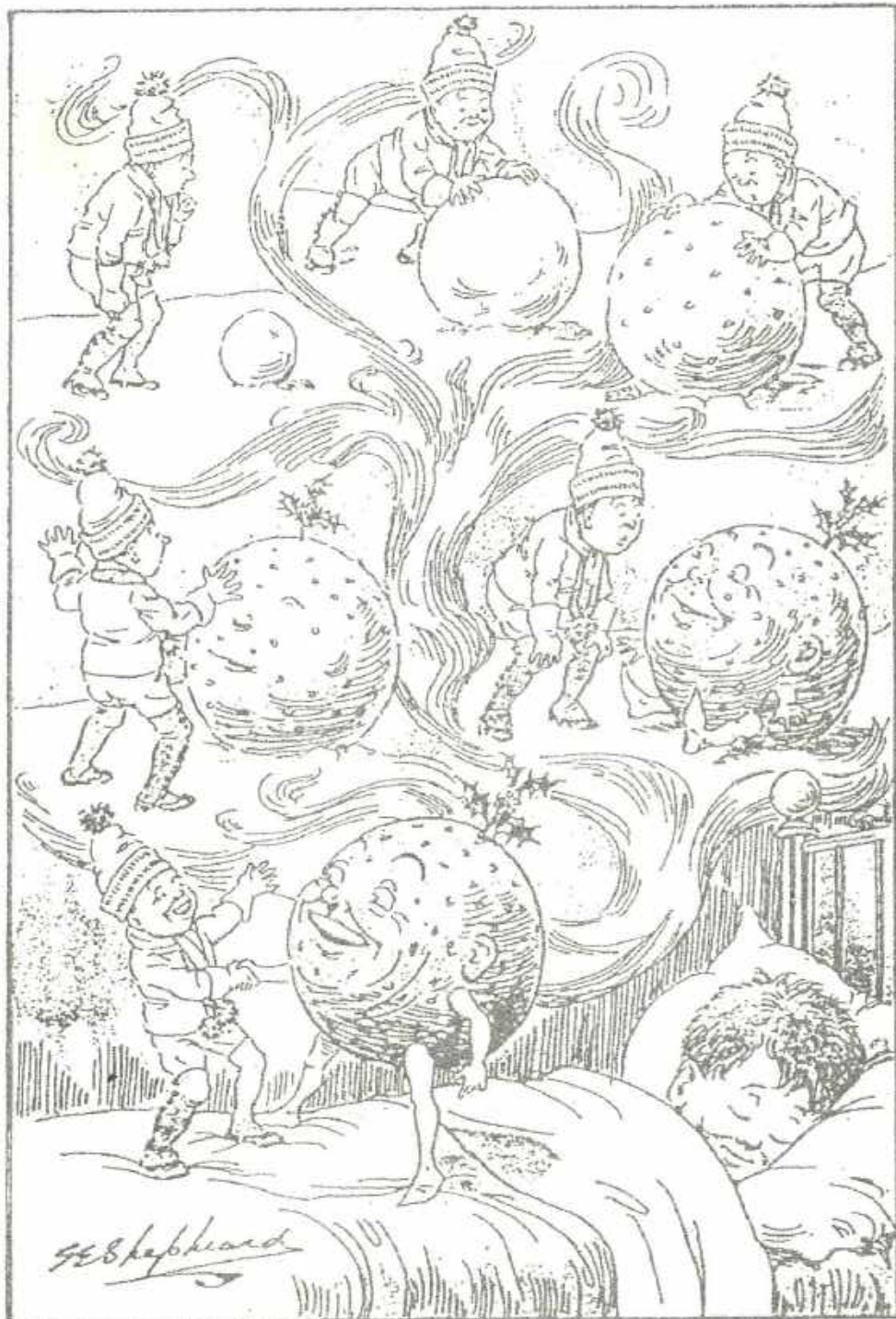




BRISBANE SPORTING CAR CLUB MAGAZINE

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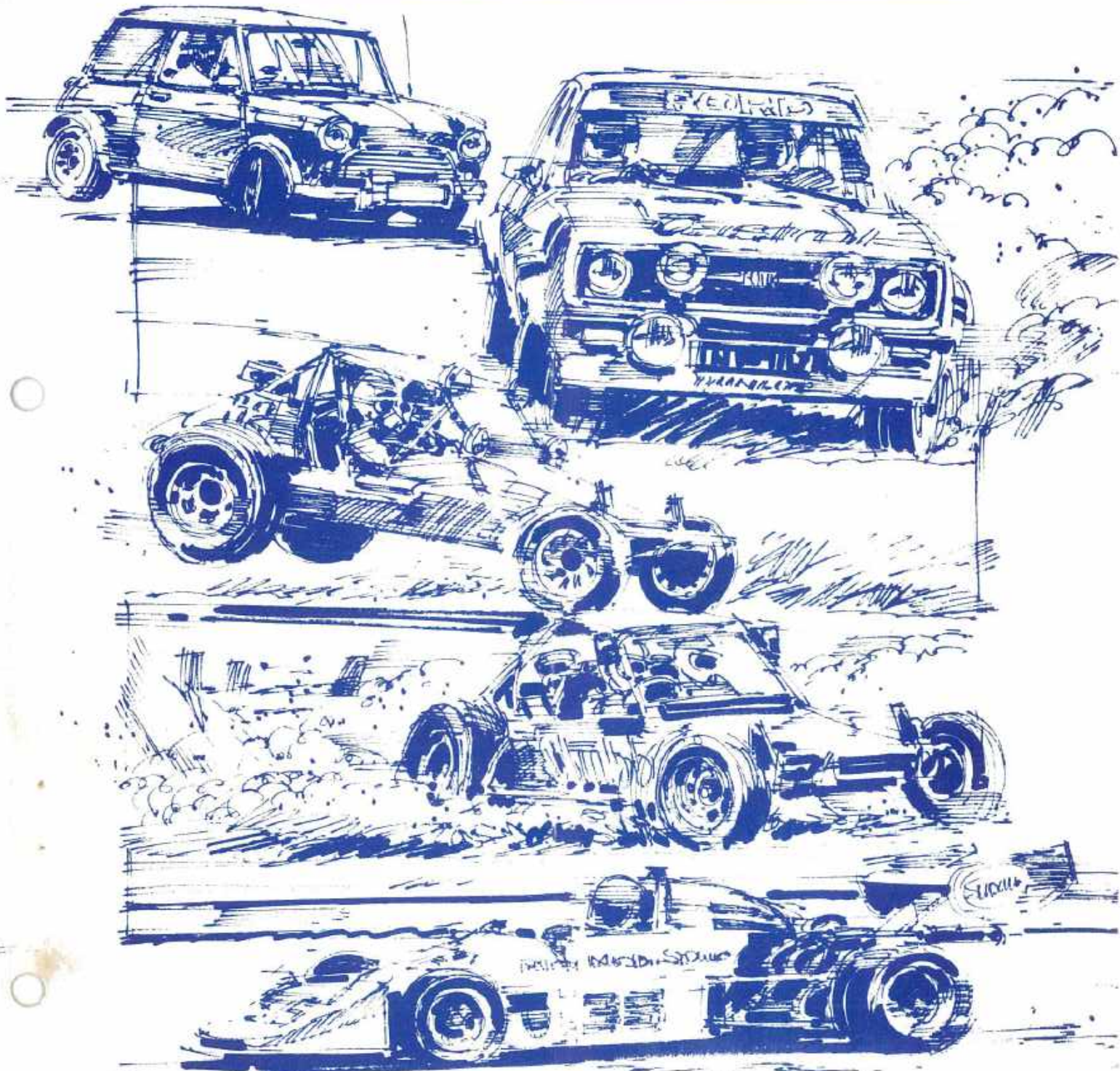


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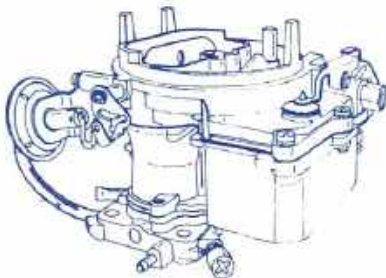
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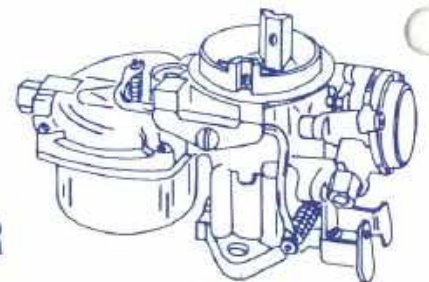
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Editorial

Most important of all is that we were ALL let down by the failure of the Economy Run to get off the ground. We received no indication that the event had been cancelled, certainly no notice to that effect appeared on the notice board. Henceforth the perpetrator s of this outrage will not be given the opportunity to run any of the clubs events again, and the Club Captain will be keeping a closer eye on the state of budding events. The Board apologises sincerely to those club members who had their Sunday morning ruined.

This edition marks the end of '81, and as there isn't a January magazine we will not be back on the dunny wall until mid-February. Don't forget that forthcoming events for the end of Feb. beginning of March that look 'months' away, will be almost on us by the time the next mag comes out.

Have a cool Christmas and stay loose on the road.

Big Ed

-0-

Major Forthcoming Event

T.J.M. Products

Tara, Long Course Off Road Event

30th/31st January 1982 - - -

6 lap, 300km Enduro on one of Queensland's most sun-baked plains, the heroic winner of this event will take home \$1100, no not \$11.00 but the fair dinkum \$1100 - I might almost have a go in the Suzuki Hatch myself. What with the inevitable heat, the dust, and the fact that your head will be thumping from a splendid night at the Tara Golfclub (I think this part of the annual fixture is being repeated) this event is being called, the "Toughest Event in Australia". There will be trophies for 1,2,3, overall and the first three in each class.

Organisers Mick Norris and Pat McCreery still require volunteers to main passage controls etc, they say that all this talk of heat and dust is nonsense - Control Officials will bask in temperate zones, with dusky maidens sporting in tumbling waterfalls - Sign On Here. The Prologue starts 12 O clock Saturday and runs for four hours, the event starts 10 am. Sunday morning - this is, of course, the Australia Day Long Weekend. Through Dalby on the highway and Turn Left onto the Kogan Road after about 8 miles - the venue will be signposted on the Weekend. T.J.M. Products - Specialist Off Road Gear and Tyres.

OUTGOING PRESIDENT'S ANNUAL REPORT

I have pleasure in presenting the Annual Report of the Brisbane Sporting Car Club Limited for 1981. The current year has seen Club membership continue to grow as it has done almost continuously over the past decade. It is perhaps appropriate at this stage that we, as a club, should review the possible reasons for this continued growth.

The Club has always been regarded as a leader in the promotion and organisation of road events. Over the past four or five years the addition of off-roading to our activities together with our continued involvement in motorkhanas and night runs has enabled us to cater for the needs of a large number of motor sport enthusiasts.

We have at times been criticised, as a Club, for charging what some people see as higher-than-usual entry fees for events. This has been done simply in order to obtain the capital needed to purchase equipment necessary to ensure that our events and our Club are conducted in the most efficient manner. Our purchase of the Wharton rally clocks and our Plessey two-way communications network, is an indication of the level of professionalism that this Club is trying to achieve and encourage others to achieve.

In 1981 we took the major step of employing a part-time Administrator. Sue McGarry had discharged her duties in an excellent manner and has been of great assistance not only to those people organising events and those responsible for the efficient conduct of the Club, but to the many Club members who have relied on her friendly help and advice on Club activities.

I believe that 1981 will be remembered as a year when all of our Club's sporting activities were conducted in a successful manner - one which proved popular with competitors and caused little complaint from our governing body the Confederation of Australian Motor Sport.

Our social activities, organised by a very enthusiastic group of people, did not receive the support from Club members that they deserved and I trust that this is corrected, certainly at our Christmas Party in a few weeks, and at the activities that are scheduled for 1982.

Whilst our events have been well organised, in many cases this has been by a very small band of dedicated Club members. As usual, it would appear that the majority of the work has been done by the minority of members. I cannot believe that in our total membership of over 400 people there are only 40 or 50 people who are prepared to assist in the running of events - both social and sporting. Despite numerous pleas from the Board and our magazine Editor, there still appears to be a reluctance by most people, to come forward and assist.

No Club can run at peak efficiency without the support of all its members and I would urge you to "have a go" in 1982, by offering your services to the organiser of at least one event.

OUTGOING PRESIDENT'S ANNUAL REPORT (Contd.)

We are fortunate in Queensland to be part of an expansion of motor sport activities. We do not appear to have suffered from the "negativism" that seems to be creeping into motor sport in the southern states. The Confederation of Australian Motor Sport (CAMS) has come in for its share of criticism in 1981 on a national basis, however I believe that much of this has been misdirected and in a lot of cases based on incorrect background information. Certainly, there are those within the Confederation (at State and National levels) whose interests may be more self-centered than is desirable, however I believe that most of these people sincerely feel they are doing the best for the sport and are not aware of many of the criticisms that can be leveled against them. It is up to this club, and its members to constructively criticise the decisions of the Confederation where appropriate but to at all times abide by the decisions of the majority and by the rules that are set down in the Manual of Motor Sport. If we have something to say about a proposed CAMS Regulation then we should put pen to paper and make our comments known to the right people, rather than whinge amongst ourselves and start complaining loudly when it is too late!

We are, I believe, fortunate to be part of an organisation such as CAMS, that has like this Club lasted over a quarter of a century. Its paid employees do, I believe, try their best to serve the needs of the members. We should do our best to ensure that we convey to them, an accurate picture of what is happening in motor sport in our state, and particularly on a State level where we have a new CAMS manager, give them our assistance and co-operation.

Finally, as this is my last year as President of the Club, I would like to thank you for your support and assistance. I have been very proud to be President of the Brisbane Sporting Car Club Limited and to have played a part in the incorporation of the Club into a Company. I have received tremendous assistance from so many of you and it is impossible to thank everyone individually. However, I would like to single out a few people whom I believe have made a major contribution to the success of this Club, in the eight years that I have been involved with it. On behalf of the members I thank people like Hank Kabel, Charlie Blake, Jeff Tremain, Peter and Wendy Marshall, Ian and Marnie Bond, Mike Mitchell, Neil Howard, Peter Stockton, Dennis Brown, Ross Moir, Peter Smith, Jim Reddiex, John Hall, Lee Drummond, Barry Torrens and Errol Bailey, the members of the current Board of Directors and the members of previous committees plus all those who have assisted in the running of our events.

It has been a pleasure to be your President and to have worked with the fine group of people that currently make up the Board of Directors. I hope to be able to continue my interests in the Club and to assist by organising events where I can. Being President of the Club has been a wonderful experience. Thank you once again.

GARRY CONNELLY.



Jim Adness

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1982 MEMBERSHIP SUBSCRIPTIONS NOW PAYABLE

After four years of keeping membership fees at the same level, rising costs and the need to provide additional services and facilities have forced us to increase membership subscriptions slightly for 1981. The new rates are \$22.00 for ordinary membership and \$7.00 for associate membership.

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

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

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

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

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

ART UNION DRAWING STOP PRESS!!!

The drawing of the Art Union has been extended to the 6th January 1982 and will be held at the Clubrooms at 8.00 p.m. on that date.

The closing date is now the 4th January and the results of the drawing will be published in the Courier Mail on the 8th January, 1982.

It was necessary to extend the drawing as there are still a number of books of tickets not returned and we request that you return tickets and proceeds prior to the 4th January, 1982. Tickets may be returned by posting to B.S.C.C., G.P.O. Box 314, West End, Brisbane 4101., or can be left with Noelle Drummond or Sherry Smith

Because the Art Union has been extended tickets can be sold up to the 4th January 1982 and we request that all ticket holders alter the closing, drawing and publishing dates on the ticket butts before any tickets are sold.

Thank you for your support and we look forward to receiving all tickets and proceeds prior to the 4th January, 1982.

REPORT FROM NEALE CARTER - OUR CONTINENTAL CORRESPONDENT

Well the rally season here now is over with Jim Donald retaining his championship title. He is the first person to do the rallying double here by winning the National Championship and the Motogard in the same year.

Paul Adams who was second in the Championship is supposed to be leaving to join brother-in-law John Woolf and Rod Millen in the United States. In the final round Adams had been pushing Donald real hard because he desperately wanted to go to the U.S. as the New Zealand champion. However this was not so, as he blew his chances when he left the road for three minutes and retired for good on the following stage.

Third placed man was Wellington's Shane Murland, who runs a 2.3 litre works replica Vauxhall chevette.

Good news for rallying people is that next year's motogard has been reinstated into the world championship for makes and drivers. Date for the event is supposed to be around June.

Our saloon car series has just finished now with Leo Leonard and Gary Sprague overall winners. Aussie man Dick Johnson came here for all three rounds and partnered the "Hoss of N.Z. Motor-racing" Nick Begovic. If this bloke doesn't weigh over 20 stone he certainly looks it. Last year he teamed up with Mark Thatcher. Life was made extremely difficult for Thatcher as he was having to drive most of the race with a broken seat. The seat had earlier cried enough and broke under the excessive strain of Bogovic's weight. Unfortunately for Dick Johnson the same thing happened again making life miserable for Johnson. He had his problems here and didn't do so well overall. However going by a speech he gave at a local car club he seemed to enjoy a break here.

The cars for the series are real stock standard machines, about the only modifications aloud are LSD's and wider wheels. No slicks or tricks, unfortunately. Dick's car was only a 302 Fairmont as the 351's aren't available here. Other top cars were a few 308 commodores, a couple of celicas, BMW's and a 16 valve dolomite Sprint. There was even one burk with a statesman. It did as well as can be expected (bad).

The New Zeland Grand Prix will be in early January and already confirmed are Roberto Merino and ex-Kiwi based in Australia Graham Watson. They will be driving the two cars that Merino and Piquet drove at the Australian G.P. I don't know at this time who else will be coming, but I can assume that regulars like Larry Perkins will be back.

Congratulations must go to your Channel 7 for excellent coverage of the James Hardie 1000. (I saw a video tape of the whole event yesterday) A good kick in the butt for T.V. New Zeland for showing next to nothing of it. It wasn't even on the bloody news! Only now they have shown an hour long programme at 12.30 at night to fill in the gap leading to the rugby test in France. It goes to show you the attitude of the media here towards motor sport.

CONTINENTAL CORRESPONDENT'S REPORT (Contd.)

The major saloon car classic at Pukekohe wasn't even covered and that's only 40 miles from their studios. It makes me sick to see a five minute T.V. news story on some Samoan ceremony and two of the biggest motorsport events of interest to New Zealand don't even get a mention.

It seems the only way to get to see the James Hardie 1000 next year will be to go to the mountain myself, which I will definitely doing.

Well that's my grizzle over with - aren't you glad that you haven't got a moaning Pom like me over there???

Next month, I will write on the N.Z. Grand Prix, which I expect will have a few Aussie entries. So anyway you'll have to excuse me now while I go and shoot myself (or the T.V. set).

Until January,

Yours in anger

Neale Carter.

FOR SALE:

DATSUN 1600 SEDAN - SLIGHTLY BENT????????

SELL AS IS, OR SEPARATE PARTS. PHONE BRIAN LEMKE (W) 44 1427
(H) 273 3109.

Shock News Horror !

1982 Australian Grand Prix at Donaldson Road, Rocklea venue !
Ends months of CAMS indecision - volunteers needed for emu bob
Jacques Laffite says "Ullo, ullo - ze smell of le dicks - non
le richards, will drive uz faster round ze track, le guests
internationale will choose to stay at ze Homestead - Your Fartsack,
we only 'ope Monsewer Marshall vill be 'Dangling ze starker'
zank you". We hear that one of the sewage treatment pools is being
allowed to settle and set so it can be used as a helipad. Phone
Mike Mitchell (Whose stupid idea this was) any Sunday morning at
4am for further detials !

Art Union News

Owing to the fact that many TICKET STUBS HAVEN'T BEEN RETURNED
the closing date for the Art Union has had to be extended. So
if you have any ticket stubs, send them (with the money would be
nice) to Sherry Smith via the clubrooms (P.O.Box 314, West End,
Brisbane, Q 4101). The Art Union will now close on January 4th,
will be drawn at the clubrooms on January 6th, and printed in the
press on January 8th.

Night Run Champion on Television !

In a lengthy interview on Nationwide Ron Wilkins and Greg Weale
were plainly visible propping up the bar in the background !
Jane Singleton wanted to black them out on the negatives, but the
result just looked too much like something from "Flying Saucers
Have Landed". The clubs biggest television star was Laurie Garth who
won most of his houses interior on a quiz program a few years ago.

Meet the Winners - Ron Wilkins, Night Run Champion

BE - Sixty-One people appear in the Night Run Championship, but you emerged top of the pile, congratulations, how did you do it ?
 RW - (Perhaps we should emphasise here that Ron is one of those people who delight in being awful) I won because I didn't cheat, good triumphs over evil, and Australian through and through. BE - How long have you been involved in motor sport ? RW - This has been my first year in any car club, I entered all the Night Run rounds, you do have to be in it to win it. BE - Where can you go from here ? RW - Well now the sky's the limit, I'm building a rally car so next year I'll be competing in rallies too. BE - Will you do Night Runs next year or will you rest on your laurels and hardys ? RW - Yes I feel the also-rans should have a pinnacle to aim for. BE - What is your secret for success ? RW - Well it's all commonsense isn't it, Greg Weale and I alternate driving/navigating each month. BE - Any highlights of the year ? RW - Jeff Tremains last one was a beauty. BE - The well known controversial one ! RW - Yes, it was purely a navigational event, I bet Jeff knows all about bloody light poles when he see's one now ! BE - What sort of rally car are you building up ? RW - An RX2, but it's a lot of hard work, I wouldn't mind getting one already prepared. BE - Do you have any tips for Night Run contestants ? RW - Only that I thoroughly recommend new members and old members participate next year, there very good as long as you don't take them too seriously. BE - What made you join the club in the first place ? RW - It's the only place to combine a noisy beer (Well at least until 10pm) with a competitive air. BE - Do you have competitive hair ? RW - It'll stuff anything. The only blight on winning the championship is that Gregs not sharing it with me, now I ask you, what bloke in his right mind would give up a Night Run to do the Motogard Rally in New Zealand ? BE - Er, Thank You, I think.

Big Ed talking to Ron Wilkins.

-0-

Semi-Forthcoming Event

It is planned to hold a Club Motorkhana on February 21st - phone the Motorkhana sub - Committee Chairman, that's me folks (379 6182 day, 208 1721 night) for latest information if your February magazine doesn't reach you by then. Presumably we're looking at a 10.30am start at Donaldson Road, Rocklea. Director for this event will be in the splendid hands of Peter Garbett and 'Daisy' Bates.

Apropos to the above, anybody who wants to join Big Ed, Kathstrine Tegg and Ron Wilkins on the Motorkhana sub-comm. please phone me on the numbers above.

Open Restricted Rally

One for the Diary, to be organised by Laurie Garth and Coral Taylor (who has just been certified by CAMS - this confirms what I always thought) possibly the most organised event ever - indeed most of the spadework has been done already and the event isn't until March 28th. Regulations will be out at about the same time as the next magazine (February 17th) so keep the event in mind.

IN THE DRIVER'S SEAT

by

Nerida Blackmore

Some six months ago, a person who's name escapes me, asked me if I was going to acquire (by fair means or foul) hubby's buggy for the Power---excuse me, Ladies Enduro in November.

Once the car was acquired the next job on hand was a navigator. A quick ask around by hubby, who has a keen eye, came up with Sherry Smith. A few practice runs and a motorkhana and I was as ready as any novice could be.

The day of truth arrived and with no experience to speak of and the Rally experience of Sherry we made it to the start line.

Away on the recon. fown the dip and along the straight - hey this is great, I thought!!! With Sherry confidently directing me we came to the whoop dee doos. One, two, three, Ouch! "Hey there slow down" she yells, as we rearrange a piece of turf to the bonnet. That slowed me down somewhat. Next was a small patch of mud and would you believe I snuffed it. Plugs dried out, off again down to the water hole. Scraping through, over the melon holes and a pre-danger sign, I slowed but obviously not enough - splat! I snuffed it again. Away again up on to the flat straights going great guns. Heading to the Melalucas who should be on the gate, his nibs, flags me down and says, "Watch this one it's sticky". Heed taken. The rest of the course easy going but that's just the recon.

Prologue time. Round we go, very gingerly through the mud path to start mid-field in the race. I feel quiet pleased with my novice self.

Lined up and away we go flat stick to the first left hander, through the scrub down the whoop dee doos, gingerly through the mud patch heading for the creek. I wonder what Sherry was thinking when we went over the bank giving it a foot full and went splat, snuff in the middle of the mud. We were mud from head to toe, we looked at each other and the punch line was "My mother will never believe this!!" Going again after being assisted - well towed out of the creek, we continued on our way. The car was not as well as it could have been but we kept at it. Gaining a little more confidence, I was able to use the turning brake to a lot more advantage. Meanwhile, Sherry's exceptional navigating brought us up nearer a rally car through the slalom right on their hammers to the passage control, grab the ticket and after them. Up the straight and blast of the horn from Sherry a foot full from me and we pass'em. Whoopee!! Round we came to the creek, this time to the left of where we landed before. Splat, snuff again! Another tow out. By this time little yellow buggy was now somewhat indistinct in colour and for that matter so were we. Third loop underway showed up a number of casualties along the track, but we kept persevering on to the creek. I am convinced by this time that the jinx was there for us. We tried to the right of the mud and splat, snuff. This time it was a tow to get us going. Chuffing along at 5 k.m. we made it to the pits where Mr. Fixit was there waiting and the determination of whoever got things going again. We had an ultimatum - call it quits or carry on - we choose the latter.

IN THE DRIVER'S SEAT (CONTINUED)

Off on the next loop only to - yes, you guessed in the creek and another tow up the other side, but at least we were getting a bit further across each time. Poor little yellow buggy was so indistinct.

Finally to the finish and after four loops we called it a day, aft all everyone else that finished was down at the clean water hole having a swim!! Helmets off, mud caked to our hair, Sherry remarked "I never thought off-roading was so different!!" "This calls for a celebration" With that out comes Sherry with a bottle of Champers and myself with cold roast chicken and there we sat on the trailer not even noticing the dirt we had acquired along the way.

When the celebrities of the day returned from their cleansing, presentations got underway and a well-deserved win for Desley and her navi, and my heartiest congrats, to them and the other respective winners. To our delight, we too received a memento for our meagre effort so that made the day for us.

Our thanks must go to the Sponsors Stanfield Automatics and others connected with the organization and running of the meeting and to the perserverence of the gentlemen on the creek without whose help we would still be sitting there splat, snuff!! Great day, great race.

See you next year at the Ladies Enduro.

Nerida Blackmore.

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

Commercial Break - Major Forthcoming Events

Rally Navigational School

Conducted over 3 Monday nights at the Clubrooms - February the 8th, 15th, 22nd a full course of Navigation Tuition and tips on preparing not only a competitive vehicle, but a competitive frame of mind too. Starting at 8pm each night costs \$6 or it's \$15 for the course of three evenings. If you know it all please stay away - or even better phone Peter Marshall, I'm sure he can use you on the lecturing staff !

Motor Show Rally - February 13th/14th

This Event-For-Everybody will take place over 300km of public and private roads. No special car preparation is necessary however manditory items to carry are CAMS approved Fire Extinguisher, First Aid Kit, Tow Rope, Towing Points on the car, 2 reflective triangles, mudflaps on drivin g and/or rear wh eels. Basic Licence only is needed, very essy Night-Run-Type instructions, cars will be split into three classes 1) Motor Show Exhibitors, 2) Standard cars, 3) Rally Cars - Rally cars will have a longer and more competit competitive event than categories 1 & 2 .

Regulations available now, the Event Secretary is Marnie Bond 521186 (A.H. - 390 3111) and the Entry Fee is \$36 - Entries open on 11th January and close at 8pm on Friday 5th February.

Control Officials of all sizes and shapes needed - Phone Marnie NOW before all those spots in the woods are snapped up !

RESULTS:

STANFIELD AUTOMATICS LADIES ENDURO

Sunday

22nd November 1981

PROLOGUE

Car No.	Class	Driver & Navigator	Time Taken
40	1	Marnie Bond / Maria Reynolds	2.43
120	3	Christine Brand / Terri Brand	2.45
83	4	Debbie Warrell / Betty MacFarlane	2.53
7	1	Desley Collins / Glenda Crew	3.01
5	1	Roberta Barbe / Shane Norris	seeded 5th
182	5	Carolyn Moedt / Cheryl Siemon	3.05
72	2	Nerida Blackmore / Sherry Smith	3.11
125	1	Sue Griffin / Barbara Castles	3.12
61	2	Chris Croucher / Linda Miller	3.15
39	2	Melissa Dunkley / Merran Spring	3.15
73	6	Jenny Lemke / Evelyn Wright) Did not do prologue
53	6	Joy Boyle / Carolyn Boyle	
64	5	Chris McFarlane / Narelle Abrahamson	

Lap 1

Lap 2

Car No.	Class	Driver & Navigator	Time	Car No.	Class	Driver & Navigator	Time
7	1	Collins/Crews	15.11	7	1	Collins/Crew	14.52
40	1	Bond/Reynolds	15.42	120	3	Warrell/MacFarlane	16.04
83	4	Warrell/MacFarlane	15.43	5	1	Barbe/Norris	16.24
120	3	Brand/Brand	16.22	39	2	Dunkley/Spring	16.28
39	2	Dunkley/Spring	16.25	120	3	Brand/Brand	16.42
5	1	Barbe/Norris	16.47	40	1	Bond/Reynolds	16.43
125	1	Griffin/Castles	18.05	125	1	Griffin/Castles	18.10
182	5	Moedt/Siemon	18.15	53	6	Boyle/Boyle	18.31
53	6	Boyle/Boyle	19.02	61	2	Croucher/Miler	18.33
61	2	Croucher/Miller	19.15	182	5	Moedt/Siemon	18.42
73	6	Lemke/Wright	19.50	72	2	Blackmore/Smith	23.29
64	5	McFarlane/Abrahamson	20.49				
72	2	Blackmore/Smith	24.56				

Lap 3

Lap 4

Car No.	Class	Driver & Navigator	Time	Car No.	Class	Driver & Navigator	Time
7	1	Collins/Crew	15.05	7	1	Collins/Crew	14.39
40	1	Bond/Reynolds	15.39	40	1	Bond/Reynolds	15.13
83	4	Warrell/MacFarlane	15.43	120	3	Brand/Brand	15.18
120	3	Brand/Brand	15.58	83	4	Warrell/Macfarlane	15.29
5	1	Barbe/Norris	16.08	5	1	Barbe/Norris	15.42
39	2	Dunkley/Spring	16.27	39	2	Dunkley/Spring	16.03
125	1	Griffin/Castles	17.47	125	1	Griffin/Castles	17.31
61	2	Croucher/Miller	18.17	61	2	Croucher/Miller	18.01
182	5	Moedt/Siemon	19.34	53	6	Boyle/Boyle	18.05
53	6	Boyle/Boyle	36.56	182	5	Moedt/Siemon	19.06
72	2	Blackmore/Smith	64.25				

Lap 5

Lap 6

Car No.	Class	Driver & Navigator	Time	Car No.	Class	Driver & Navigator	Time
40	1	Bond/Reynolds	15.06	83	4	Warrell/MacFarlane	15.29
83	4	Warrell/MacFarlane	15.31	5	1	Barbe/Norris	15.50
7	1	Collins/Crew	15.35	120	3	Brand/Brand	16.16
120	3	Brand/Brand	15.40	39	2	Dunkley/Spring	16.30
39	2	Dunkley/Spring	15.53	7	1	Collins/Crew	17.32
61	2	Croucher/Miller	16.59	61	2	Croucher/Miller	17.50
125	1	Griffin/Castles	17.22	125	1	Griffin/Castles	18.24
53	6	Boyle/Boyle	18.34	182	5	Moedt/Siemon	18.39
182	5	Moedt/Siemon	19.22	40	1	Bond/Reynolds	22.02
5	1	Barbe/Norris	20.18				

(Contd.)

STANFIELD AUTOMATICS LADIES ENDURO

TOTAL TIMES:

<u>Car No.</u>	<u>Class</u>	<u>Driver & Navigator</u>	<u>Total Time</u>
7	1	Desley Collins/ Glenda Crew	91.54
83	4	Debbie Warrell/ Betty Macfarlane	93.59
120	3	Chris Brand/Terri Brand	96.06
39	2	Melissa Dunkley/ Merran Spring	97.16
40	1	Marnie Bond/ Maria Reynolds	100.25
5	1	Roberta Barbe/Shane Norris	100.48
125	1	Sue Griffin/ Barbara Castles	107.29
61	2	Chris Croucher/Linda Miller	108.55
182	5	Carolyn Moedt/Cheryl Siemon	113.38
53	6	Joy Boyle/Carolyn Boyle	141.54

SUMMARY

1st Outright D.Collins/ G.Crew
2nd " D. Warrell/B. MacFarlane
3rd " C.Brand/T.Brand

1st Class 1 D.Collins/G.Crew
1st Class 2 M.Dunkley/M.Spring
1st Class 3 C.Brand/T.Brand
1st Class 4 D. Warrell/B.MacFarlane
1st Class 5 C.Moedt/C.Siemon
1st Class 6 J.Boyle/ C.Boyle.

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Stanfield Stories

Well your Editors amazed, here's a splendid poem from One of the Ladies,

I Love a Sunburnt Buggy

Today I sit and wonder, I'm feeling all confused
I tell myself it's pleasure, tho I'm stiff and sore and bruised
My friends just think I'm nutty as I rip off through the scrub
Trying hard to break in two, that faithful ole Vee Dubb.

My favourite perfume's methanol, with a dash of castor oil
It turns me on, and drives me wild, it brings me to the boil
And facial mud packs come for free, I wear them through the day
The only difference being, mine come at ninety Kay.

And when it comes to flying, in a shining super jet
The bottom of the gangway steps, is as far as I can get
I worry, will the wings drop off, or will the engine stop
Yet I'll go off road racing, 'cause there's never far to drop.

An Epistle from the Apostle.

-0-

First of all we spoke to Jenny Lemke who fractured 2 ribs - and not with laughter. With the Datsun 1600 howling away at 4500 in second gear, a stump loomed up on a right hand corner. The stump was 2½ feet tall and 1ft across. First of all Jenny tried to haul the car to the right, and then to the left, but on the slippery surface nothing made an difference, and WHAM they smashed into the stump. Jennys navigator, Ev Wright, had a foot like a balloon after the front wheel came back and smashed through the wheelarch, (True to tradition most of the damage was on the navigators side). The event doctor was rushed to the site and it wasn't long before he was shaking a string of skulls in Jennys face and cursing the rain-god. The 'Little Man' was brought to the site and collapsed with Castlemaine-laughter - doubtless he was so relieved to see Jenny was all but O.K. On the first lap they'd had water temprature problems but these were solved by wrapping the radiator round the block, smashing the crankshaft and attaching the gearbox direct to the diff (An idea the Lemkes borrowed from Alfa).

The lesson to be learnt from the above is that light hearted as these events may be they are still dangerous, despite the fact that the drivers seats are occupied by strangers, the harnesses must be so tight that if you can breath they're too loose. Also there's no denying that in a shunt situation the ladies tend to go to pieces easier than the calous males, so the girls must have drilled into them how to punch the harness clear and run away from the wreck before it catches fire. You just never know.

Christine Brand/Terri Brand came 3rd overall in the family 1200 Buggy. They hastened to point out that 76.9% of the starters finished, a figure far higher than the men ever achieve ! Indeed Chris has finished two events but HIM hasn't finished at all this year. The event was sunny but there was lots of low water and they got VERY dirty. A good straight run, Desley Collins went past them like they were standing still.

Meet the Wankers Winners - Pete Smith1981 B.S.C.C. Motorkhana Champion

B.E. - Do you realise the harm that's done when a no-descript pommie drongo such as yourself wins an Australian Championship? PLS - Yes Big, that indeed was one of the fundamental reasons why I sugared all the tanks at the final round. I always say "If you can't beat them, beat them". B.E. - What has winning the Motorkhana Championship meant to you so far? PLS - Well the fame, my picture appearing on the cover of Newsweek, Time, and the Moreton Bay Boiler Makers Gazette, plus the Motorkhana Groupies who wait outside the Donaldson Road Sewage Treatment Plant ready to do 'anything' at your bidding, of course there are leaders in Brisbanes Religious community who say that Motorkhana stands for More Of The Orrible Revolting Kinks Asserted Naughtily Around, but I think this is reading too much into an innocent part-time, plus the fact that The Incredible Mrs Smith now gives me fruit in jelly once in a while (Hint, hint). B.E. - And next year? PLS - Well after appearing at Las Vegas I was going to leave the bright lights and danger to look after my business interest in Australia, the Five Minute Hippo Wash in the coalshed of the Cricketers Club doesn't run itself you know! But a South American business-man, Signor Hernandez Fernandez Band-Aid, offered me three million in Bank of Funland Kiddie-Notes to continue for another season. So I'll be tightening up the rear brakes, taping the twenty cent piece over the handbrake button, and then half-a-dozen Carpenters, Drummonds and Sutherlands will grind me so far into the mud, I'll be lucky to be showing my face by next Christmas. B.E. - Do you think 1982 will be the year of aerodynamics in Motorkhanas? PLS - At this very moment the roof of the Suzuki is being re-contoured to provide total negative lift at 10mph, at this speed the air suction across the back of the car will lift the rear wheels from the ground. Originally we were going to use a metal pole in the floor situated at the Suzukis c of g, at the touch of a hidden spring the pole will slam into the ground raising the wheels from the dirt and making the car spin round, however on test it did 85 revolutions in 3 seconds and when it came down I was so shattered I drove it into the creek. B.E. - So you'll still be using the Suzuki, a car whose lack of sheer speed is less than augmented by your noticeable deficiency of talent. PLS - I'm not quite sure what you said there-big mouth, but any more of your lip and I'll push your face in. B.E. - It's always been noticeable that sheer ~~brute~~ plus brute force and ignorance were your social traits. PLS - At least Big Ed, I don't fondle little boys on public transport. B.E. - (On a note of panic) Neither do I! PLS - You know that, and I know that, but some mud always sticks, and what about those ellicit weekends with Sue McGarry and your Acupuncturist at your hideaway Roma love-nest. B.E. - What! I'm the editor, I'm the one who does the crucifying around here. PLS - At last a Competitor has stood up to your bullying ways Big Ed, the Competitor strikes back. B.E. - When we were on holiday recently a crowd of chinese thugs chased us down to the harbour. I said to TIMS "We can get away on a junk", to which she replied, "But which one, there are so many?" and as I said "Don't worry, once your the B.S.C.C. magazine editor you can get away with any old junk".

-0-

I see from the Sunday Times that a bloke in England phoned Directory Enquires and asked for the number of the R.A.C. (Royal Automobile Club), however the girl by mistake gave him the number of the R.S.C. (Royal Shakespeare Company). When he phoned the number he'd been given, he asked the girl if 'he could join', the girl said he would have to write to the artistic director and arrange for an audition.- The Sunday Times is offering a bottle of Champagne for the play the R.A.C. would be most likely to want to see an audition of.

1981 CHAMPIONSHIPS

In the magazine each month you will find an up-to-date list of point scores for the Club Championships. Each month we will explain the scoring system.

In 1981 there will be five separate championships, as well as an overall Club Championship and a Ladies Championship. The five series will be motorkhana, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC - ORGANISED motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 17 outright in an event but this is the best result 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., and so on down to 2 points for tenth, and one point for every other finisher. For motorkhanas and speed events - 11 points for first, 10 for second, etc., down to 2 points for tenth. In all events only outright results will be considered, not class placings.

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

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

Finally the top ten placegetters in each of the five types of events (motorkhanas, off-road events, night runs, rallies and speed events) will receive a points allocation of 11,10,9,8 etc in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1981 Club Champion.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

Pete Smith (208 1721 home, 379 6182 work, 15 Laurel Street, Woodridge Qld.4114) has volunteered his services as Registrar again this year and organisers of all club events are asked (nay demanded) to provide Peter with a copy of the results as soon as possible after the results are compiled to ensure that the pointscores are always as up-to-date as possible.

1981 Club Championships

Gadzooks ! In my rush to finalise the Off Road Championship I forgot that the Organisers of the Ladies Enduro get 9 points each, would Ed van Amstel and David Pearson have cause to smash my unworthy face in ? . . . No ! But it was damn close.

Off Road Championship

FINAL - FINAL !!

= 1	Ed van Amstel	37
	David Pearson	37
	Pat Collins	37
4	Tom Poots	33
5	Ian Baker	32
6	Paul Watkinson	29
= 7	Bruce Taylor	28
	Desley Collins	28
9	Nev Hamlin	25
=10	Lawrence Svenson	23
	Janelle Svenson	23
12	Peter Meiers	22
13	Ed Hopkins	21
=14	Burt Coostrey	20
	Geoff Dean	20
=16	Ian Bond	18
	Marianne Bond	18
18	George Groucher	15
=19	Ashton Bradley	14
	Glenn Bradley	14
	Cedric Loy	14
	Geoff Loy	14
=23	Greg Byrne	13
	Dennis Palmer	13
=25	Jim Adness	11
	Ian MacFarlane	11
=27	Rod Sams	10
	Lloyd Prescott	10
	Wayne Cambie	10
=30	Dave Chadwick	9
	Garry Connelly	9
	Neil Howard	9
	Peter Stockton	9
	Ross Stanfield	9
=35	Chris Hanlin	7
	Brian Mannion	7
	John Brixy	7
=38	Don Buckley	6
	Noel Buckley	6
	Doug Scottorn	6
	Max Castles	6
	Guenter Schmied	6
=43	Gary Noedt	5
	Neil Bang	5
	Mark Ashton	5
	Nev Taylor	5
	Nick Reeves	5
	Cpl Winton	5
	Mick Norris	5
=50	Michael O'Brien	4
	Clive Scott	4
	Les Flood	4
	Fred van den Bult	4

Off Road (Cont)

=54	Col Leavey	3
	Deayne McGlintock	3
	Ferry Connelly	3
	Peter Spring	3
	Mark Stemon	3
	Noel Jeffrey	3
	Steven Jeffrey	3
	Faul Jeffreys	3
=62	Sandra Chalk	2
	Ron van der Haar	2
	David Henry	2
	Bill Daley	2
=66	Carol Daley	1
	Brian Thompson	1
	Kevin Read	1
	Wayne Hufschmid	1
	Don Tainton	1
	David Blackmore	1
	Asnley Morgan	1
	Rod Board	1
	Ian Prescott	1
	Noss Lane	1
	Gary Kabel	1
	Andy Davis	1
	Nev Hufschmid	1
	Steve Blackburn	1
	Peter Gartschere	1
	Paul Swanson	1
	John Daley	1
	Bob Putter	1
	Tim Hegarty	1
	Barry Massey	1
	Alwyn Boyle	1
	Geoffrey Boyle	1
	Peter Henry	1
	Brian Lonke	1
	Mark Hubner	1

Motorbans Champ (Cont)

= 3	Peter Garbett	29
5	Alan McConnell	19
= 6	Steve McCabe	18
	Alan Ball	18
8	Simon Kabel	18
9	Glen Carpenter	18
10	Desley Collins	10
=11	Ross Perry	9
	Ericia Smith	9
	Noelle Drummond	9
	Warren Tegg	9
	Ron Wilkins	9
16	Rod Browning	9
=17	Alvin Taylor	9
	Pete Johnston	9
	Dale Payne	9
=20	Gary Kabel	9
	Brendan Simpson	9
	Don Tainton	9
=23	Tony Krebs	9
	Brad Skinner	9
	Glen McGrath	9
=26	David Martin	9
	Hank Kabel	9
	Tony Kabel	9
	Daisy Bates	9
30	Laurie Streithorn	9

Eight Run Championships

1	Ron Wilkins	29
2	Desley Collins	24
3	Greg Weale	21
= 4	Bue Griffin	21
	Ross Stanfield	21
6	Alan McConnell	21
7	Greg Barbe	21
8	Peter Johnston	21
9	Charlie Blake	21
10	Tony Hazeldine	21
11	Gary Kabel	21
=12	John Eggs	21
	Eune Carlow	21
	Paul Wallace	21
=1	David Mindy	21
	Peter Stockton	21
	Barbara Knight	21
14	Alan Ball	21
=19	Dale Payne	21
	Sherry Saiter	21
	Nonnelle Hufschmid	21
22	Ray Gough	21
=23	Don Milner	21
	Gary Luiten	21
25	Peter Ball	21
=26	Sandy Milner	21
	Mark Payne	21

Speed Event Championship

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

Motorbans Championship

1	Pete Smith	29
2	Lee Drummond	28
= 3	Indy Sutherland	22

Night Run Champ (Cont)		Rally Champ (Cont)		Ladies Championship	
28	Laurie Streitbg	24	=22 Peter Phillips	10	1 Desley Collins 44
29	Warren Tegg	23	Gary Batts	10	2 Sherry Smith 18
=30	Tricia Smith	21	Mark Taylor	10	3 Tricia Smith 14
	Pete Smith	21	=25 Jim Reddiex	9	=4 Sue Griffin 11
=32	Daisy Bates	20	Peter Marshall	9	Noelle Drummond 11
	Peter Garbett	20	Peter Clydesdale	9	Daisy Bates 11
=34	Pat Collins	19	Laurie Garth	9	Coral Taylor 11
35	Jeff Tremain	18	Bruce Fullerton	9	8 Marnie Bond 10
36	Paul Williams	17	Garry Connelly	9	= 9 Janelle Svenson 9
=37	Paul Bergmann	16	Ron Burne	9	Dune Carlow 9
	Alex Conroy	16	Earl Bailey	9	Kerry Gilliland 9
39	Faye Ball	14	=33 Tim Charalambous	8	=12 Glenda Crew 8
=40	Bill Dunk	13	=35 Peter Marcovitch	7	Barbara Knight 8
	Kerry Rasmussen	13	Warren Tegg	7	=14 Debbie Warrell 7
=42	Paul Cadell	11	Greg Weale	7	Betty MacFarlane 7
	Russell Wilson	11	=33 Chris Michel	8	Norrelle Mansfield 7
44	Coral Taylor	9	=38 Paul Goopy	6	=17 Chris Brand 5
=45	Paul Waller	8	Russell Reid	6	Terri Brand 5
	Brett Elliott	8	=40 John Blake	5	Sandy Milner 5
47	Noelle Drummond	7	Chris Harbeck	5	=20 Melissa Dunkley 3
=48	Rob Reardon	5	Ian Goldsworthy	5	Merran Spring 3
	Kathstrine Tegg	5	Peter Sudiro	5	22 Faye Ball 2
	Brad Skinner	5	Michael McBride	5	=23 Maria Reynolds 1
	Brenden Simpson	5	Gary Luiten	5	Roberta Barbe 1
=52	Steve Barbe	3	Simon Passlow	5	Shane Norris 1
	Dean Wallace	3	Tony Kabel	5	Barbara Castles 1
=54	Brian Day	1	=48 David Mundy	4	Chris Croucher 1
	Jeff Beeson	1	Bruce McCubben	4	Linda Miller 1
	Richard Schilpz	1	=50 Terry Crawford	3	Carolyn Moedt 1
	Tim Chrlambous	1	Greg Gilliland	3	Cheryl Siemon 1
	Sue Wright	1	Kerry Gilliland	3	Joy Boyle 1
	M Walton	1	Boyd Ovens	3	Carolyn Boyle 1
	Glen McGrath	1	=54 Simon Kabel	2	Carol Daley 1
	Sue McGrath	1	Alan Ball	2	Sandra Chalk 1
<u>Rally Championship</u>			Ray Gough	2	Kathstrine Tegg 1
FINAL!			Don Milner	2	Sue Wright 1
	1 Brian Marsden	33	Fred VnDn Brink	2	Sue McGrath 1
	Well done once again		=59 Franz VnDn Brink	2	
	Brian		Graham Smith	1	<u>Club Championship</u>
	2 Tony Best	30	Rod Cross	1	1 Desley Collins 26
= 3	Gary Kabel	25	Paul Dillon	1	= 2 Lee Drummond 19
	Peter Garbett	25	Peter Herlihen	1	Peter Garbett 19
5	Keith Tapsall	24	Bruce Langan	1	4 Ed van Amstel 16
= 6	Phil Stephan	21	Ian Friar	1	5 Alan McConnell 13
	Chris Beecham	21	Wayne Hickey	1	= 6 Gary Kabel 12
= 8	Peter Kelly	20	Paul Williams	1	Lawrence Svenson 12
	Kelvin Taylor	20	Alex Conroy	1	Ross Stanfield 12
	Wayne Salmond	20	Raymond Anderson	1	Pete Smith 12
11	Rod Browning	19	Glenn Zagami	1	Ron Wilkins 12
=12	Mike Mitchell	18	Shane Zoch	1	Pat Collins 12
	Bruce Garland	18	Glen Somerville	1	=12 Brian Marsden 11
	Allan Brown	18	Len Coomber	1	David Pearson 11
15	John Hall	15	Chris Campbell	1	Kev White 11
16	Brad Skinner	14	Peter Johnson	1	=15 Tony Best 10
=17	Dale Payne	13	Laurie Streitberg	1	Rod Sams 10
	Sherry Smith	13	Brian Thompson	1	Greg Weale 10
=19	Hank Kabel	11	Glen Carpenter	1	18 Lindsay Suthrln 9
	Norm Fritter	11	Richard Schilpzd	1	=19 Alan Ball 8
	Coral Taylor	11			Sue Griffin 8
					Tom Poots 8

Club Championship (Cont.)

22	Ian Baker	7	69	John Doggs	1	69	Brian Lenke
	Wayne Hufschmid	7		Peter Ball	1		Bruce McCubben
	Keith Tapsall	7		Paul Bergmann	1		Peter Meiers
25	Chris Beechan	6		Faye Ball	1		Ian MacFarlane
	Peter Johnston	6		Steve Barbe	1		Gary Moedt
	Steve McCabe	6		Jeff Beeson	1		Dwayne McGlintock
	Phil Stephens	6		Al Ian Brown	1		Ashley Morgan
	Paul Wilkinson	6		Garry Batts	1		Barry Massey
30	Greg Barbe	5		Ron Burne	1		David Martin
	Simon Kabe	5		Dane Carlow	1		Norrella Mansfield
	Bruce Taylor	5		Paul Cadell	1		Sandy Milner
35	Glen Carpenter	4		Tim Charalassous	1		Sye McGrath
	Peter Kelly	4		Peter Clydesdale	1		Mike Mitchell
	Barry McLen	4		Terry Crawford	1		Peter Marshall
	Wayne Salmon	4		Rod Cross	1		Peter Marcovich
	Kelvin Taylor	4		Ian Coomber	1		Chris Michael
48	Neil Fong	3		Chris Campbell	1		Michael McBride
	Charlie Blake	3		George Croncher	1		Koss Ferry
	Nev Hamlin	3		Wayne Gambia	1		Peter Phillippe
	Dale Payne	3		Dave Chadwick	1		Simon Passlow
	Brad Skinner	3		Max Castles	1		Boyd Owens
	Laurie Streithorn	3		Terry Conneely	1		Dennis Palmer
	Warren Eegg	2		Bill Dunk	1		Lloyd Prescott
45	Dave Blackmore	2		Brian Day	1		Mick Norris
	Rod Browning	2		Paul Dillon	1		Michael O'Boyle
	Daisy Bates	2		Geoff Deia	1		Ian Prescott
	Alex Conroy	2		Bill Daley	1		Mark Rayner
	Garry Cannelly	2		Carol Daley	1		Kerry Rasmussen
	Noelle Drummond	2		Andy Davis	1		Rob Reardon
	Ray Goyce	2		John Daley	1		Jim Reddie
	Tony Hakeidine	2		Sandra O'Hara	1		Russell Reim
	Hank Kabe	2		Brett Elliott	1		Mick Reeves
	Tony Kabe	2		Norm Ritter	1		Kevin Road
	Gary Luiten	2		Bruce Pulkerton	1		Brendan Simpson
	Drian Mannion	2		Ian Rater	1		Peter Stockton
	Glen McGrath	2		Les Flood	1		Irenden Simpson
	David Mundy	2		Bruce Garland	1		Peter Sudaro
	Don Milner	2		Laurie Garth	1		Graham Smith
	Leida Smith	2		Paul Goopy	1		Glen Somerville
	Sheray Smith	2		Ian Gellaworthy	1		Doug Scottson
	Richard Schilpand	2		Greg Gilliland	1		Guentor Schried
	Janelle Svenson	2		Kerry Gilliland	1		Clive Scott
	Don Tainton	2		Burt Goostave	1		Peter Spring
	Coral Taylor	2		Peter Gartschore	1		Jark Simon
	Drian Thompson	2		John Hall	1		Paul Swenson
	Paul Williams	2		Chris Harbeck	1		Kelvin Taylor
	Fred van den Brink	2		Peter Herlihan	1		Jeff Tremain
49	Raymond Anderson	1		Wayne Hickey	1		Katharine Tegg
	Jan Adress	1		Id Hopkins	1		Mark Taylor
	Mark Ashton	1		Neil Howard	1		Nev Taylor
	Geoffrey Boyle	1		Chris Hamlin	1		Ron Van Der Meer
	Alwyn Boyle	1		David Henry	1		Paul Wallace
	Bob Buttor	1		Rev Hufschmid	1		Russell Wilson
	Steve Blackburn	1		Tim Hegarty	1		Paul Waller
	Don Backley	1		Peter Herby	1		Dean Wallace
	Noel Backley	1		Mark Hoobner	1		Sue Wright
	Earl Bailey	1		Tony Krebs	1		M Walton
	John Blake	1		Barbara Knight	1		Franz van der Meer
	Ian Bond	1		Noel Joffrey	1		Glenn Zagani
	Magnie Bond	1		Steven Jeffrey	1		Shane Zoch
	Ash ton Rodgers	1		Paul Jeffreys	1		Col Winton
	Glenn Bradley	1		Bruce Langen	1		
	Greg Byrne	1		Connie Loy	1		
	John Brixey	1		Geoff Loy	1		
	Red Brand	1		Col Leavey	1		
				Joe Tan	1		

Dubai - It's been good to gnaw yer !

Your Editor swallows the sheeps eyeball with Ibn Saud Reddix

The Background to the Story - One Wednesday (A bitter day to the memory) Jim Reddix came to the car club with news of an invitation. He'd been invited to attend the Dubai Grand Prix on behalf of Citroen, the series of races were held on Friday 4th December and comprised Historic, Sedan and Celebrity races, the latter not being for such mundane things as Metro's or Marina's but your actual Citroen CX's. Jim described these as 'Champion races' and being your MOTORKHANA CHAMPION I was packed and ready in a trice, but no, I discovered to my horror that there are other champions around. Even as Jim prepared to board the aircraft on Monday 30th November I clung blubbering to his leg, my crys of "Perks for the Editor" going unheeded as the stewardesses unclenched my hand from his left leg.

The Program

Thursday - Competitors Practice Sessions

After World Champions complete saloon car practice, return to the five-star Hyatt Regency Hotel for lunch in Al Dawaar the revolving restaurant giving total view of colourful circuit overlooking Dubai Arabian Gulf and Sharjah.

Friday - The Aston Martin Trophy Race for Pre and post war sports racing cars

Lap record attempt by Team Lotus

British Saloon Car Racing Championship Race

Historic Formula One Grand Prix Demonstration

Super Sports Classic Car Race

Lap Record attempt by Team Theodore

The Premier Race for ex World Champions and Formula One drivers will take place at the start of the days proceedings.

8pm, The World Champions Dinner and Prizegiving in the Crystal Ballroom. A Dinner-Jacketed evening attended by the Ruling Sheikhs of the Emirates.

The course was of 2,625km in length and ran round the huge Hotel complex - being somewhat similiar in nature to the island circuit used for the Candian Grand Prix.

The Interview :- BE - Are you brown from the ar...sun? If so could I speak to Jim Reddix please? Good, you were invited out by Citroen? JR? By Citroen International yes. BE - You went out on Monday? JR - We left on Monday afternoon from here, I had a day in Singapore and flew up on Thursday morning which was a practice day. But they were all expecting me the day before, the visa I had was only on a day basis and I had to hang around the airport for a couple of hours until the hotel found another visa for me and sent a driver round. I got to the hotel about 6 o'clock in the morning, got upto my room and there's a big silver icebucket with a bottle of (Distorted - could it have been Summer Wine?) champagne in it. BE - Cor, we were saying, What's a five star hotel like? It wasn't five poles holding up a tent? JR - On the table was a great big bowl of fruit with one complete pineapple in the middle and about four Kiwi fruit, oranges, apples, bananas and on the side was a packet of matches "Especially for You Mr Borden" So it wasn't for me at all! Anyway I kept the lot. The T.V. coverage of the whole

event is supposed to be coming. All the tapes, all the official wrap up if it all happens, we should have all this in two weeks and we can have a video showing at the club. A number of people didn't arrive for the champions race, Jonsey didn't arrive, Stewart, the disappointment of the event was that Fangio ran his car in practice on Thursday and ended up in hospital, with what was unofficially a mild heart attack. BE - Not his first JR - He's actually in intensive care in hospital, but they say he's o.k.. E - He didn't crash the car? JR - No he ran it, he just didn't turn up for the ball on Thursday night and they said he'd overdone it. BE - He was quite old when he began racing in Europe in the late forties so he must be about 75 by now. BE - Did the Lotus Team have an attempt at the lap record? JR - Yes but actually the fastest was Denny Hulme in the CanAm McLaren! He got round in a minute four point four, they wanted to get under a minute but the sand got across the track, the moment someone put a wheel over the edge or got a bit close to it, the suction would drag the sand across the track. All the machinery that was supposed to arrive arrived, but the Porsche 917 arrived in port and they were taking to the course slung underneath a helicopter and they dropped it. The sling broke or something and it bugged the front end. So they flew two mechanics and spare parts from Switzerland, repaired it, it started in the race, crept round somewhat slower than the Hatch would and then it caught on fire. They gave it a big douse out on the circuit and that was that. E What was the Organization like? Were the natives friendly? JR - The natives were fantastic. In fact it was a pommie benefit, you can picture the Aston Martin Owners Club! Just anybody who was anybody had come from England. BE - Silly Jim you didn't have your "Winner London - Munich Rally" T Shirt on. JR - No!

~~XXX~~ A.W. Gladari is an arab businessman who owns the hotel and seemingly half of Dubai, and the promotion job he did was fantastic. Posters for the event were everywhere, up the banks of the creek, going out to a pub in the desert - everything said Grand Prix. They must have printed tens of thousands of posters and 75% of them were put up. The trophies were magnificent. Most of the Race Officials were brought out from England and for a first time event it all went very smoothly and was a lot of credit to everybody, despite a few small criticisms. Talking to the drivers the track was very good apart from the sand problem, and on the corners it was a bit narrow, you could get 3 cars abreast but you wouldn't open the doors. The tightest part of the course was the narrowest, and people were deliberately leaving the track at the first corner and bounding over the sand leaving out two sharp corners. I was very disappointed with the celebrities (as such), they were like a bunch of school kids you'd given a lot of Go-Karts to. They annihilated 16 out of 18 brand new Citroen GTi's, yes there were two cars ^{not} out of eighteen without massive dents, and they were the two cars used in the first race. There was a big pile up on the first lap, they charged flat out down to the narrow part of the track and no-one was going to be the first to back off. It was so childish. Watson was leading to here and he was spun into the barriers, Giacomelli took the lead and then kept it to the end. They bent the valves of 3 cars in practice and stuffed two of them in the fence - to me 'champions' don't do that in a fun race. The race for locals using the same cars, they were only 3 seconds slower and did almost no damage. What was annoying about the 'champions' was that they couldn't wait to rubbish the cars, they didn't even have the decency to say 'What a nice car, but it would be better suited to the highway'. But they'll have another one next year, even Mr Galadari (who has the Citroen Agency) was delighted despite them breaking the crankshaft on one engine. They were braking so hard and slewing them round that oil surge was making heaps of smoke, I surprised a couple of engines didn't blow. BE - How was it socially? JR - I don't think we were on the same

social list as the stars, they must have had a briefing everyday but we had to get our information off the notice board. The first night was the Ball, held in the fantastic hotel that just seemed to rise out of the desert. The meal was good and they imported a 14 piece band from England which played dance music, they gave up about 11.30 and then the local resident group (from the Phillipines) four musicians and three girls singing had everybody on the dance floor. After the races on the Friday the prizegiving just seemed to go on and on, the meal was strung out and very disorganised and the only way to get anything was to just grab a waiter - something went wrong that night. Listening to the drivers and the groups that were around they were just having a ball. From my point of view I was really an outsider in it, even the people I knew I wasn't really a part of their party, but everybody who was there had a fantastic time, especially the poms - you can imagine how a week at 25 degrees on the Arabian Gulf went down with them after November in the U.K. The Hotel was built in two connected columns with the Hotel, units, apartments, shops and a number of restaurants, on the second floor there are swimming pools, tennis courts, squash courts etc. BE - How big is Dubai? JR - There are about 250,000 people and it's about as big as Bundeberg. But sometimes it seemed like 1,250,000 and other times like 20,000, everytime you went out you got a different impression. To stay in the Hotel cost about \$50 a night, which is quite reasonable. The whole place is typical of the places where money is no object, multi-lane highways run everywhere, it struck me that the sheikhs go somewhere, see something, and Dubai must have one, he's seen the Regency Hotel, London - so he's got one of those, and they've got this great big tower, the Trade Centre - no matter how you get into Dubai there's this great big Towering Trade Centre leaping out of the desert. And they like the tunnels they have on the peripheral road round Paris, so you go along and then suddenly for no apparent reason you zoom underground and out the other side - complete with ventilators and everything, you'd swear if you were blindfolded that you were on the outskirts of Paris. Apparently the old Dubai was a little trading post, but there's almost nothing left of the old Dubai. It appears to me that all the businesses are run by the Indians. About 40km into the desert, at a smelting plant, there's this gigantic hotel in the middle of nowhere, and that's where the Bedouin Feast was held. We went there on the Thursday, into the dining room at 1.30, and I would say without contradiction that there was at least 50 choices of entree, then 7 or 8 courses of meat and fish, and a la carte as well if you wanted something different. This place is sitting right on the beach, marble floors, leather chairs, lawn - they fly the grass in, the people making a fortune out there are anyone who sells white paint, and building blocks. BE - How do they get on for drinking water, is it de-salinated? JR - There are places in the gulf with underground water, and Haitah about 100km away has mineral water. The sea water is very salty there, it stings your eyes, but the tap water is very good and there doesn't seem to be any shortage of it. In the shopping, Indian part of the town - they may only have a few sticks of furniture but they'll always have a big colour television. After oil, Dubai's biggest industry is re-exporting, they sell everything to Iran and the other arab states. BE - How would you summarise the racing? JR - It was great seeing the old cars go round, the sports car race was hotly contested, they had grandstands all round the place but nearly everybody was watching from the hotel in the centre of the course - it was also on the T.V. live! To make it pay they have to stop that, and at the moment the circuit just isn't big enough to take Formula 1 but they're very keen to do whatever's necessary. Also every man and his dog seemed to have an Official tag. I flew home on Sunday and developed this foul wog only known, hitherto, to have been suffered by female camels. BE - That explains a lot!

PRESIDENT'S REPORT

I am going to attempt to make this a regular article in this wonderful magazine and trust that at times it will be informative and interesting.

To all our members, I thank you for your trust in appointing me as President of our Club. This year we see a number of new faces on the Board (Committee) and the disappearance of others. To our new Life Member, Garry Connelly, we congratulate him, and I am sure you all will join with me in thanking him for all the work he has put in as Event Organiser and Club President. Garry, yours will be a hard act to follow. To the other Board Members who retired, we say thank you for a job well done.

We have new faces on the Board in the form of our new Club Captain - Laurie Garth and Board Members - John Hall (a new old face), John Hinz, Peter Marcovich, Ross Stanfield, Brian Swinton, Mark and Coral Taylor.

Jim Reddiex has been appointed Vice President and Errol Bailey as Treasurer. I am sure that these last two along with our Secretary Jeff Tremain will be of great assistance to me during 1982.

And what of 1982 - It will be a big year for the Brisbane Sporting Car Club with the Clubrooms to be paid off within the next few months, membership will almost certainly surpass the 500 mark, our major events - Goondiwindi and Lutwyche will continue to grow in status in the eyes of Australia's motor sporting population, we will need to look at the possibility of the introduction of poker machines into Queensland Clubs and many more subjects.

But what we will need most of all is for all members - and that means all of us - to get behind the Club so that 1982 and the subsequent years will be bigger and better. The Club can only be as good as we the members want it to be. So let me or any of the Board Members know what you want and we can see what will happen, and make use of the Club and Clubrooms - remember they belong to all of us and the Club events are conducted for all of us.

On behalf of the Board and the Club's Officers I wish you all a safe and Merry Christmas.

Mike Mitchell

AMPOL Albany Creek Rally

5th/6th Dec 1981

65 Starters, 43 Finishers

Organised by Rod Browning/Keith Tapsall

2 stages at Albany Creek and 7 stages in the Nanango State Forest

Ample Ampol Asides

Peter Marcovitch (Peter Garbett) "A Brilliant Rally" Peter was 13th after taking an unfortunate wrong turn. The only excitement was when the car reared up on two wheels.

Russell Reid exited the scene at the classic 'end of long straight' on the fifth stage. The subsequent roll, we understand, didn't do too much damage.

Less fortunate was Paul Dillon (Bill Dillon) who found a buyer for his Datsun on the Friday and rolled the car on Saturday.

Kelvin Taylor (Wayne Salmond) had a good fast run in his Northside Mazda RX3 prepared by Steve Ballard, and won the Novice Class.

Neil Jory (Hugh Walker) had the pipe to the oil pressure gauge disconnect and the oil ran out until the engine seized. This was after setting a stage time faster than either Bond or Fury. Indeed so eager were they to start the event that they were docked a minute for leaving the start of the first stage a second early.

Warren Tegg (Greg Weale) were having their first run in the ex-Peter Phillips Datsun 1600 he's obtained. A splendid first showing in top company brought 12th place overall and 2nd in the Novice Class. Warren was very pleased with the whole thing and it looks brill for '82.

Adrian Taylor (Dave Ambrose) made a welcome re-appearance in the prettiest Civic you've ever seen, but they had some trouble with the car and were twice seen peering at the interbals, finally succumbing to a driveshaft failure.

The Fartsack Trio were represented by the Mitchells and Marshalls, they went to the forest as spare bods to be used where necessary but on this well thought event they were redundant. At one time a coach load of drunken Pommie football supporters arrived to smash up the Service Point, but one word from our dynamic President had them scuttling off tails between legs.

Sherry Smith (Dale Payne) Sherry is very pleased with the way Dale prepares things. Not a fast run but even then one bank was hit, then Sherry leapt across the road and hit the other bank! This was her second competitive drive and she thought the forests were a bit scary as the bends are quite sharp and the handbrake was ^{not} locking the rears up properly.

Kurt Turner (Jim Muir) This was Kurts first rally ^{and} pretty disastrous as it rolled four times down a ditch! Having seen a photo I can confirm that the cars shell is totally stuffed (Engineer Mike Mitchell had a long look and decided it wasn't "quite square"). However once out of the forest in the early hours of the morning they drove the Escort home, the front track was "A bit out". The accident came about when they rolled once, hit a tree, and this pushed them into a 17ft ditch. They are currently negotiating for a new shell and this moments indiscretion is reckoned to have cost them about \$500. I know all of us remember our first event - but this is ridiculous!

Peter Phillips (Albert Splunge) Sold a few raffle tickets and won a few hearts - or did he sell a few hearts and win a few raffle tickets ?

Don Milner (Len Coomber) Dons wife Sandy was service crewing and complained that the service area had too many long prickly things in it. Don is still using the historic Mk1 Cortina but felt generally off form and fed up with the dust, however the last stages were relatively dust free and top gear was seen a few times.

Keith Tapsall told me about the Post Rally Party at the Sponsors House in Albany Creek, this affair was still raging at midnight on Sunday because thats when the sponsor was flung in his own pool ! Max Stahl was there and presented Jeff Jones (Ed Mulligans navigator) with a stinking and long dead scrub turkey. Earlier Jeffs road book was a special edition in which the written portion of the page had been reduced by photo-copying to the size of a postage stamp. Dennis Brown had been flung into the pool and when he drove off, no doubt breathing a big sigh of relief, he found after a while that the smelly turkey had been shoved into his engine compartment and everything was full of feathers. A normal quiet BSCC party.

Peter Johnson (Laurie Streitberg) Peters first rally in his Datsun 1600 and he had a ball. The only problem was a carburettor that was falling off during the last 20km. They took a wrong turn once which was very clever.

Greg Weale (Navigating for Warren Tegg) Greg anticipated an easy chummy night with Warren, but the boy drove like a man possessed, on one corner a big tree loomed up and Greg thought "I'll be wearing this", indeed they gained 14 positions on the road in 4 stages. According to Warren, Gregs most popular expressions are "Watch out here's a go" and "Go for 1km". After 7 years of intensive navigating Greg thought Warren showed great promise, Greg overshot one "Hard to See" junction, it was marked as 0.28km - when they got to 0.30Km they all agreed it was indeed hard to see.

Murray Coote (Brian Marsden) Murray, who I have it on good authority, is "Desired by the girls of all car clubs throughout Australia". Murray finished 2nd in the event only 21 seconds behind George Fury who was driving Peter Glennies Datsun 200B, only 21 seconds behind and since the event they've found another 8hp from the Grand Prix Motors Mazda 626.

Boyd Ovens (Simon Passlow) They did technically finish the event even after the gearbox exploded halfway through the last competitive, it made a sound like a mixmaster in a tin full of nuts and bolts, they finished the event using 1st and 3rd gears.

Dennis Brown was acting the part of Le Patron as Colin Bond was using Dennis's Escort. The Frank Williams of Brisbane in association with Residential Constructions Corp. (Whose glamorous girls brightened the start) was like a nervous chook at the Service Point hoping that Colin didn't find his car too awful. The only problem was that Colin found the back brakes not quite upto his usual standard, leading to an interesting moment at a passage control. When Dennis was questioned about the Smelly Turkey he assured me that its final resting place was on the railway line near Eagle Farm racetrack !

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It has been decided that it's pointless having the presentation before Christmas, so a decision will be made soon and by early January we should know Where, When and How Much.

Results Summary - It was stressed that these results are VERY prov.

Stage 1

= 1	Bond/D-Damer	U	1.04	=21	Taylor/Salmon	N	1.13	=45	Milner/Coo	N	1.22
	Berne/Fullest	U	1.04		Passlow/Ove	N	1.13	=47	Gilliland/	N	1.23
= 4	Fury/Kortlan	U	1.05	=29	Kabel/Kabel	C	1.16		Thompson/C	N	1.23
	Mulligan/Jon	U	1.05		Dillon/Dillo	N	1.16	=52	Turner/Mui	N	1.25
7	Taylor/Young	U	1.06	=34	Tegg/Weale	N	1.17		Crase/VdBr	N	1.25
8	Coote/Marsde	U	1.07	=39	Jefferson/T	N	1.19	54	Michel/Wil	N	1.26
=11	Taylor/Ambro	U	1.09		Luiten/Schp	N	1.19	57	Johnson/St	N	1.33
	Cutts/Best	R	1.09		Morrison/Ca	N	1.19	60	Jory/Walke	C	2.06
=15	Reid/Stewart	R	1.10		McColm/Krug	N	1.19	61	Garland/Br	R	2.08
	Marcovitch/G	C	1.10	44	Lewis/Walle	N	1.21				
=17	Skimmings/Mi	C	1.11	=45	Smith Payne	N	1.22				

Stage 2

= 1	Jory/Walker	C	1.17	=15	Dillon/Dill	N	1.23	=41	Morrison/C	N	1.34
= 3	Fury/Kortlan	U	1.18	=17	Taylor/Salm	N	1.24		Lewis/Wall	N	1.34
	Garland/Brow	R	1.18	=24	McColm/Krug	N	1.26	=46	Luiten/Sch	N	1.36
6	Mulligan/Jon	U	1.19	=26	Passlow/Ove	N	1.27		Crase/VnDn	N	1.36
7	Coote/Marsde	U	1.21	=30	Kabel/Kabel	C	1.29	50	Smith/Payn	N	1.39
= 8	Taylor/Young	U	1.22	=35	Tegg/Weale	N	1.32	54	Michel/Wil	N	1.43
	Taylor/Ambro	U	1.22		Thompson/Car	N	1.32	55	Johnson/St	N	1.44
	Reid/Stewart	R	1.22		Milner/Coomb	N	1.32	57	Turner/Mui	N	1.47
	Cutts/Best	R	1.22	=38	Jefferson/T	N	1.33	61	Berne/Full	U	3.15
	Skimmings/Mi	C	1.22	=41	Bond/D-Dame	U	1.34				
	Marcovitch/G	C	1.22		Gilliland/G	N	1.34				

Stage 3

1	Fury/Kortlan	U	24.19	10	Jory/Wwalkr	C	26.30	24	Tegg/Weale	N	27.40
2	Coote/Marsd	U	24.49	13	Taylor/Sal	N	26.56	25	Cutts/Bes	R	27.52
3	Bond/D-Dame	U	25.15	14	Marcovitch	C	26.59	29	Passlow/O	N	29.13
6	Mulligan/Jo	U	26.16	16	Reid/Stewa	R	27.01	33	Lewis/Wall	N	29.20
7	Garland/Bro	R	26.21	19	Skimmings/	C	27.11	37	Milner/Co	N	29.33
9	Taylor/Youn	U	26.29	23	Kabel/Kabl	C	27.38	38	Crase/VdB	N	29.35

Stage 4

1	Coote/Marsd	U	18.28	13	Cutts/Best	R	20.31	26	Passlow/O	N	22.18
2	Fury/Kortla	U	18.33	14	Taylor/Sal	N	20.33	27	Lewis/Wal	N	22.20
3	Mulligan/Jo	U	19.09	17	Reid/Stewa	R	20.50	28	Morrison/	N	22.40
4	Bond/D-Dame	U	19.11	18	Tegg/Weale	N	20.56	29	Marcovict	C	22.44
5	Garland/Bro	R	19.16	=23	Kabel/Kabe	C	21.42	31	Skimmings	C	23.09
8	Taylor/Youn	U	19.42		Crase/VdBr	N	21.42	32	McColm/Kr	N	23.56

Stage 5

1	Coote/Marsd	U	4.53	11	Johnson/St	N	5.21	34	Milner/Coo	N	5.58
2	Bond/D-Dame	U	5.08	14	McColm/Kru	N	5.25	36	Passlow/Ove	N	6.04
= 3	Fury/Kortlan	U	5.09	18	Cutts/Best	R	5.29	39	Smith/Payn	N	6.25
	Mulligan/Jon	U	5.09	=22	Skimmings/M	C	5.40	41	Luiten/Sch	N	6.47
6	Taylor/Young	U	5.13		Kabel/Kabel	C	5.40	43	Morrison/C	N	7.06
7	Tegg/Weale	N	5.17	=28	Taylor/Salm	N	5.48	44	Thompson/C	N	7.18
10	Marcovitch/G	C	5.20	30	Garland/Bro	R	5.50	46	Crase/VdBr	N	9.52

Stage 7

1	Coote/Marsd	U	10.01	16	Marcovitch/C	10.48	33	Milner/Co	N	11.29	
2	Fury/Kortla	U	10.18	17	Taylor/Salm	N	10.49	36	Thompson/	N	11.57
= 6	Garland/Bro	R	10.30	19	Skimmings/M	C	10.55	39	Morrison/	N	12.05
	Bond/D-Dame	U	10.30	24	Passlow/Ov	N	11.08	=40	Johnson/S	N	12.08
11	Tegg/Weale	N	10.43	26	Cutts/Best	R	11.11	43	Smith/Pay	N	12.48
12	Mulligan/Jo	U	10.44	27	Kabel/Kabe	C	11.12	44	Luiten/Sc	N	13.06
15	Taylor/Youn	U	10.47	31	McColm/Kru	C	11.22	45	Crase/VdB	N	14.07

Division 1

1	Coote / Marsden	U	60.39	23	Skimmings / Michel	C	69.28
2	Fury / Kortlang	U	60.42	29	Passlow / Ovens	N	71.23
3	Bond / Dawson-Damer	U	62.42	32	McColm / Kruger	N	73.28
4	Mulligan / Jones	U	63.42	36	Morrison / Campbell	N	74.44
6	Taylor / Young	U	64.39	37	Milner / Coomber	N	74.54
7	Garland / Brown	R	65.23	39	Johnson / Stretberg	N	75.46
9	Taylor / Salmond	N	66.43	41	Thompson / Carpenter	N	77.10
14	Tegg / Weale	N	67.25	42	Smith / Payne	N	77.14
15	Cutts / Best	R	67.34	43	Luiten / Schilpzand	N	77.48
17	Marcovich / Garbett	C	68.23	45	Crase / Van den Brink	N	78.17

Stage 7

1	Fury/Kortla	U	6.24	=12	Taylor/Salmo	N	7.01	36	Crase/VdBr	N	7.42
2	Coote/Marsd	U	6.29	17	Tegg/Weale	N	7.06	38	Milner/Coo	N	7.46
4	Mulligan/Jo	U	6.43	=18	Skimmings/Mi	C	7.07	41	Smith/Payn	N	7.59
5	Bond/D-Dame	U	6.45		Kabel/Kabel	C	7.07	42	Johnson/St	N	8.03
8	Garland/Br	R	6.51	24	Cutts/Best	R	7.12	43	Thompson/C	N	8.09
11	Taylor/Youn	U	6.58	27	Passlow/Oven	N	7.19	45	Luiten/Sch	N	8.20
=12	Marcovich/G	C	7.01	34	Morrison/Cam	N	7.37				

Stage 8

1	Coote/Marsd	U	23.32	10	Taylor/Young	U	25.29	22	Passlow/O	N	26.48
2	Fury/Kortla	U	23.33	12	Marcovich/Ga	C	26.08	25	Cutts/Best	R	27.00
3	Bond/D-Dame	U	23.52	13	Skimmings/M	C	26.10	29	Kabel/Kab	C	27.28
6	Mulligan/J	U	24.51	14	Tegg/Weale	N	26.22	33	Crase/VdB	N	28.55
8	Garland/Br	R	25.18	17	Taylor/Salm	N	26.27				

Stage 9

1	Fury/Kortl	U	17.45	12	Marcovich/G	C	19.36	20	Milner/Co	N	20.31
2	Coote/Mars	U	17.55	13	Skimmings/M	C	19.37	29	Crase/VdB	N	21.22
3	Bond/D-Dam	U	18.15	14	Cutts/Best	R	19.48	32	Morrison/	N	22.02
4	Mulligan/J	U	18.22	16	Tegg/Weale	N	19.53	35	Smith/Pay	N	23.34
6	Garland/Br	R	18.47	17	Taylor/Salm	N	20.06	37	Luiten/Sc	N	24.41
9	Taylor/You	C	19.08	19	Kabel/Kabel	C	20.21				

Division 2

1	Fury / Kortlang	U	47.42	18	Cutts / Best	R	54.00
2	Coote / Marsden	U	47.56	22	Kabel / Kabel	C	54.56
3	Bond / Dawson-Damer	U	48.52	28	Crase / Van den Brink	N	57.59
4	Mulligan / Jones	U	49.56	31	Milner / Coomber	N	58.17
7	Garland / Brown	R	50.56	35	Passlow / Ovens	N	59.07
10	Taylor / Young	U	51.35	37	Morrison / Campbell	N	59.36
11	Marcovich / Garbett	C	52.45	39	Smith / Payne	N	61.33
12	Skimmings / Michel	C	52.54	41	Luiten / Schilpzand	N	63.01
=14	Tegg / Weale	N	53.21	42	Johnson / Streitberg	N	63.03
16	Taylor / Salmond	N	53.34	43	Thompson / Carpenter	N	63.09

Results

1st	George Fury / David Kortlang	108.24	1st Upper
2nd	Murray Coote / Brian Marsden	108.35	2nd Upper
3rd	Colin Bond / Dorian Dawson-Damer	111.34	3rd Upper
4th	Ed Mulligan / Jeff Jones	113.38	
6th	Mark Taylor / Ian Young	116.14	
7th	Bruce Garland / Allan Brown	116.29	1st Recognized
11th	Kelvin Taylor / Wayne Salmond	120.17	1st Novice
12th	Warren Tegg / Greg Weale	120.46	2nd Novice
13th	Peter Marcovich / Peter Garbett	121.08	
14th	Alan Cutts / Tony Best	121.34	3rd Recognized
18th	Skimmings / Chris Michel	122.22	
20th	Tony Kabel / Gary Kabel	123.53	

pto

Results (Cont.)

29th	Simon Passlow / Boyd Ovens	130.30
32nd	Don Milner / Len Coomber	133.31
34th	Morrison / Chris Campbell	134.20
37th	Crase / Fred van den Brink	136.16
39th	Sherry Smith / Dale Payne	138.47
40th	Peter Johnson / Laurie Streitberg	138.49
41st	Brian Thompson / Glen Carpenter	140.19
42nd	Gary Luiten / Richard Schilpzand	140.29

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I'm sorry that this short, but very valuable, article from David Kortlang is in the junior position but that's the way what things arrived.....

Side by Side by Fury

by David Kortlang

When one takes up a particular sport, it is natural to set your sights at the top, to dream of the laurels of victory and obtain total satisfaction.

My chequered involvement in rallying as a navigator over several years has not provided the total satisfaction of achievement - that was until the Ampol Albany Creek Rally.

The coveted offer to ride with George Fury resulted in my gleaning how dedicated and professional one needs to be to reach the top of this sport of rallying. I, along with so many others, have remarked at the gap between the "old top four" in Australian rallying and the so called rest. That gap is the void between being totally dedicated to win and merely playing the game.

Peter Glennie's 200B could not be called the lightweight forest racer so many in this sport attempt to emulate. The 200B was a well prepared reliable car in the hands of a professional driver and rather nervous navigator.

Fury displayed so perfectly that too many people in this sport spend hundreds of hours chasing horsepower and so little time practicing at the job. I feel sure Bjorn Borg does not build racquets the night before Wimbledon. The analogy, sure, is not totally correct but the principal is.

Fury was able to demonstrate his ability in a car totally new to him that lacked the absolutely technical perfection, less professional drivers seem to dote on as the panacea of being off the pace.

To describe how Fury drove would be like writing on how Mozart's music sounds. Simply he extracted the maximum potential of the car with total safety.

As a navigator, the first division exhibited my lack of total dedication - a few early calls and one overshoot. The break allowed time to consider why one was doing the job - for fun or to win. To win required dedication, and during that second division I applied myself to achieve the same dedication George had exhibited. At the end I was exhausted, satisfied and resigned to the task of getting back into a sport that had been a hobby - not a serious business.

My thanks to Rod Browning for the offer and a great event, and to you all - A Merry Christmas.

David Kortlang

MEMBERSHIP REPORT

A warm welcome to the Brisbane Sporting Car Club is extended to the following ladies who joined the Club during the last month.

Joy Boyle	Kedron (Associate)
Carolyn Boyle	Kedron (Associate)
Ev Wright	Kedron (Associate)
Betty Macfarlane	Aspley (Associate)
Debbie Warrell	Kedron (Associate)
Terri Brand	Acacia Ridge (Associate)
Shane Norris	Fruitgrove (Associate)
Narelle Abrahamson	Redland Bay (Associate)
Cheryl Siemon	Annerley (Associate)
Linda Miller	Tamborine (Associate)
Christine Croucher	Arana Hills (Associate)
Maria Reynolds	Chelmer

Club membership for 1981 reached a total of 459, consisting of 383 ordinary members, 62 associate members, 4 life members and 10 honorary members. This is 49 more than last year's total, and an all-time membership record. We seem certain to reach the 500 members mark in 1982.

SPECIAL " THANKS "Wormald International - Salisbury North

Organisers of events through 1981 wish to advise of the strong contribution of assistance with supply of Fire extinguishers for our Motorkhana and "Off-Road" events. Wormald supplies the units on loan and at no cost to the club (unless we have the need to use one). The Club says THANKS to Jim Mitchell and members of Staff in the Extinguisher Department.

QLD. COMMUNICATIONS - Abbotsford Rd., Mayne

Communications in our events have been one of the main reasons for the Club's success in the organization of local and National events. Although we have assistance from Radio Clubs in these events also, our own network has been kept operable by the strong efforts of the guys from Qld. Communications. The Club says THANKS also to Trevor Power and the staff of Qld. Communications.

HOW TO RENEW YOUR CAMS LICENCE FOR 1982

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

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

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

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

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

1982 CLUB OFFICERS

24

		Phone Number	
		Home	Work
PATRON .. Minister for Defence, Hon.	D.J. Killen		
PRESIDENT	Mike Mitchell	59 8785	57 8177
VICE PRESIDENT	Jim Reddiex	264 1738	52 1186
IMMEDIATE PAST PRESIDENT	Garry Connelly	341 3961	221 6899
SECRETARY	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	Warren Tegg	48 3889	394 1922
TREASURER	Errol Bailey	48 0546	221 7516
CLUB CAPTAIN	Laurie Garth	349 8053	
BOARD MEMBERS	Desley Collins		
	Pat Collins		
	John Hall		
	John Hinz		
	Peter Marcovich		
CAMS DELEGATE	Laurie Garth	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 8125
ASSISTANT PROMOTIONS OFFICER	Gary Moedt	266 7225	
BUILDING & PROPERTY OFFICER	Brian Swinton	48 4558	44 8125
REGISTRAR	Peter Smith	208 1721	379 6182
MAGAZINE EDITOR	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER	John Hall	345 5751	
ART UNIONS PROMOTER	Sherry Smith	349 9323	
FINANCE COMMITTEE CHAIRMAN	Errol Bailey	48 0546	221 7516
SOCIAL COMMITTEE CHAIRMAN	Desley Collins	390 1145	
SPORTING COMMITTEE CHAIRMAN	Laurie Garth	349 8053	
MOTORKHANA OFFICER	Peter Smith	208 1721	379 6182
OFF-ROAD OFFICER	Ross Stanfield	209 3181	341 5263
RALLY OFFICER	Peter Marcovich	349 2269	349 9389
ADMINISTRATION OFFICER	Sue McGarry		391 8881

CLUBROOMS

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

ADMINISTRATION OFFICER

The Administration Officer is in attendance at the clubrooms from 9.30 to 2.30 on Mondays, Tuesdays, Wednesdays and Fridays.

The phone number of the clubrooms is 391 8881.

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

Brisbane Sporting Car Club Ltd
P.O. Box 314
West End Brisbane 4101

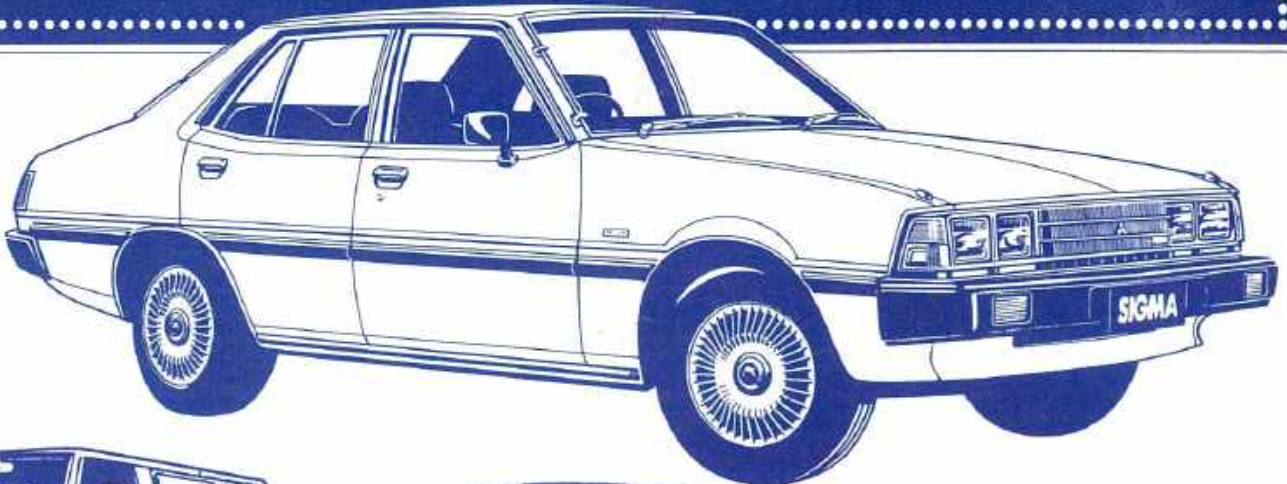
MEMBERSHIP SUBSCRIPTIONS

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

COMING EVENTS

Wed	16	Dec	BSCC* Off-Road night
Sat & Sun	30/31	Jan	Tara L.C.O.R. directed by Mick Norris & Mat McCreery
Mon	8	Feb	Navigation School - Peter Marshall
Sat & Sun	13/14	Feb	Motor Show Rally directed by Jim Reddiex Alan Wright
Mon	15	Feb	Navigation School - Peter Marshall
Mon	22	Feb	Navigation School - Peter Marshall
Sun	7	Mar	Purga L.C.O.R. directed by Terry Conneely
Sun	28	Mar	"Cibie" open restricted rally directed by Coral Taylor/ Laurie Garth
Sun	11	Apr	Short Course O.R. directed by Tom Poots
Sun	2	May	Lutwyche Shopping Centre Rally

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