLY BE AWARDED DOWN TO 2 POINTS FOR TENTH PLACE. IN ALL EVENTS ONLY OUT-RIGHT RESULTS WILL BE CONSIDERED, NOT CLASS PLACINGS.

IN 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.

UP TO 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. (EXCLUDING NIGHT RUNS & MOTORKHANAS WHICH RECEIVE 11 POINTS)

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 CLUB CHAMPIONSHIP.

THE LADIES CHAMPIONSHIP WILL BE SCORED ON A SIMILAR BASIS, BUT NEEDLESS TO SAY, ONLY LADY MEMBERS WILL BE ELIGIBLE.

PETER SMITH (379 2066 HOME, 379 6182 WORK 42 ARDOYNE ROAD CORINDA, Q.4075) HAS VOLUNTEERED HIS SERVICES AS REGISTRAR AGAIN THIS YEAR AND ORGANISERS OF ALL CLUB EVENTS ARE ASKED (NAY DEMANDED) TO PROVIDE PETER WITH A COPY OF THE RESULTS AS SOON AS POSSIBLE AFTER THE RESULTS ARE COMPILED TO ENSURE THAT THE POINTSCORES ARE ALWAYS AS UP TO DATE AS POSSIBLE.

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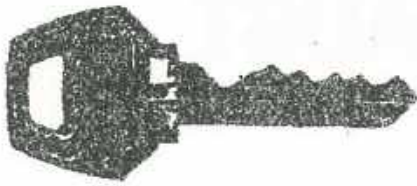
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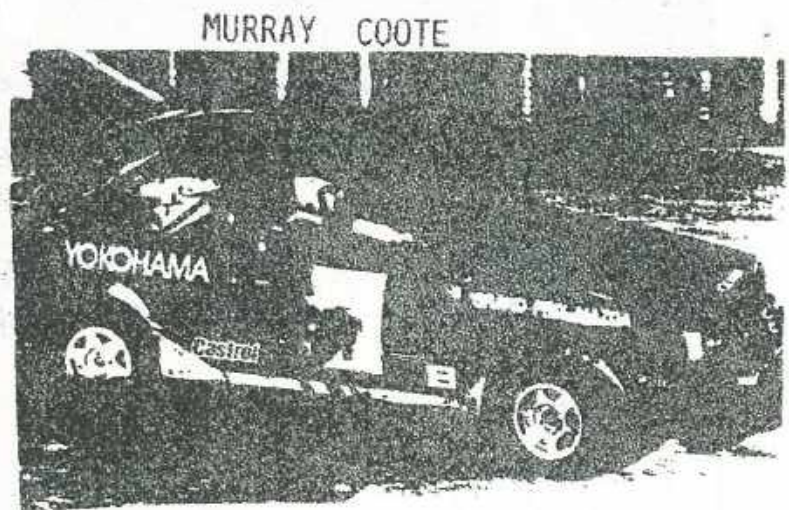
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### Gem, Gem, Gemini

It's great to see Steve Kelly (young Eooter) back on wheels. After his 'little prang' at the Nobby Vic's Rally in Beerburzum when Steve wrote off the RX-3, he has been on the mend and trying to recover from back injuries sustained in the accident.

Now he's picked up an ex-race series Gemini Coupe and will be running the car in the proposed Gemini Rally Series for 1990. First, however he'll be having a 'bash' at Gympie in the Cooloola Classic.

Let's hope that he can do some wonderful things in his new car and the little coupe has a very substantial roll cage. The car should certainly be easier to drive than the Mazda, as Gemini's are a very good handling car to start with.

Speaking of Geminis, word is that Brett-ski Wright is threatening to put his little car back together. Since beginning work for Richard's Avanti Spares, the lad has already collected one other car (in pieces) and has been working pretty hard at pulling his Fiat 124 Sports apart as well. I guess that dismantling feeling is hard to lose. Brett actually has just about all he needs to put the cosmic green beastie together and it may just see the light of day in 1990.

A good reliable source also tells us that Brisbane's answer to Greg Carr, Murray Coote, has his new Mazda 323 on the way to the workshop. At this point in time it is unclear as to whether the car is a new 'old' 323 or the new bigger engined model with 1800cc. In either case, Murray is sure to put the cat amongst the pigeons and can never be discounted.

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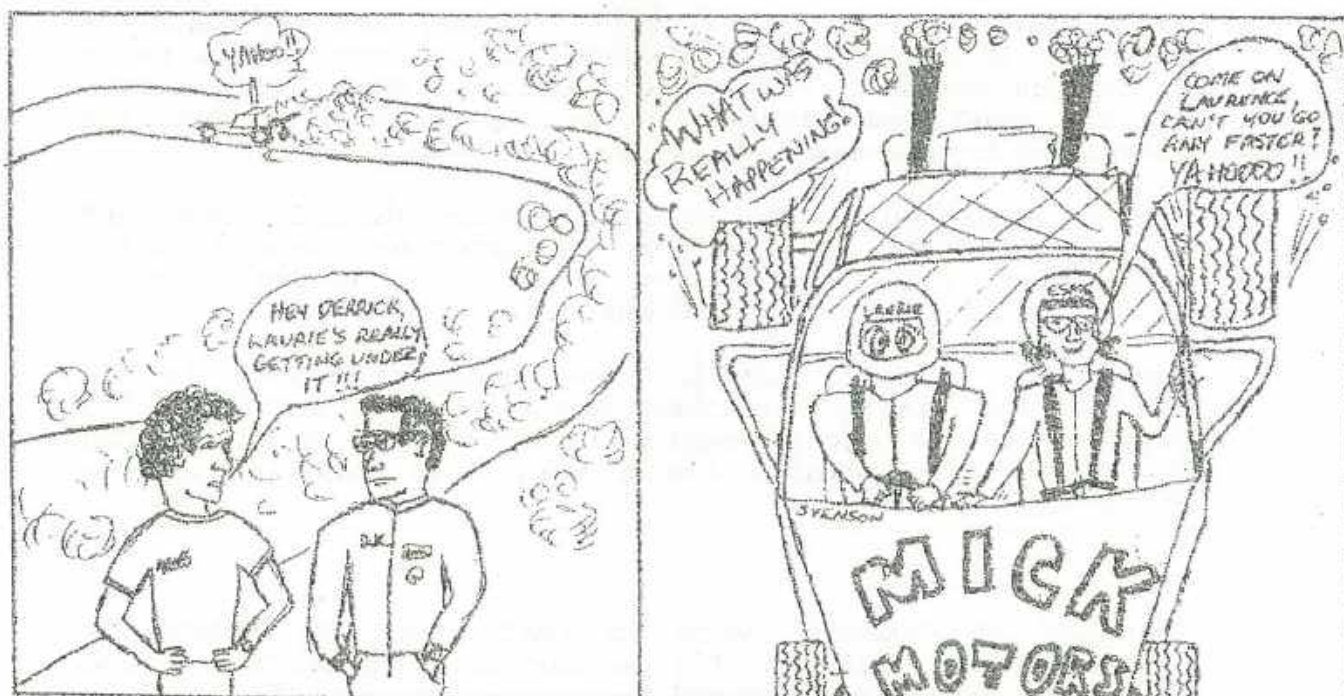
### CLUB MEMBERSHIP

Have YOU paid your club membership fees as yet? If not you've missed out on your discount of \$5.00 for payment before 31 January.

You can either post in your cheque for payment or come in on a Wednesday night and an official will take your money. If you can make it, you can drop in to the Clubrooms and pay Esme on Monday, Tuesday, Thursday or Friday between the hours of 9 am and 2 pm.

For those professional rally or off-road drivers out there (are there any?? - E.D.) you can even get a receipt.

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JANUARY 1990

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2	DAVID	JOHANSON	0.9893	29	BARRY	COOK	0.9173
3	PETER	MARCOVICH	0.9778	30	STEPHEN	REID	0.9168
4	STEWART	REID	0.9761	31	CRAIG	LUCEY	0.9151
5	BRUCE	DUMMETT	0.9737	32	ADRIAN	PEARCE	0.9114
6	DAVID	JONES	0.9679	33	GARY	MARSHALL	0.9110
7	IAN	REDDIEX	0.9654	34	BRIAN	CRISP	0.9089
8	RICHARD	ANDERSON	0.9653	35	GLEN	DUTHIE	0.9060
9	JOHN	GOASDOUE	0.9605	36	ERROL	BOGNUDA	0.8983
10	ROD	BROWNING	0.9602	37	DAVID	CUMMINS	0.8981
11	GREG	SUMMERSVILLE	0.9424	38	MALCOLM	LAWLESS	0.8947
12	GARY	BATTS	0.9396	39	RODNEY	GROSS	0.8947
13	RICHARD	BOARDMAN	0.9380	40	RUSSELL	REID	0.8943
14	MARK	GRIFFITH	0.9346	41	WARREN	TEGG	0.8911
15	ROBERT	BELL	0.9334	42	DAVID	SCOTT	0.8206
16	JOHN	FERGUSSON	0.9304	43	BOB	BINGHAM	0.8700
17	HONNE	BURNS	0.9284	44	STEVEN	KELLY	0.8509
18	DARRIN	CLARK	0.9266	45	ALLEN	JONES	0.8599
19	PETER	CARRUTHERS	0.9258	46	JASON	MEYER	0.8550
20	DAVID	CARLTON	0.9253	47	SHANE	SMITHES	0.8413
21	GLEN	ZAGAMI	0.9243	48	GEOFF	KRAUSE	0.8409
22	PAUL	WILLIAMSON	0.9232	49	TREVOR	BOWDEN	0.8407
23	TONY	KAGEL	0.9225	50	MARK	TAYLOR	0.8270
24	GLEN	BELL	0.9212	51	STEVEN	BRADFORD	0.8131
25	BRUCE	REVILLE	0.8186	51	ALAN	O'UNES	0.7882
26	MAL	CLARKE	0.9187	53	PAUL	THATCHER	0.7866
27	VIVIAN	GEES	0.9186	54	ANDREW	JOHNSTONE	0.7702



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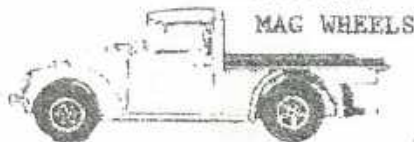
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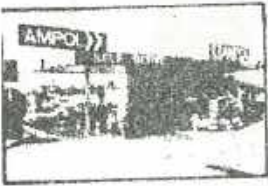
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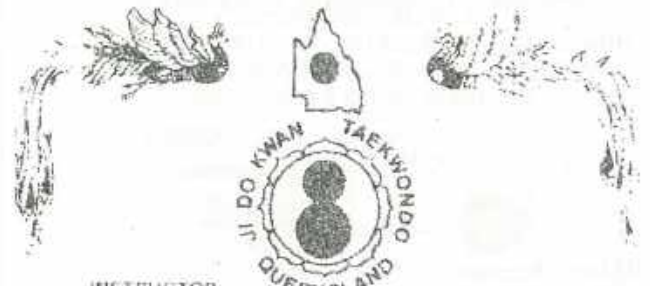
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Those of you who read Auto Action magazine, or have contacts on the grape-vine, would know that the 1990 Rally season will see the introduction of a "Formula Gemini" series in Queensland.

What an excellent idea! At last there is class of Rallying that is reasonably cheap and competitive. Cheap because the cars will be running to basically Group N specifications. And competitive because all cars will be similar, tyres will be the same and there will be decently sized fields. (If the early reports on car numbers are accurate).

PRC was the first step in revitalising Rallying in Australia, and I believe that "Formula Gemini" could well be the next step in bringing the popularity back into Rallying.

So, if you are about to build a new car for next year or are interested in getting into the sport or just happen to have an old Gemini sitting around the yard, why not consider joining the Gemini set. All you have to do is to get any standard RWD Gemini, put in a cage, harnesses, safety and navigation equipment and away you go.

If you want to get more sophisticated you can upgrade the suspension and you have a state-of-the-art Formula Gemini.

One of the men behind this series, Steve Ross, recently told me that he has had over two dozen people enquiring with regards to building cars for the series and at the time of writing he already has much sponsor interest!

This looks like being the best thing in Rallying for a long time in Queensland, so lets see as many people as possible getting behind this series to lift Rallying up to the status it deserves as arguably the best form of motor sport around.

Remember, the benefits of this renewed status would flow on to all areas of Rallying in Queensland, and Australia.

\* Stop press. The series will now be known as the "Yokohama Gemini Challenge" with Yokohama being the major sponsor (along with Murray Coote Automotive). The control tyre is a Yokohama A011 13 x 165/80.

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#### THE 1990 MOTOR SHOW

Recent publicity indicated that the 1990 Motor Show boasted something in the region of \$18,000,000 worth of vehicles on display to the general public.

Of course, I'm sure that the blurb didn't take into account the value of the competition cars which were on display in stands like the BSCC show.

With the following vehicles on display (i) Ron Burns' Corolla, (ii) Richard Anderson's Alfa Sud Sports Sedan, (iii) Ian Reddiex's Peugeot 205GTi, (iv) Greg Sumner's Subaru RX-turbo, (v) Laurie Svenson's Off-roader, (vi) Moss Lane's buggy and (vii) Harold Gill's Nissan, we had about a quarter of a million bucks worth to look after ourselves.

The Motor Show organiser Eveline Clark (and her lovely secretary) gave the club the same spot as last year - the smaller part of the Ford pavillion which had been repainted in August last year for the 89 'Ekka.

Our area was looking prime and the blue and yellow colours of the Ford dealer were just right for the BSCC's needs. The BSCC stand was organised by our own Ronnie Burns (no, not the famous singer) and he decided that the concrete floor would have benefitted greatly from a coat of the old Berger Jet-Dry.

After contacting Brian Swinton, who runs a cleaning company, arrangements were made to have the floor pressure blasted and this made the painting job a lot easier (Thanks, Servisystems).

With the addition of a number of potted palm trees and figs from Paul Mason's 'The Tree Company' the stand was nearly complete.

The cars were all put in place on the Thursday night before the Motor Show opened, and various other associated displays were assembled. Penrite Oils, Bendix Brakes and Cibie Lights (courtesy of GP Cars) were some of the products on display.

The stand also featured the Club's Television and Video which were used to run continuous 4-hour videos of rallying etc.

These videos were compiled by our own Ian 'Cresch' Bremner and thanks go to him for his assistance.

Proudly flapping in the breeze was the INA BERK banner advertising the first round of the AORC at Inglewood (Derrick's baby), and the BSCC banner held pride of place above the vehicles on display.

This was perhaps the best display the Club has had for a few years and thanks go to everyone who was involved in the preparation of it. Thanks also to the car owners who allowed their vehicles to go on public display and have small children wipe their grubby fingers and ice-creamy bodies all over the gleaming paintwork..

---

#### THE GP CARS - CIBIE FOREST RALLY

As usual, the Brisbane Sporting Car Club is set to run its annual Rally School in conjunction with the Motor Show. The usual format consists of 1 night per week for 3 weeks when subjects such as car preparation, driving and navigation are covered.

Oddly enough, the Club has coerced its regular guest speaker, Mr Iain 'Garden-Gnome' Stewart, who is a past Australian Champion navigator, to present the course on Rally navigation.

The Rally School has traditionally been very well attended with near-capacity crowds (that's about 20 or 30) filling the Clubroom.

Of course then there is the fantastic practical test which follows the running of the course:-

This year the event will be called the "GP Cars - Cibie Forest Rally" and will again be run on the smooth roads of Beerburum forest on roads yet to be determined.

Once again, the aim of this rally is to provide a reasonably short 'true-to-life' event in which 'new' prospective competitors may compete. Remembering that there were about 55 entrants in the 1989 Motor Show Rally, the Club can only hope that the response is nearly as great.



The total distance is expected to be about 100 km of which 60 kms will be the competitive route. Assuming that the rally starts at about 7.00 p.m., the first car should finish by around 11 p.m.

It's probably worth pointing out to people that the reason we run these rallies at night is because, during the day so many more roadblocks are needed. Obviously this would require many more people and makes it harder all round.

The "GP Cars - Cibie Forest Rally" will be open to all comers, PRC rally-cars, CRC rally cars, Road cars or even Group G rally cars as long as they are legally road registered.

So, if you know anyone who would like to experience a real rally either in the navigator's or the driver's seat, then encourage them to have a run.

Also all of you off-road guys out there are very welcome to take your 4WD's or towing vehicles out for a spin. There will be awards and prizes galore (not necessarily cash) and the rally has been very well received by all concerned.

Let's make the "GP Cars-Cibie Forest Rally" an event to remember.

Tom Smith

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Pat McCreery,

14/2/90

Dear Big Ed,

I have had various forms of the following story in my typewriter for the last 5 months. if you need a 'filler' for a few pages sometime in the future, here it is.

#### OUR FOURTH WYNNS/AUSTRALIAN SAFARI

As nobody is willing to invest a substantial sum of money in my driving ability, I am left with the only involvement available - doing a control.

This year we were positioned at Arabury Station - which is a control or so further west than your other correspondent. Reached at great effort via Quilpie - Windorah and a long way south.

Our crew consisted of GB & Myself, our daughter Katrina, Very new Son in law Steven, married the day we left for the rally, Daughter Coral and husband Colin, and fellow enthusiast Brendon, in Jackaroo, Mitsubishi L200, Nissan Patrol Tray, Toyota Landcruiser Stn Wgn, with Rottweiler, dobermann, and shepherd/cattle cross to keep us company.

First problem, GB was run over by Rotty at first lunch stop - damaging knee. This made it necessary for me to do all the driving. Our first night out was Dalby (as the wedding was that day - had to give the newlyweds a bit of a chance didn't we) then the following night we reached Windorah. Too late for food, so we set up our stoves in the middle of the street and cooked our steaks. Also too late for late for bar so we had to open the eskies. Met a station agent who makes a practice of writing off new cars with kangaroos, emus, and potholes. Averages about 3 a year.

After a good breakfast, buying tee shirts, and filling up with liquid gold (or petrol/diesel as we normally call it), we headed off to the Station. Quite a number of kilometers later, about 2pm when the worms were starting to nibble, we sighted the station buildings. Went investigating - nobody home - just a couple of cattle dogs barking at us.

Managed to find the right place for the control. Worked out the least dusty place, and set up camp.

Just about organised and a semi tanker rolled up. Fellow came over (so high on pills etc he couldn't remember his name let alone what he was doing) however, a steak and a couple of stubbies sorted him out. He had a couple of kids with him - one as a guide from a station as the tracks were not clearly marked.

After campfire etc, we turned in early, as the zero car was supposed to be coming through at 2.30am.

About 3am a great noise was heard by only me (at least I was the only one to get up). Terrific - I thought - the Zero car. Nope just some more controlees waiting to be shown where to go.

Surely the car will be through soon so I built up the fire, put on a big billy of tea, and sat down to wait. All alone I might add. Just me and my dog. And the ghosts.

Eventually everybody rose from the dead and fed themselves. About time to set up - still no sign of the Control car. Good thing we had done this before. Followed the directions, put up the flags, just in time to flag down the officials. Apparently the track had been too difficult to attack in the dark. Just got them out of the way and the vehicles and bikes came through.

Lots of noise, dust, commotion. Most of the bikes were running on fumes. Some couldn't make it the extra couple of k's to the refueling spot. Slight altercation - between a car and bike rider, something about gates (again) quite a little scuffle - these Frenchmen!!

Quite a few little Japanese girls all big smiles - very nice - and some old friends - the Statesman came through in a mess - it had hit a bank or something, front end was bent under at a nasty angle. After booking into the control they headed off to the homestead to use their welder etc. Real feat to repair this one - however they did it and finished the event.

After a very long day, still no signs of the closing car. No competitors for over an hour. Just a bit boring. Packed up the control when the control car came through. Went through all the numbers, and there was a lost bike somewhere. They hadn't passed him. Seemed a little off-hand - said that they would probably send someone out if he didn't make it to the night stop. Fortunately, he staggered up just as they were about to leave. He had taken a wrong track in the sand dunes, and had followed a station track. Just about out of fuel and water. He loaded the bike onto the recovery truck and headed off.

This had to be the very end. No - more headlights - the Niva had had enough. Used up all it's balljoints and was limping back to civilization. They enjoyed our campfire that night, as well as the inexhaustable billy of tea.

We emptied out the L200 so they could sleep out of the cold. Very cold. Sleeping bag and doona cold (and dog on feet as well).

Minor problems getting out - Mitsubishi broke gearbox lever, Jackaroo battery died. Oh well cant check everything. Headed out back to civilization. Lots of bulldust, sand dunes, scrub. Stopped in at a couple of stations but nobody seemed to want to talk to tourists.

Spent the night at the pub at Noccundra.  
 Quite an experience. They weren't too keen on letting out accomodation as they hadn't recovered from the rally which stopped there over night. However, we persisted. The rooms were little bunkhouses in a demountable. Two double bunks in each one - just enough room for a tiny wardrobe and table. The shower was in an old caravan - no door - we were too tired and dirty to care, wondered why there was a draft - big hole in roof too. still the water was hot. Better still - the toilets were about 50 yards away, on the other side of the pub, and, of course no lights.  
 Still - steak dinner with the works, bacon, egg, sausages etc for breakfast - ended up costing us \$15.00 each. Cheap at twice the price.  
 Headed back to visit a mate who has a property with a lake on it. Wont tell you where because it is a national monument or some such thing, with aboriginal artefacts on it. I must admit that we spent 4 very pleasant days there, just sightseeing, fishing, campfire-ing. Also telling tall stories. Perfect end to a hectic holiday. I guess we will line up for the next one (?)

*Regards  
 [Signature]*

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PROPOSED CALENDAR FOR B.S.C.C.

MARCH 6th BOARD MEETING 7.30 p.m.

17/18 G P CARS \_ CIBIE FOREST RALLY - see below

21st NIGHT RUN - Don't forget your Third Party Extension

25th MOTORKHANA - Beenleigh Rum Distillery

APRIL 3rd BOARD MEETING 7.30 p.m.

14/15 IRA BERK NISSAN 300 - 1st Round A.O.R.C./2nd Round Q.O.R.C.

18th NIGHT RUN - To win the Night Run Championship you've got to be in it!!!

22nd MOTORKHANA - Beenleigh Rum Distillery

+++++

Q.R.C. Up-date

12/13	May - Tweed City Rally
23/24	June - BUMPA T BUMPA Rally
4/6	August - RALLY QUEENSLAND
25/26	August - N.D.S.C.C. Rally
10/11	November - Moby Vic's Glasshouse Rally
1/2	December - Keema Classic Gallangowan Rally

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Sunday 4th March 1990

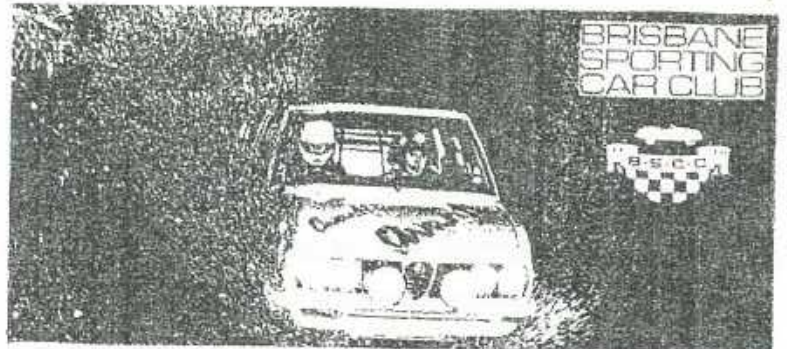
NEW DATE  
TO BE ANNOUNCED

# GP CARS

# CIBIE

## Forest Rally

MARCH 17 1990



BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED NOMINATION FORM

Position.....

I accept nomination.....(Signature)

Nominated by.....(Signature)

Seconded by.....(Signature)

BRISBANE SPORTING CAR CLUB LIMITED

I.....of.....

being a member of the Brisbane Sporting Car Club Limited

hereby appoint.....of.....

as my proxy to vote for me and on my behalf at the General Meeting

of the Company to be held on the 28th day of MARCH 1990 and at

any adjournment thereof. My proxy is hereby authorised to vote

in favour of/against\*the following resolutions:

Signed this.....day of.....19

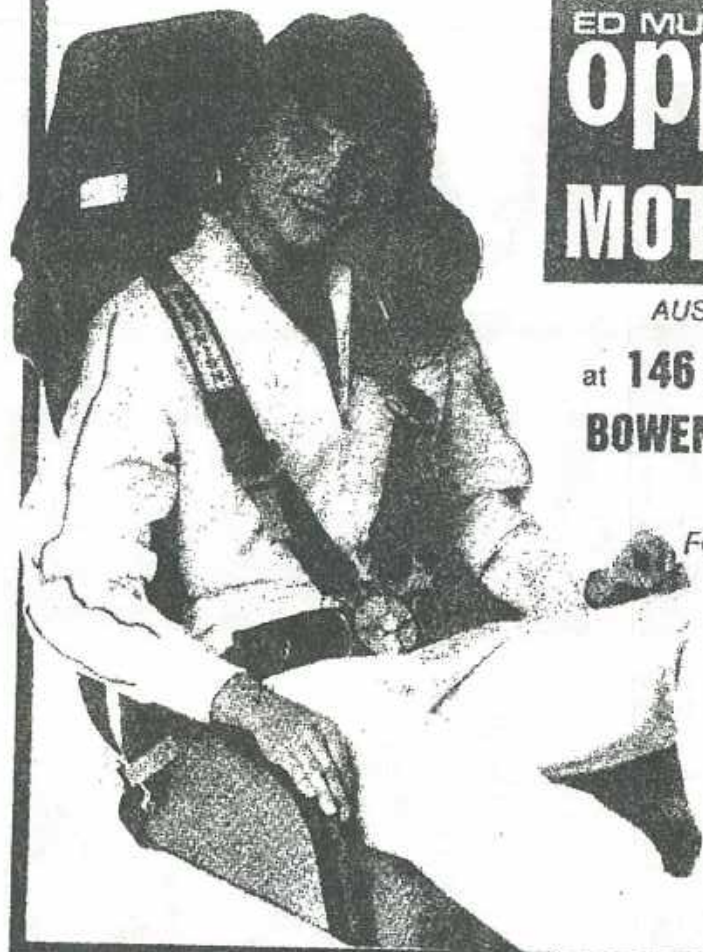
In the presence of.....Witness

Note: In the event of the member desiring to vote for or against any resolution he shall instruct his proxy accordingly. Unless otherwise instructed, the proxy may vote as he thinks fit.

\*Strike out whichever is not desired.







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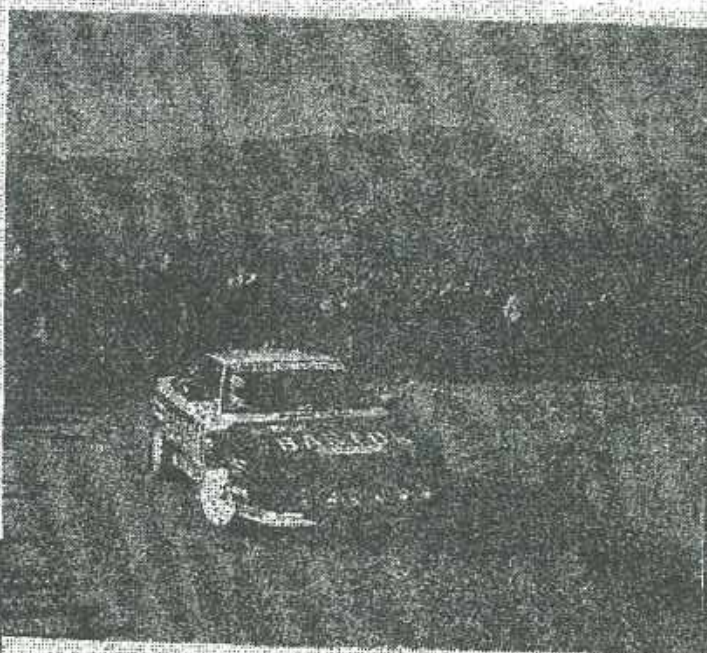
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