

BRISBANE  
SPORTING  
CAR CLUB

Price 15 cents

Affiliated with CAMS



MONTHLY  
NEWSLETTER

APRIL 1974

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1974 COMMITTEE

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COMMITTEE .....	Glen Carpenter Paul Connell John Hall Daryll Kelly	Dave Morris Paul Trevethan Fred van Tuinen Peter Whalley
CAMS DELEGATE .....	Garry Connelly	(Deputy Hank Kabel)
HON. AUDITOR .....	Nev Johnston	
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ART UNION COORDINATOR .....	Peter Hillman	
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MOTORKHANA SUB-COMMITTEE ....	Glen Carpenter (Chairman), Paul Connell, Lee Drummond, Neil Howard, Peter Snell, Jeff Tremain, Peter Whalley	
HILLCLIMB SUB-COMMITTEE .....	Fred van Tuinen (Chairman), Glen Carpenter, Ann Thomson	
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NEWSLETTER SUB-COMMITTEE ....	Jeff Tremain (Editor), Peter Hillman, Dave Morris, Paul Trevethan, Fred van Tuinen, Peter Whalley	

GENERAL INFORMATION

CLUB POSTAL ADDRESS

Correspondence to the Club should be addressed as follows:

The Hon. Secretary  
Brisbane Sporting Car Club  
P.O. Box 314  
West End Brisbane 4101

CLUBROOMS

BSCC clubrooms are located on the corner of Reid and Hawthorne Streets at Woolloongabba.

CLUB EVENINGS

Club evenings are held every Wednesday at the clubrooms commencing at approximately 8.00 pm. See Coming Events for details.

WORKING BEES

Working bees are normally held on the second Saturday of every month commencing at 12.30 pm. See Coming Events for details.

COMMITTEE MEETINGS

The committee meets on the first Tuesday of every month in the clubrooms at 8.00 pm.

MEMBERSHIP FEES

The membership fee for one year is now \$12.00. Associate members pay \$6.00.

CHANGE OF ADDRESS

Please notify the Secretary if you change your address, so that we can continue to supply you with your copy of the Newsletter.

CLASSIFIED ADVERTISEMENTS

Club members are invited to advertise - FREE - in the classified advertisements section of the Newsletter. A nominal charge is made to non-members for classified advertisements.

BAR ROSTER

Wed 17 Apr Dave Morris  
Wed 24 Apr Paul Trevethan  
Mon 29 Apr Fred van Tuinen  
Wed 1 May Peter Whalley  
Wed 8 May Glen Carpenter  
Mon 13 May Paul Connell  
Wed 15 May John Hall  
Wed 22 May Peter Hillman  
Wed 29 May Daryll Kelly  
Wed 5 Jun Dave Morris

EDITORIAL

So, you've got a new Editor. Mark Shield has disappeared into the smog of Melbourne and when last heard of was alive and well and living in Fitzroy. Mark has advised that he is working and the money is coming in, so he asks any creditors not to pull the trigger just yet.

And now for the inevitable statement of editorial policy. You may have noticed that the last couple of issues of the Newsletter have been a little different from those of last year, and I hope that future issues will continue in the same style. I believe that a Newsletter should be a vehicle for disseminating ideas and making information available to club members - it will be a failure if it doesn't do at least that. It's not my Newsletter, it's yours, and I would expect that most of the contributions would therefore come from the members, leaving me with the simple task of collating all these contributions together to give to the new Mrs Editor for typing. I must say that the indications so far are encouraging, in fact I had more material for this issue than would fit into 12 pages, so some of it will have to be held over.

If there's anything about the Newsletter you don't like, then I want to know about it - all suggestions will be considered. And of course I'll always be grateful for those little snippets of information about club members - preferably in writing - that help to make the Newsletter a little more than just an information sheet. And of course, if anyone else would like the job, .....

..... Jeff Tremain

NEW MEMBERS

A warm welcome is extended to the following new members:

Murray Coote .....	Moura	(1119)
Peter Cox .....	Clayfield	(1120)
Duke Ellis .....	Ashgrove	(1121)
Alan Hall .....	Eagle Junction	(1122)
Bruce Martin .....	Fig Tree Pocket	(1123)
Paul Martin .....	Fig Tree Pocket	(1124)
Carol Moore .....	Wynnum North	(1125)
Michael Stephensen ....	Coorparoo	(1126)
Leslie Tapsall .....	Strathpine	(1127)
Lynne Tomkins .....	Toowong	(1128)

REPRESENT YOUR CLUB

The club has for sale limited numbers of club badges at amazingly low prices:

Metal lapel badges	only	50¢
Embroidered cloth badges	only	\$2.00
Chrome radiator badges	only	\$3.00

At these ridiculously low prices demand is sure to be high, so hurry and order yours now from the Secretary while stocks last.

HILLCLIMB CHAMPIONSHIP AT 31st MARCH 1974

1st	Jack Read	(10)
2nd	Neil Swaysland	( 9)
3rd	Glen Carpenter	( 8)
4th	Daryll Kelly	( 7)
5th	John Usher	( 6)
6th	Dennis Brown	( 5)
7th	Peter Whalley	( 4)
8th	Mike Dwyer	( 3)
9th	Kevin Bates	( 2)
10th	Neil Howard	( 1)

MOTORHANA CHAMPIONSHIP AT 31st MARCH 1974

1st	(equal)	Les Barron	(20)
		Glen Carpenter	(20)
3rd		Jack Read	(17)
4th		Tony Jewels	(14)
5th		John Usher	(11)
6th	(equal)	Neil Howard	(10)
		Jeff Tremain	(10)
8th	(equal)	Neil Hinrichs	( 9)
		Daryll Kelly	( 9)
10th		Hank Kabel	( 8)

NIGHT RUN CHAMPIONSHIP AT 31st MARCH 1974

1st		Daryll Kelly	(81)
2nd		Jeff Tremain	(78)
3rd		Ray Luckhurst	(71)
4th		Les Barron	(65)
5th		Peter Snell	(63)
6th		Peter Whalley	(58)
7th		Neil Howard	(53)
8th		Lee Drummond	(52)
9th	(equal)	Peter Gehrman	(50)
		Dave Morris	(50)

RALLY CHAMPIONSHIP AT 31st MARCH 1974

1st	(equal)	Rod Browning	(11)
		Mike Chapman	(11)
3rd	(equal)	Gary Blower	(10)
		Don Saunders	(10)
		John Shera	(10)
6th	(equal)	Hank Kabel	( 9)
		Ced Reinhardt	( 9)
8th		Tony Best	( 8)
9th	(equal)	Bob Dancer	( 7)
		Brian Michelmore	( 7)

CLUB CHAMPIONSHIP AT 31st MARCH 1974

1st	Daryll Kelly	(21)
2nd (equal)	Glen Carpenter	(19)
	Jack Read	(19)
4th	Les Barron	(17)
5th	Jeff Tremain	(15)
6th	John Usher	(14)
7th (equal)	Rod Browning	(11)
	Mike Chapman	(11)
	Neil Howard	(11)
10th	Neil Swaysland	(10)

BITS AND PIECES

Gerard Byrne from Townsville is still trying to pick up a ride as a navigator in the Motorama and any future rallies in Queensland. Anybody interested can contact Gerard by writing to 14 Briarfield Street, Mundingburra 4812 or phoning (077) 79 2208.

It's good to see so many club members competing in interstate and overseas events. Alan Ryan and Bruce Mallett finished well up in the Semperit 1600 in Western Australia, and the following weekend saw Murray Coote and John Hall thoroughly enjoy themselves in the Don Capasco Rally in New South Wales. Next month Jim Reddiex will be a member of a three men crew competing in a Citroen DS23 in the 12,500 mile UDT World Cup Rally from London to Munich.

Due to repercussions of the recent floods and a general shortage of motor vehicles, the 1974 International Motor Show which was to have been held in Brisbane during May has been cancelled. The organisers are hoping that the 1975 Motor Show will be bigger and better than ever.

It's now official - as from the 1st July this year metric measurements will be used in all rallies in Queensland. About time the rally boys started thinking about getting new Halda gears.

All members should receive a copy of the Constitution and Rules of the Club when they join. If you haven't received a copy or if you've mislaid it and would like another, please contact the Secretary.

Prizes are now being awarded again to the winners of night runs. Each week a trophy will be awarded to the winning crew provided there is only one outright winner. Where there is a tie for first place then \$3.00 in cash will be divided among the winning crews. So even if there are five outright winners they will still receive their entry fees back in cash. The idea, of course, is to encourage more crews to compete in our night runs, as attendances have been dropping off.

Night runners are reminded that driving on high beam or using spotlights in a built-up area is an offence. In all future runs a penalty of 1000 points will be imposed on anyone found disregarding the law in this way.

## A LOOK AT CAMS

No doubt most, if not all, club members are aware of the body which controls motor sport in Australia - CAMS. Who couldn't be, you say? And obviously a good many have, at one time or another, expressed some form of grievance against CAMS and let's face it, often such grievances are justified.

But how many members really know - or care - about what CAMS really is, or how it works? How many own a current CAMS Manual - and how many of those realise that most of the questions they ask in relation to competitions can be answered simply by consulting the Manual? Sure - it's sometimes heavy going, but the answers are there somewhere.

The reason I'm writing this is because I'm convinced that a great number of us are missing out on the benefits of our major asset - our controlling body. As CAMS delegate for the BSCC I hope to be able to keep you in touch with what's happening in the organisation and vice versa, through your advice I hope to be able to keep our controlling body in touch with what's happening in our corner of the sport - and that's really the purpose of the exercise.

So in this first report let's have a look at basically what CAMS is all about, and at some of the people who are at its head. It's no good getting on to specifics until we've dealt with the ground work first, so here goes.

The Confederation of Australian Motor Sport - CAMS - was inaugurated in 1953 and until 1958 was really a part of the Royal Automobile Club of Great Britain. In October 1958 CAMS was granted the status of ASN (meaning national sporting authority) by the FIA (Federation Internationale de l'Automobile) and since then has had the control of the sport of 'automobilism' in Australia.

You've no doubt often heard people say 'CAMS is us', to which you've probable replied 'Crap'. But actually, CAMS is its members.

The organisation works on a national rather than a federal system, whereby, instead of each state making its own decisions on most matters with a federal body to control certain specified areas, the national body lays down policy to be followed in all states. In the case of CAMS the national body is called the National Council of CAMS, or NCC.

The NCC is composed as follows:

- (a) Six delegates, one from each state council, elected by the voting delegates of that state council;
- (b) A president elected by a majority vote of the six delegates each calendar year.

In each state there is a state council which administers many of the functions of the NCC, such as the issue of licences and permits, the affiliation of clubs, the hearing of appeals, the imposition of penalties and the enforcement of the rules.



Each state council consists of the delegates from each affiliated club in that state. In Queensland there are around 20 clubs, of which about half are affiliated. Our club is one of these and hence our delegate has one vote (of nine) on the state council. He can move motions, raise points for discussion, and, as stated previously, helps elect one of the six delegates to the national council (NCC).

A lot of criticism is often levelled at the NCC for its decisions, but having sat in on many of their meetings I can assure you that decisions are only made after lengthy and intensive examination of each problem, and consideration of what is best for the sport as a whole.

The calibre of the delegates to the NCC (or 'National Councillors' as they should properly be called) is impressive.

Our councillor from Queensland is Merv Hobson who, apart from having been involved in motor sport for a great many years, is a senior executive of a large assurance company.

The president of the NCC, and hence president of CAMS, is Brian Dunstan, from Tasmania. Brian has also been in the sport for years and was a member of the promoting body at Symmons Plains circuit. He is the managing director of a large stationery supplier in Tasmania.

Councillor from NSW is Bob Taylor (a top navigator when he was competing, plus a champion motorkhana driver). Bob is an Inspector for the NSW Public Service Board.

From WA comes John Large (top rally navigator) who is a pharmacist owning his own chemist shop in Perth, and from SA is Mike Thomas, the director of a large transport company.

Victoria's councillor is John Roxburgh, well known for his exploits on the circuit in Datsuns, and the owner of John Roxburgh Motors plus other assorted businesses. Tasmania, which elects a delegate to fill the gap left by Brian Dunstan on assuming the presidency, is represented by Don Reid, a rally competitor who in private life is a plumbing contractor.

So you can see that the gentlemen who we members of CAMS throughout Australia directly and indirectly elect to the position of national councillors are not only people with a deep and varied background to the sport, but are also administrators and decision makers in their own rights.

I shall endeavour in the next Newsletter to explain the decision making processes of CAMS and how every member has the right and opportunity of having his (or her) say in the administration, to the extent of even having the rules changed. In the interim, any problems you may have with CAMS or the rules can probably be solved not by complaining to your mates, but by doing something about them (the problems, not your mates!). The CAMS office or your delegate will be glad to help.

..... Garry Connelly



SEMPERIT 1600 22nd/24th March 1974

We arrived at Perth airport at approximately 11.30 pm on Tuesday evening, with three heavy days of car preparation, practice, scrutineering, etc. in front of us. At 6.30 pm on Wednesday we picked up the car from Perth Holden dealer City Motors, who had gone out of their way to have it ready for us. 7.30 pm saw us on the start line of the practice run with a Halda still unconnected.

This Wednesday night practice session was set up as a mini rally - six competitive sections with control points, forestry roads, thick dust, 'ball bearing' gravel, washouts, fallen trees, very good route instructions as used in the rally proper, and quite a few competitors going very fast, some going quite slowly, and a couple not going at all. Due to the Halda not working and all route instructions being in kilometres, we were usually amongst the 'slow' group, but we had a ball, the only problems being the Halda and badly adjusted lights. The 'rally' ended with a transport section to the director's home in Perth, a barbecue and a sample of the local 'Swan'.

The main topics of conversation were the atrocious dust and the chances of weather conditions either settling this or blowing it away on the Friday and Saturday night, and the Easterners' reactions to the ball bearing gravel. This is a thick covering of almost spherical stones over a smooth hard surface, and can be quite treacherous, although not as bad as we had been led to believe earlier in the evening.

Thursday was spent calibrating the Halda over a measured 10 km course, adjusting lights, buying maps, and attending to the myriad of other minor details which needed to be ready for scrutineering that evening. Friday was spent swimming, sight-seeing and resting.

There was a large crowd at the start that evening, including representatives from radio, TV, and the press. It appeared that the West Australian Car Club's claim that the whole of Perth, not just the rally fraternity, was talking about this rally, was true. Having drawn number 50, there were only a couple of cars to follow as we left the start, and we were not looking forward to the dust later in the evening, as no rain had fallen and there was no wind. The only person who seemed happy with the conditions was Bob Watson, driving the 'Eurocars' Renault 16TS, in position 1.

The rally started with a long transport section, then a short transport, a short fast competitive section, then a transport section with service point. From then on the pressure was on solidly until the division break and from there to the finish of the first night at Bunbury football ground, where we were pleased to find we were lying sixth in the open category. After breakfast, supplied by the Bunbury football club, and a very welcome sleep and a meal, we returned to the ground, where the cars had been impounded during the day, for the start of the second night's competition. The cars were released to the service crews 90 minutes before they were due to start.



The second night was very similar to the first with the roads and times becoming tighter as the night wore on. We were extremely elated to discover that we were placed fourth at the division break, but a fractured fuel line and then a fan belt which dislodged itself late in the last competitive section dropped us back to fifth at the finish back in Perth, where Peter Lang and George Shephard were announced the winners.

I have nothing but the utmost praise for the entire event, and the organisation of the West Australian Car Club was first class.

Army units were on hand at most controls during the two nights, in radio contact with both the preceding and the next control and the scoring caravan located in Bunbury. There were no unmanned controls at any stage, and quite a few of the controls were manned by members of different car clubs, who appeared to be trying to outdo each other in their efforts to help, cleaning windscreens and lights etc. as each car came into control.

Route instructions were the best I have seen for this type of event, being clear, accurate and non-ambiguous. Both cumulative and intermediate mileages were given, together with a tulip and an instruction at each mileage, and where there were signposts or other landmarks these were listed in the instructions.

Taken all round, the Semperit 1600 was a most enjoyable and competitive event. I can only hope that the opportunity will present itself to compete again in 1975, and that we can see more Queensland competitors there.

..... Bruce Mallett

#### GLEN CARPENTER'S NIGHT RUN 13th March 1974

Glen Carpenter and Neil Howard volunteered to hastily organise a run at the last minute when Peter Whalley's run had to be called off due to some of the roads being flooded. There were no clean sheets in this run - Luckhurst/Barron and Marriott/Barnett tied for first place down 75 points and Smith/Drummond were third on 79.

#### PAPER CHASE 20th March 1974

Peter Whalley organised a two hour chase around the suburbs with all the usual tricks of instructions on top of slippery slides and other difficult places plus a few traps which were not intended. Daryll Kelly and Dave Morris were best on 16 points, Peter Gehrman and Jeff Tremain came in second down 23 points, in third place Paul Connell and Ian Wall dropped 24, and a further one point away on 25 were Ray Luckhurst and Les Barron.

#### FOR SALE

2 CIBIE BIODES IN AS NEW CONDITION - \$45.00

RING JOHN NELSON - 95 2323 AFTER HOURS

CLOSED MOTORKHANA 17th March 1974

A smaller contingent of 17 enthusiasts took part in Round 2 of the Club Motorkhana Championship held at Nicol Scott's property at Samford. Fastest car on the day was Jack Read's special - even with a DNS in the first two tests and a DNF in the third he was fast enough in the remaining four tests to finish fifth outright. Outright honours went to Les Barron; second was Glen Carpenter; third and fourth places went to Darryl Gold and Neil Hinrichs. Drivers of the larger cars still had a lot of fun.

Test 1 - Forward & reverse slalom	W - Incorrect method
Test 2 - Tee garage	H - Hit flag or
Test 3 - Double garage	incorrectly garaged
Test 4 - Opposite garages	S - Did not start
Test 5 - Gate slalom	F - Did not finish
Test 6 - Cloverleaf	
Test 7 - Six gate	

<u>Competitor</u>	<u>Test 1</u>	<u>Test 2</u>	<u>Test 3</u>	<u>Test 4</u>	<u>Test 5</u>	<u>Test 6</u>	<u>Test 7</u>	<u>Total</u>	<u>Place</u>
Glen Carpenter	27.8	43.0	52.8	36.4	31.1	30.6	33.8	255.5	2nd
Les Barron	27.6	40.2	46.9	31.5	31.0	28.6	31.9	237.7	1st
Neil Hinrichs	29.4	41.7	53.3	37.0	37.5H	33.6	39.4	271.9	4th
Lee Drummond	33.2	44.9	64.7W	41.2	41.1W	32.7	40.9	298.7	11th
Darryl Gold	26.7	45.5H	48.7	31.1	32.5	32.1	45.9W	262.5	3rd
Carol Moore	43.7W	44.4	56.3	46.2W	36.1	34.0	38.5	299.2	12th
Dennis Brown	43.7W	46.7	55.6	46.2W	41.1S	39.4S	45.9S	318.6	14th
Daryll Kelly	33.3	56.1H	69.7HH	34.9	31.2	34.0	32.9	292.1	9th
Tony Jewels	30.5	56.1W	48.7	34.9	41.1W	31.8	37.5	280.6	6th
Neil Howard	38.7	49.6H	53.9	39.8	32.0	34.4	35.2	283.6	7th
Rosine Jewels	47.3	45.4	67.3H	45.7H	34.4	34.6	45.0H	319.7	15th
John Casey	43.7S	43.9	68.7	46.2W	32.4	39.4W	35.2	309.5	13th
Jack Read	43.7S	56.1S	64.7F	30.4	28.7	27.2	29.0	279.8	5th
Jon Read	43.7S	56.1S	57.5	38.3	32.0	33.7	35.1	296.4	10th
John Usher	43.7S	56.1S	54.5	32.1	31.0	30.8	39.2	287.4	8th
Butch Read	43.7S	56.1S	64.7W	101.7	42.7	43.2	58.9H	411.0	16th
Matthew Read	43.7S	56.1S	146.2	143.0	40.8	42.9	54.3	527.0	17th

SHOPPING SPREE 27th March 1974

Dave Morris gave us a hypothetical \$3 to spend at the rate of two articles in each of seven stores selected from the specials advertised in the windows. A novel night run which proved that most of our competitors enjoy the challenge of something a little different. Two crews turned out to be financial wizards - Peter and Betty Snell and Daryll Kelly/Peter Cox; not far behind in third place were Peter Gehrman/Jeff Tremain and Lee Drummond/Alan Rolandson.

RALLY DE NUIT 10th April 1974

All the instructions and questions were in French but that didn't deter Ray Luckhurst/Les Barron, Trevor & Peter Garbett, Neil Howard/Carol Moore, or Peter & Betty Snell, all of whom clean-sheeted. Full marks go to Tony and Rosine Jewels who devised this novel and entertaining event.

COMING EVENTS

- Tue 16 Apr Navigation School at the clubrooms
- Wed 17 Apr Night run organised by John Hall & Peter Snell
- Sat 20 Apr Working bee at the clubrooms
- Sun 21 Apr Queensland Motorkhana Championship Round 2  
conducted by DDSCC
- Mon 22 Apr Ballot for Round 1 of the Castrol Inter-City Cup  
closed rally series - ISCC
- Tue 23 Apr Navigation School at the clubrooms
- Wed 24 Apr Night run organised by Lee Drummond and Neil Howard
- Sat 27 Apr Castrol Inter-City Cup closed rally series Round 1  
conducted by ISCC; BSCC and DDSCC invited.
- Sun 28 Apr MGCC closed hillclimb; E SCC invited
- Mon 29 Apr Motorama Rally briefing and ballot at the clubrooms  
commencing at 8 pm
- Tue 30 Apr Navigation School at the clubrooms
- Wed 1 May Film night - see separate announcement
- Sat 4 May Motorama Rally (Novice)
- Tue 7 May Committee meeting
- Wed 8 May Indoor night: supper provided
- Sat 11 May RCC Open Rally (QRC 3) NO WORKING BEE
- Mon 13 May Ballot for Round 2 of the Castrol Inter-City Cup  
in the clubrooms commencing at 8 pm
- Wed 15 May Night run organised by Peter Whalley and Hank Kabel
- Sat 18 May Castrol Inter-City Cup closed rally series Round 2
- Sun 19 May Surfers Paradise Races (ATCC V)
- Wed 22 May Night run organised by Jeff Tremain and Glen Carpenter
- Sat 25 May Working bee at the clubrooms
- Sun 26 May NDSCC Solo Rally
- Wed 29 May Night run organised by Gary Blower and Peter Whalley
- Sat 1 Jun MMCC Novice Rally
- Sun 2 Jun Queensland Motorkhana Championship Round 3  
conducted by BSCC



COMING EVENTS (Continued)

Tue 4 Jun Committee meeting  
 Wed 5 Jun Bingo & Wog Night organised by Ray Luckhurst  
 Sat 8 Jun Working bee at the clubrooms  
 Sat 8 Jun Mororama Rally presentation of trophies  
 Sun 9 Jun Mount Cotton Hill Climb (AHCC 1)

ABOUT SOME OF THE COMING EVENTS

Bob Dancer and Brian Gemmell are again running the navigation school this year. The series of lectures and films started on Tuesday 9th April and will be running for four consecutive Tuesday nights, commencing at 8.00 pm each night. If you missed the first night there's still plenty to be covered in the remaining three weeks. The modest outlay of \$2.00 for the entire course represents very good value to budding rally enthusiasts, so come along and learn from the experts. The last two nights will cover car preparation and rally driving as well as tips on navigation.

This year rally enthusiasts in the club will be well catered for - apart from the open events listed in last month's Newsletter, this year there are three closed rallies for members of ESCC, ISCC, and the recently associated Darling Downs Sporting Car Club. To be known as the 'Castrol Inter-City Cup', the series will consist of three rallies, each about 200 miles in length. The dates are:

Round 1 (ISCC) : 27/28th April  
 Round 2 (ESCC) : 18/19th May  
 Round 3 (DSCC) : 27/28th July

Castrol are donating a \$50 trophy for the series, and there will be a trophy for the best crew from each club in each event. ISCC are looking for control officials for their round, anyone interested should phone assistant director Alan Staines on 81 5962.

Don't miss the film night on Wednesday 1st May. Imported fresh from the USA, we will be showing the movie of the 1973 Winston 500 and supporting features. And don't be surprised if there are other goodies such as free beer and free cigarettes on this particular night.

ESCC will be conducting Round 3 of the Queensland Motorkhana Championship this year on Sunday 2nd June. Watch for details.

Supp Regs for most of the events coming up in Queensland can be obtained from the Secretary, so in most cases it's not necessary to chase up CAMS or the organising clubs for copies of Regs. For example, Regs are now available for the Bunbury Curran, Round 2 of the Motorkhana Championship, the Inter-City Cup, MCC's closed hillclimb, and the Mororama Rally.