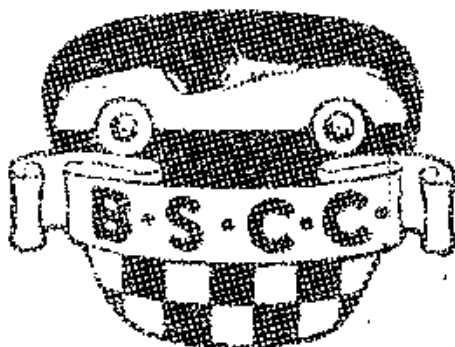


Brisbane Sporting Car Club

OCTOBER 1960

15th. Memorial Hall Vulture Street
South Brisbane next to the Fire Station.



RESIDENT

Armstrong
36. Old Cleveland Rd.
Brisbane Ph. 98-3181

Established 1954

SECRETARY

R. Luckhurst
36. Nettleton Cres.
Moorebank. Ph. 48-2311

October Itinerary

Wednes.	5th.	Oct.	Presentation Prizes 750 Trial
Wednes.	12th	"	Night Run.
Sunday	16th	"	Sunday Run.
Wednes.	19th.	"	Barbeque Night Run.
Wednes.	26th.	"	
Monday.	31st.		Committee Meeting Drawing Cup Sweep.
Wednes.	2nd.	Nov.	Briefing Jacaranda Rally
Sat & Sun.	5th. & 6th.	Nov.	Jacaranda Trial To Grafton.
Wednes.	9th.	"	Night Run.
Wednes.	16th.	"	Presentation Prizes Jacaranda Trial.
Wednes.	23rd.	"	<u>ANNUAL GENERAL MEETING</u>

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Presentation Prizes D. Anderson Trial.

Wed. 5th. Oct.

On This evening the winners of the "Duck Anderson 750 trial will be presented at D. Anderson's Railway Hotel, Roma Street Brisbane, at 8.P.M. You are assured of a good evening so bring along your friends.

The winners are as follows.

1st.	Open	F. Murray	Car no.	14	Points lost	2.
2nd.	"	G. Garsekowski	"	27	" "	6.
3rd	"	C. Crossley	"	26	" "	7.
4th.	"	Auto Centre Pty.	"	13	" "	8
1st.	Open	Driver Trophy.			F. Murray	
1st.	Open	Navigator "			W. Fleming	
2nd.	"	Driver "			G. Garsekowski	
2nd.	"	Navigator "			M. Paton.	
3rd.	"	Driver "			R.W. Anthony	
3rd.	"	Navigator "			C. Crossley	
1st	Novice	Driver Trophy:	J. Rogers.	Navigator	G. Hegarty.	
2nd.	"	"	R.W. Hines.	"	B.G. Kay.	

The Organisers Trophy (Awarded to the best performance by an Entrant who has not previously competed. Driver Trophy R.W. Hines Navigator B.G. Fay.

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Night Run.

Wednes. 17th

The event on this evening is being organised by Ross Gillispie & Jack Barrow. It should prove to be an excellent run. On these evenings if the members who do not compete in trials can come to compete without doing any damage to your car. The runs are generally of about 1 1/2 hour duration, and when you get back to the club rooms you have a chance to meet other club members & enjoy some light refreshments if required. The attendance on night runs lately has been very poor so if you are doing anything on these evenings come along to the club rooms and have a go. The club's sporting equipment is also available on these evenings. The first car will leave the club rooms at 8 p.m. so don't be late.

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Sunday Run.

Sunday 16th

Jack Barrow will be organising this event and as he has plenty of organising experience recently he should be able to make this an excellent event. The event will finish at a picnic spot, so don't forget your Steaks & Eggs. The first car will leave the club rooms at Vulture St. at 1 o'clock.

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Barbeque Night Run.

Wednes. 19th

This event will start and finish at Mogill Rd. Kenmore. To get to the picnic spot pass the Sanitarium cross Pullen creek then Veer left. Approx start of event at 6.30 p.m. Start of run approx. 8 o'clock. Subject to fire control, so the club rooms will not be open on this evening. The idea of the event is to have a barbeque tea and compete in the event travelling over roads which should be new & novel to night runs. Organisers on the evening will be Terry Jack & Ray Chayter and with 750 miles behind them they should be able to set out a very good 20 miles (PS floating front ends will be no disadvantage in this event).

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Every thing in the modern home is controlled by switches except the o

MELBOURNE CUP SOCIAL

Wednes. 26th.

The ladies committee have arranged a very big social event for this evening and it will be the biggest the club has had for quite some time. All members and friends are most welcome **ON THIS EVENING AND WE** would particularly like to see all those members who used to support these type of evenings last year. The idea is to come dressed in a costume which represents something to do with the Melbourne cup and this should lead to some ingenious costumes. There will be plenty of entertainment on this evening and the bigger the crowd the better the evening will be. The club rooms will be open before 8.0'clock and it would be appreciated if the ladies could bring a small plate on this evening. The draw for the Grafton Jackaranda Touring Rally will also be conducted on this evening and this will add further interest & comments especially among intending competitors. Finally don't fail to attend this evening sharp at 8 p.m. and don't forget all your friends.

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Committee Meeting Drawing Cup Sweep. Monday 31st Oct.

Members are reminded to return all butts for the Melbourne cup sweep to sec. Ray Luckhurst 36 Nettleton Cres. Moorooka or President Milton Armstrong 856 Old Cleveland Rd. Grafton before 7.30 p.m. Monday the 31st October when the draw for horses will be conducted. All persons who draw a horse will be notified by phone or telegram before the start of the cup.

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Briefing Jackaranda Touring Rally. 2nd Nov. Wednes.

There will be a briefing of competitors for this rally at the club rooms in Vulture street so would all competitors please turn up and make the evening a success. The briefing starts at 8 p.m. Cup Kegs are now available for this event from the sec. R. Luckhurst and already a large entry has been received. Overnight stop will be at Grafton and club member Geof Cunningham has worked very hard to make this overnight stop a huge success and this will probably be the highlight of the rally. Full details of the rally appeared in last month's newsletter, however the draw for positions which are not nominated will be conducted at the club rooms on Wednesday the 26th and it is most important that your entry be in by that date.

Well, the "Duck" Anderson Trial for 1960 is over, and the clubs to go to "Duck" Anderson for sponsoring the longest trial that has been conducted in Queensland since 1957. Also our thanks go to the orgz Terry Jack, Allen Robertson, and Ray Chryter who spent many hours travelled many miles plotting the course and organising the. They () they covered 3129 miles, boy, that's an awful long way! Our congratulations go to Fred Murray and Mick Fleming (Navigator) won the event with a loss of only two points. That's a good effort any trial and especially in a 750 mile event! Congrats also to G Gerskowski (Nav. M. Paton) who was second with six points lost and Tony Anthony and Cliff Crossley who were third with 7 points lost. Fourth prize money went to Auto centre (H. Kibel and F. Phillipin) only eight points lost. It was close - I wonder what would have happened if the last "horror" stretch at Moggill had not been omitted a result of a Bush - Fire!

The first two sections to Beaudesert did not present any great difficulties to most competitors although two cars (Nos. 15 & 28) missed passage control in Veresdale scrub "a. & car no. 6. retired with timing troubles. That was not the only car that boiled. Ask Mike Ch if a A.40 boils, also ask him if the liquid refreshments at Veres are any good! The section to Coulson was dusty, not too fast and too slow. Several cars lost points, the worst effort being that of No. 25, which was 10 minutes late. Bad luck Fred, you should always have a spare head gasket in a long run! Then came a little "Bettler"-Spi's Gap!! The funny part about this section was that the competitors did not have to follow this torrid route, but most of them (cars 1, 2, 4, 5, 11, 12, 17, 18, 19, 23, 28, and 29) had taken the alternative route via Cunningham's Gap they would have lost few points and exerted less strain on their vehicles. It is folly to "big time" sometime especially when you were warned about "CAUTIONS" "EXTREME CAUTIONS". Don't be dishartened just put it down to inexperience. I believe somebody in a Morris Major did not believe Organisers when they said "CAUTION" - keep right, creek crossing. They tell me a Morris Major throws some really good Guy Fawkes sparks when its front end ploughs into solid rock!! Both Fred Murray and Tony Anthony said that Warick Control reminded them of an Ampol or Redax Trial with cars being jacked up & wired together. The run from Warick to Yelarbon presented little difficulty to most competitors, and Allan Pitt, Hank Kibel, Fred Murray, Tony Anthony and Chas Gerskowski with the help of their respective navigators still had a "clean sheet. After a three hour "break

wondered what the night had in store for them, they didn't wonder long. Goondiwindi is a hard place to enter the back way especially if a few of the early cars make some tracks off course and navigators don't navigate "point to point". Even the organisers got lost, but not where most competitors did!! After Goondiwindi, only one car had a "clean sheet" and that was Hank Kabel in a Volkswagen (Car No. 13) However six cars did the section without loss of points and one car was one minute early, so they must have seen the Rotary sign and the Bridge. Somebody has just reminded me that Alan Pitt also had a "clean Sheet" after Goondiwindi. It was bad luck his axle "gave up the ghost" at Durong a few hours later. Somebody said it was metal fatigue but Alan said it was only a new axle - better claim on the Ford Motor Co. Alan!!

Alan Pitt was not the only competitor to strike mechanical trouble after fateful Goondiwindi. Ken Joseph's Jag needed a welding job on it's sump at Tara, and Bert Davis and Ross Gillispie reckon a Simca is hard to steer around corners when using the independent hand-pushing of the front wheel method. The simca is not dust proof when you're outside it either !! Also Fred Holzberger reckons an "Airflow" runs better with three Batteries especially when the generator is not charging and all the light are on. Fred is hoping there will be an increase in the price of "Scrap Batteries". After leaving "Tara for Trouble" the competitors and the organisers (both ahead of the field again but not for long) headed for Chinchilla and coffee. Here, the only competitor other than those who already fallen by the way-side to go astray was Car No 21 (D'Andilly And Horn brook), who, for some unknown reason arrived three minutes early. They tell me a holden can really move without brakes- is that right Stew? The jaunt from Chinchilla to Weeroolin was straight going for most competitors except Alan Pitt who withdrew after breaking an axle at Durong. Bad luck Alan may be the Margate Motors Rally took too much out of the "Old gal" !! car no. 9. withdrew at Chinchilla We still haven't found out whether the Vanguard broke down or whether the "part" at chinchilla was too good to miss !!

After a short break at Wooreclin to enable Jim Ferros to have his fast ready at Kingaroy, the competitors quitly proceeded to Kingaroy. Some were lucky the organisers were unable to find officials to control at Tingocra near that T junction. I heard many turned right instead of left! The section from Kingaroy to Dalby presented difficulty, although car No. 19. D. Medland lost maximum points. This was the section where the Chayter chariot put on a real "effort" to catch Terry Jack, and lowered the time allowed by eleven minutes. Mike Chapman reckons the marks are still there on Per Gap. The map section from Dalby to Drayton (Toowoomba) cost Roy Olive, Gordon Rappel and Dave Medland to lose the maximum point several others lost over 10 points on this section. The organisers almost lost a control official as once again a school had been removed and the Department of Public Instruction forgot to add the R.A.C.G. poor liaison what? The section from Drayton to Helidon was comparatively easy, although some competitors decided to use the Toll Bar instead of the Middle Ridge road and "Copped" a deviation at John Herse's control. The next map section proved downfall for some of the too "Cluey" boys who were afraid to use Highway from Helidon to Grantham, and took the long way around. I heard Tony Anthony thought it was a road race and Chas. Gere and crew wore gas or dust masks to keep on his tail. Our president- too cluey- said it was a true "Pick a Box" and he picked the wrong box!! Laidley to Rosewood should have been easy if the competitors had followed the road shown on the map, but local knowledge can be a dangerous thing. It was in this section the bel lost his first point- five late. Car No. 12. J. Brown in for a novice trophy also "went bad" lost 3 points and followed a loss of 6 points in the next little "error. This to the Bremer River could not have been too bad as nine out of the remaining twenty completed the section without losing points.

The section from here to Churchill School was a very easy map section although Air Force Week nearly "shot a few down in flames", and some competitors decided to go left at Amberly- may be they wanted to have a better look at the Aerodrome! Churchill to Mt. Crosby was slow for everybody except Terry Jack who had slight difficulty in explaining to the Police that the club had a Permit for the Trial- the only trouble was that the permit was in the A. 40 which, at this stage, had taken a short cut and was ahead of Terry. Mount Crosby to Moggill was a bit quick and the photographer on the corner of Kangaroo Gully Road & Moggill Rd. reckons he took some "beaut". Broad-sides of cars who nearly missed the "next left"; and so the trial ended without the last "Little Horror" I believe Stew Hornibrook has already been over it, now that the bush fire has subsided, to see whether it is good enough for the "Bradshaw" Rally. By the way, only H. Kabel F. Murray, Armstrong & Richards, J. Rogers Tony Anthony and Chas. Gorsekowski did the Mt. Crosby- Moggill section on time, but D. Medland bettered it by one minute. Perhaps the Velox vetoed the bridges and flew over the top!

The club's thanks go to all control Officials for their efforts and cordially invite them to the presentation next Wed. night at 8 p.m. at the Railway Hotel Roma Street. The organisers have retired. R.I.P.!

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We take this opportunity of welcoming two new club members Norm Toug and Douglas Perrin to the P.S.C.C.

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Owing to the increased cost of toys this year we have had to increase the cost of the nomination for each child.

The cost will be as follows The first child 10/- the second 7/6 the third 5/- the fourth 2/6 the fifth if any will be free.

DETACH HERE

<u>NAME.</u>	<u>AGE</u>	<u>MALE.</u>	<u>FEMALE</u>
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PRES:
M. Art
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