

Brisbane Sporting Car Club

FEBRUARY 1961

15 Batt. Memorial Hall, Vulture Street,
South Brisbane- Next to Fire Station.



Established 1954

PRESIDENT

B. Davis,
385 Logan Road,
Stones Corner-91-2013

TREASURER

G. Rappel,
3 Carrington Road,
Indooroopilly-7-5123

SECRETARY

R. Luckhurst,
36 Nettleton Cres.,
Moorooka-48-2315.

ITINERARY

WEDNESDAY	8th. February	ADVANCED NIGHT RUN
"	15th. "	COMMITTEE MEETING
"	22nd. "	NIGHT RUN
"	1st. MARCH	NIGHT RUN
"	8th. "	BRIEFING TRIAL AND BOWLS EVENING
SUNDAY	12th. "	Trial

--c0c--

ADVANCED Night Run.

WEDNESDAY 8th. February.

Not much more to add to last months newsletter except that the official map for the nightrun is the " Brisbane and Suburbs " map. There will be no questions to answer. All sections are elapsed time. There are controls There are no horror stretches and less than two miles of dirt road (all good).

--c0c--

Committee meeting

Wednesday 15th. February.

At the last committee meeting it was very pleasing to note that all members of the committee were present, (the first time for very long time). It is much easier to run a club when there is every one in there pitching. Lets keep it that way.

--c0c--

NIGHT RUN

WEDNESDAY 22nd. February.

THIS night run will be a combined effort by Vern Gillispie and Norm Gough. As Vern lives on the North side and Norm on the South side we hear there is a big fight going on as to whether the run will take place on their side of the coty. As long as its not down Queen Street, boys.

--c0c--

NIGHT RUN.

WEDNESDAY 1st. March

This is the night run we have been waiting for since the inception of the club. That's right boys, its being organised by two of our popular lady members Una Webb and Mavis Barrow.

As the girls are both from the Southside it'll probably be in those suburbs. They've both had a considerable amount of experience as navigators in both trials and night runs.

TRIAL BRIEFING AND BOWLS NIGHT WEDNESDAY 8th MARCH

The briefing for the trial organised by Stew. Hornibrook and Don Stewart will be held on this night and we believe they are going to give away quite a few clues. Also there will be a bowls evening. There will be a prize for the champion of the evening, so you'd better put your best foot forward. If you would like you may get in some practice during the committee meeting on the 15th February.

—oOo—

P A S T E V E N T S

NIGHT RUN 18th JANUARY

The first event for the year turned out to be one of the best runs we've had for some time. Organised by Ross Gillespie and Les Barron the run quickly got competitors out of the city and out towards Samford. To eliminate the necessity of any tie breaking questions, the organisers thought up a driving test which really put some people to shame. As usual the run went to Stew Hornibrook.

—oOo—

NIGHT RUN 25th JANUARY

This event, organised by Ray Chayter, was different from the usual night run. It had as its base Monument Motors, Tingalpa, and cars had to keep coming back there after traversing a course and answering questions. A welcome change from the usual city night run. Incidentally this run attracted quite a few members. There were 42 heads counted at the clubrooms and 14 crews competed.

—oOo—

AUCTION SOCIAL 1st FEBRUARY

This was a very poorly attended night. The catering officer expected about fifty people and adequately catered for that number. Instead only 22 people turned up. Consequently, more than half the food was wasted. If these sort of nights are to be held in future we must have a better attendance than this. If you don't like this type of evening, say so, and put a suggestion in the suggestion box so that the committee may cater to your wishes. Even with this poor roll up the Auctioneer, Tony Anthony managed to raise £53.4 on the articles auctioned during the night. Good work, Tony.

CLUB MEMBERS

THIS DOES MEAN YOU

To date only 23 subscriptions for this year have been received. If you must want the club to function you will have to send your subscription in as soon as possible. We know that with the recent "Credit squeeze" you are probably finding things a bit difficult but if possible please make an effort and let the treasurer or secretary have your Sub within the next couple of weeks.

--oO--

CLUB PROPERTY

There are still ample supplies of Car Badges Lapel Badges and pennants available. If you still haven't got one a word in our treasurers pink car will soon make sure you have.

--oO--

WOG & BINGO.

There is a possibility that there will be a Wog And Bingo evening held at the Club rooms in the near future. But it will have to be much better attended than the recent auction social. If you would like to come along to an evening of this sort let the secretary R. Luckhurst know the next time you're down in the Club rooms.

--oO--

SUGGESTION BOX

For the benefit of new members who may not know about it there is a suggestion box placed on the main table in the hall at each club evening. This box is there for your benefit. To date not many suggestions have been received but each one has been placed before the committee for consideration. It helps in the management of the club if some ideas can be received from members. What's your idea for ANY improvement in the club. ?

--oO--

Attendance BOOK

At the Auction Social and the recent night runs it was noticed that quite a few members had forgotten to sign the attendance book. The fact of your not signing the book could mean a loss of a £10 trophy at the end of the year. One point could make the difference.

SYDNEY SOJOURN

Off to Sydney over the long weekend went a dozen members of the club and three prospective members. They were Les Barron, Ross Gillespie, Al Jackhurst, and Jim Rogers (Jim came right from Kingaroy) in Ross's Victor, Dave Medland and his three prospective members in his Simca, and Stew Hornibrook. Gordon Pappel, Don Stewart, Bert Davis and Mike Chapman in Bert's Peugeot. The boys left Brisbane at 5.30 on Friday evening and after a slow trip down (with many stops) reached Sydney at 10.30 on Saturday morning. Except for waiting for police to depart in the early hours of the morning at a garage so they could get petrol and dropped mufflers from the Simca and the Victor the trip down was uneventful. The reason for the trip was the "International 100" at the recently opened motor racing circuit at Warwick Farm. The boys travelled via Warwick, Tenterfield, Glen Innes, Armidale, Singleton and instead of taking the short cut from Singleton to Sydney they went through Newcastle and suffered more than four hours of agony in traffic from Newcastle to Sydney. Accommodation was rather difficult to obtain near the race course and as the muffler on the Victor was practically non-existent there were quite a few raised eyebrows in the suburbs as the Victor went past. The Victor became separated from the Simca & the Peugeot at Fairfield and they did not join forces until the following day at the race track. At the track Stirli Moss put it all over the rest of the field and came home an easy winner by two laps. The temperature in Sydney a foot above the track was 146.8 (yes that's right 146.8). It was pretty hot in the stands, too - 118 degrees. The temperature recorded at the weather bureau there was 106.9. The boys tickled along to the Australian Racing Drivers Clubrooms after the meeting and at 8.30 that evening the temperature was still 92 degrees. After a few long cold ones and Bert inevitably doing his dough on the poker machines (remember Grafton) the cars left for home at 10.00 P.M.. It was intended to travel about 250 to 300 miles and have a few hours sleep, but about 60 miles out of Sydney the drivers found the going too tough so they curled up on the side of the road and slept until 5 in the morning. After getting the muffler fixed in Sydney the Victor dropped it again (completely this time) a little south of Newcastle and had to come through to Brisbane with a straight through exhaust. On the way home it was decided to go via the Pacific Highway through Newcastle, Taree, Kempsey, Coffs Harbour, Grafton and through the Tweed. The Peugeot threw a generator bush and had to travel on the battery from Port Macquarie home.

* Looking around the place for a new windscreen is Dave Modladd who smashed the windscreen on the Simca during his recent trip to Sydney. To take its place until he gets a new one Dave has fitted a length of celluloid.

—oOo—

* Moaning and groaning whenever he moves is popular club vice-President, Ray Chayter. Ray hurt his back over the long weekend when he was fishing. He reckons it was the strain of pulling in a big flathead that caused the injury but we think he might have displaced his shoulder when he was bending his elbow.

—oOo—

* Latest club member to join the ranks of newly-weds is Morrie Blinks. Morrie was married on the 23rd of February. Make sure you're back from your honeymoon and fit for the trial on March 12, Morrie.

—oOo—

Condolences to Graham and Marie Reed. Graham's father passed away recently.

—oOo—

* Congratulations Grand-dad. Once more we have to congratulate Bill Quill past-President of B.S.C.C. who is now a Grand-pa for the third time. This makes it three boys. How about a girl next time, Bill.

—oOo—

Bert Davis must be going to do a lot of reading. At the recent Auction Social held in the clubrooms he cornered the market on the magazines that were auctioned. He says he's got enough to keep him going for about six months.

—oOo—

* Also another lucky prize winner at the social was Stew. Hornibrook. Stew won quite a few nice presents for his young ladies (the plural is intentional). He ought to be popular for a while now!

* During their recent trip to Sydney one of the Crews played a real dirty trick on the other two cars. At Harwood ferry they raced ahead of the other two and managed to sneak onto the ferry before it pulled out. The reason? They noticed a pub on the other side of the river. When the rest of the boys arrived they were sipping ice cold beer on the verandah of the pub.

--oOo--

* Off to the sticks is Tony Anthony. Tony who has been in the used car business for some years has bought the Northumberland Hotel in Gympie and takes over on the 24th of this month. There has been talk of a club weekend outing to the Northumberland in the near future which is sure to be a very popular pub now Tony has taken over. Any member interested in spending a weekend in Gympie please contact Ray Luckhurst as soon as possible. Good luck in your new venture, Tony.

--oOo--

* Anyone acting as barman at the clubrooms is asked to be on the lookout for three 20 oz. glasses missing from the Merrylands Hotel, Sydney, over the long weekend. The boys must have thought they might need to fill their radiator up during the trip back.

--oOo--

* Prospective club member being chased all over the house by his parents is young Stephen Spearritt. Noel and Yvonne are really being led a dance by this youngster who has just learned to walk is really exercising his "ste legs".

--oOo--

* Very staid and stable member, club treasurer, Gordon Rappel really let his hair down in Sydney during the weekend. One of the things that stick in the minds of his companions is his performance when Bert Davis was trying to park his car under some shady trees in Warwick Farm Racecourse on the Sunday. One of the attendants insisted the car not be parked under the trees and started abusing Bert. Gordon, in a departure from his usual calm and content attitude towards life, raised himself from the back seat of the car, stuck his head out of the window and let out a terrific bellow: "pull yer b---y ed in mug." This, coming from Gordon, was such a shock that the rest of the boys were petrified and could not do a thing for a couple of minutes. When they finally did get the car parked to the satisfaction of the attendant Gordon was still extremely annoyed and walked away muttering about "b---y mugs" under his breath.

--oOo--

H A N D Y H I N T S

FAULTY coils are sometimes the explanation for a car not starting or running unevenly. A simple explanation may help anyone in trouble.....The coil is designed to step up low tension voltage from 6 or 12 volts to an extremely high voltage ranging from 12,000 and 28,000 volts which is sufficient to break down the air resistance across the plug gaps. When the contact points close, primary current flows into the windings of the coil creating a strong magnetic field. When the points open the current stops flowing, the magnetic field collapses and high voltage is induced in the secondary winding of the coil. This is then directed to each plug in turn through the distributor rotor. An easy way to see if your coil is functioning correctly is to remove the coil wire from the distributor cap and, with the ignition switched on, rotate the engine. Hold the end of the wire about a quarter of an inch from the engine block. If the resultant spark is "strong" the coil is o.k.

—oOo—

YOU can make a quick repair of a short in a distributor cap by scraping clean its telltale carbon trail between terminals and then coating the area with shellac. If all the carbon is removed the shellac insulation should last a long time.

—oOo—

A **HORN** wire that is frayed where it enters the steering column at the bottom can cause the horn to blow when the wheel is turned. To fix this slit a plastic straw and slip it over the wire to cover the frayed spot. To hold the straw in place tape it to the wire. --

—oOo—

WHEN you're replacing the sump after doing something to your motor it is possible you may find difficulty in holding the gasket in place. To overcome this, tie the gasket to the sump with light sewing thread to keep it from slipping. The thread needn't be removed as it will not interfere with the seal or the insertion of the bolts.