

BRISBANE SPORTING CAR CLUB

Affiliated with C.A.M.S.

Monthly Newsletter...



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periodical Category B.

MAY 1972

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VOLUME 18. No. 4.

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NEW MEMBERS

The Committee extends a warm welcome to the following new members:-

Graeme White - Boondall.
Bryan Evans - Kangaroo Point.
John Wilson - Alexandra Hills.
John Elmore - Ipswich.
Lloyd Mellor - St. Lucia.
Miss Lovatt - Everton Park.

As As mentioned in last month's Newsletter, the 1000th. member was imminent.

We have much pleasure in announcing that Mr. John Elmore of Ipswich is the 1000th. member of our Club. Congratulations John!

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EDITORIAL

The Editor deeply regrets any inconvenience caused by the lateness in publication of this volume.

At this stage of the year I wish to thank all those people who have contributed articles to the magazine and strongly urge all those providing monthly contributions to continue. Although the BSCC Newsletter is the best Car Club magazine in Australia, there is still room for improvement. Surely most members have some little item of interest hidden away somewhere. Well, don't be selfish - let us all hear them by submitting them for publication.

One of our most obvious deficiencies is our social column. The services of a social editor would be greatly appreciated and all aspiring journalists should contact the editor for appointments.

Whilst on the subject of improving the Newsletter, in the near future the format of the magazine will be changed. This has been brought about by the conversion to metric sizes of paper, and the well-known foolscap will no longer be available. The new format will greatly facilitate laying out and will also reduce the tremendous load carried by our Secretary, Jan Sked, who types the stencils.

With the change in format it has been suggested that perhaps the name of the magazine could be altered. The committee, in its wisdom, has decided to hold a contest amongst members for a suitable name for the Newsletter. A prize of will be awarded to the person suggesting the name judged most suitable by the committee. The contest will close with the Editor on Monday 19th. June.

If any members have any constructive criticisms of the Newsletter in general, please give your views to the Editor, so that any improvements can be incorporated.

EL PRESIDENTE'S REPORT

Firstly, it is with profound regret we learned recently of the resignation of Mr. and Mrs. Gosling from the Queensland CAMS office. I am sure that all members will want to join me in wishing Len and Iris all the best for the future. I am confident that we shall continue to see them from time to time, for they have made some very good friends in the motor sporting fraternity.

Whether coincidentally with my pleas in this column or not I don't know, but it is good to see more crews competing in night runs. Keep it up!

Seriously, we want to know just what the clubman wants on his Wednesday nights; suggestions please. (Shut up Farrell). Obviously too much of a good thing pall after a while. We are trying guest speaker nights with some success, and next month plan to try a "Nothing Night" or, if you prefer, a "Noggin Natter Nite". This should go well provided conversational cliques don't develop with the "In" people in and the "Out" people out. In other words you older members, please spare a kind word for the new faces.

Finally, with everyone trying a little harder in Rallies these days, one has heard the odd allegation of poor sportsmanship lately, particularly in relation to road-hogging and passing technique, these two being inextricably related and, of course, subject to claim and counter claim. Furthermore, the old bogey of lack of consideration for the safety and comfort of officials when entering and leaving controls is rearing its ugly head once again. By all means let's go out to win, but keep in mind that we are in Motor Sport because we enjoy it!

Yours in Motor Spirit,

Ian Wells.....President.

CAMS REPORT

The talk of the town the past month has been the resignation of the CAMS Queensland State Secretary, Mr. Len Gosling. Whatever the reason that caused this, it must go on record that Len, without doubt, was the best State Secretary that CAMS has had for a long time. He was a person who was fair in his actions, eager to help anybody, within the sport or outside, and managed to improve the CAMS - Car Club relationship by his very gentleman-like approach to his job.

We would like to say thank you to Len Gosling and his wife for a hard job well done.

Time moves on and the State Secretary of CAMS Qld. is Miss Sandra Bennett. Some of our club members may know her from the days when she was secretary of QMSC and later as public relations officer for Castrol. In all fairness to Sandra, let us co-operate with her to make the job as State Secretary easier, so we in turn may work better for this club and motor sport in general.

There is need for a course checker for QRS Rallies. Any experienced person who wishes to assist, please contact me so this information may be forwarded to the CAMS office.

For the first time Queensland has a team of four cars competing in the BP Rally of S.E. Australia. The Queensland standard is high, so I hope all our competitors do well. I wish the best of luck to the other three teams - Norm Colthup and Brian Gemmell, Charlie Lund and Nigel Collier, and Bryan Evans and John Suominen.

Your CAMS Delegate,

Hank Kabel.

NAVIGATION COURSE.

It is with much pleasure that the Committee announces the 1972 "Basic Course in Navigation."

This course is being organized by 1971 Queensland champion navigator, Bob Dancer, who will be ably assisted by Brian Gemmell (1968-9 Qld. champion navigator) and Greg Sked (1970 Qld. champion navigator) with Hank Kabel (1971 Qld. champion driver).

The course runs for a duration of four evenings, commencing Monday night, 29th. May, at 8.00 p.m. at the BSCC Clubrooms, 15th. Battalion Hall, Vulture Street.

The course is available free to the general public and provides a unique opportunity for new club members and friends to learn about rallying from the experts.

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BAR ROSTER.

For those members who have difficulty recognising the smiling faces behind the bar, we shall in future be listing the bar roster for the coming evenings.

10th. May	-	Les Barron & Ray Luckhurst.
17th. May	-	Rick Westacott & Bob Dancer.
24th. May	-	Peter Hillman & Gerald Brameld.
31st. May	-	Greg Smith & Wally McGreal.
7th. June	-	Dennis Brown & Trevor Garbett.
14th. June	-	Keith Tapsall & Gary Blower.

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WIFE SWAPS TO START IN CLUB!

Got your attention? Read on, Sunday Sun fans

There are several ways of getting a Halda to read kilometres instead of miles. Exchange your 13" wheels for 8" wheels, or the 3.8 diff. for a 6.1 (Jack Read to note) will do it.

By far the best way is to buy a new Z gear. You will also need a new X gear, but the Club will probably become a swapshop to save expenses for we impoverished navigators. (Whose wife/husband were you dreaming about dirty mind? Write your answer below and return to me in a plain sealed envelope.)

.....

The Z gears available are 70, 53, 48, 39, 32, 27, 22, 18 and 16 and the X gears run from 118 to 150. You want the Halda to read 1.61 kilometres over the measured mile. For example, let's say the instrument reads 1.01 over the mile with a Z27 and X128 gears in it. That was before the Rallypoint. Now all it does tremble a lot.

$$\text{New Z gear needed} = \text{Old gear} \times \frac{\text{new reading wanted}}{\text{old reading}}$$

$$Z = 27 \times \frac{1.61}{1.01} = 43$$

The nearest available is a Z48 which will give a reading over the mile of :-

$$\text{New reading} = \frac{\text{New Z}}{\text{Old Z}} \times \text{old reading}$$

$$= \frac{48}{27} \times 1.01$$

Wife Swapping (continued).

$$= 1.80$$

The new X gear needed to make it read 1.61 can now be found.

$$\text{New X gear} = \text{old X gear} \frac{\text{old reading}}{\text{new reading wanted}}$$

Note that this is different from the Z gear calculation, since the X is a driven not a driving gear.

$$\text{So, new X gear} = 128. \frac{1.80}{1.61} = 143$$

As a rough guide you will need to go up two Z gears and use a 1/9 smaller X gear, or go up three Z gears and use a 1/9 larger X gear than those you find your way around with now.

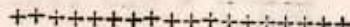
The final calculation, combining the previous ones is :-

$$\frac{\text{new Z}}{\text{old Z}} \frac{\text{Old X}}{\text{new X}} \text{ old reading} = \text{new reading wanted}$$

$$\text{e.g. } \frac{48}{27} \quad \frac{128}{143} \quad 1.01 = 1.61$$

Now it is a strange coincidence that I just happen to have some gears around X128 and would like to swap them for

WOULD I EVER LIKE TO!!



RAFFLES.

The Club wishes to thank Bill Hawkshaw for his continued support. Every Friday night a raffle is conducted on behalf of the Club at the Shafston Hotel; so if you are in the vicinity encourage your drinking mates to buy tickets.

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LITERARY CORNER.

Our monthly excursion into the realm of the classics takes us to Jane Austin.

"(Sir John Middleton) in winter his private balls were numerous enough for any young lady who was not suffering under the insatiable appetite of fifteen."

from "Sense and Sensibility".

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POETS CORNER.

Said a man of his small Morris Minor,
"For petting it couldn't be finer;
But for love's consummation
A wagon called station
Would offer a playground diviner."

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COMING EVENTS

Wednesday 17th. May: Table Top Rally - Jan Sked.

This is an indoor night, where the inexperienced navigators can gain experience in armchair comfort, without having to contend with lurching map-boards etc. There will also be experienced mapmen who can show the ropes to the newcomers.

Wednesday 24th. May: Paper Chase.

John Hall and Gary Blower have decided to lead us on a wild goose(oops - sorry - paper) chase through the suburbs. It sounds interesting. I am told there is to be a \$10.00 penalty for any person found destroying the clues.

Wednesday 31st. May: Easy Nite Run.

Our immediate past president Rick (Sneaky) Westacott will be leading us on a financial (ha! ha!) chase. Since Rick is so sneaky I am not sure whether or not we shall end up Wall Street.

Monday 29th. May: Navigators Course.

This is the first of four evenings being arranged by our Club for the instruction of beginner navigators. A must for newcomers intending to participate in the glorious sport of Rallying.

Wednesday 7th. June:

Expert Nite Run.

Christine Slocombe (the Editor's better half) will be out to confuse with female logic. Be prepared for a few loops around the Clubrooms. Rumour has it that entrants will be required to perform 5 body presses, 5 chin-ups and 3 cartwheels before leaving the Clubrooms. Pulse rates may be checked.

Wednesday 14th. June:

Easy Nite Ruh.

No organizer has been selected for this night.
Any member wishing to employ his talents as an
organizer for this night should contact a
committee member.

Monday 19th, June:

Draw for Norm Colthup
Auto Winter Rally.

Draw for the Novice Rally will be held in the Clubrooms at 7.00 p.m.

Wednesday 21st. June:

Open Club Night

This to be an open night with no fixed event for the evening. Just come along, have a beer and chat about past experiences (in motor sport, of course).

PAST EVENTSMATHER SHOES CLOSED HILLCLIMBSunday 9th. April.

On the 9th. April the N.G. Car Club (Qld. centre) held a closed Hillclimb at Mt. Cotton, to which it generously invited BSCC members to spectate and participate. BSCC promptly replied with ten entrants and countless spectators.

The Weather Bureau (being obviously motor sport minded) turned on a beautiful sunny day, which suitably inspired everyone to turn on a first class hillclimb. The track was dry and in good condition, although the top of the loop was a little slippery and the hairpin claimed a few members (through no fault of the track). The shady parts of the run were liberally sprinkled with spectators and as usual the pits were full (of people).

The presentation of cars was excellent and truly a credit to the owners (Gerry even washed his). Even allowing for the tremendous access road, the cars were a sight to behold and breakdowns were few. In fact the towtruck only ventured around the circuit twice all day.

The times, like the day, were off the air, with two new club records going to Bob Randle in a Mazda R100 with a 59.6 and Kevin Johnstone in a Datsun Sports with a 52.7. The BSCC members also went off their brains and nudged a few of the resident times (and drivers) into an awakened position. After only a few runs our chaps are producing excellent times (for Rally Drivers - it was heard) and will be a force to be reckoned with in the future.

The members who entered their cars and times are listed further on. The asterisk denotes that that person holds fastest time in his class for a BSCC member. For this honour they were duly presented

Hillclimb (continued).

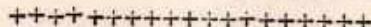
with a trophy by Bill Hawkshaw of the Shafston Hotel. Also the trophy for fastest time of the day by a BSCC member was presented by Barry Tapsall. The support of motor sport by people associated with it is greatly appreciated. For indeed, without it, much of the incentive for that little bit extra would be lost.

Maybe it was that incentive that caused three of our bogs to go off their brains at the hairpin. Have you ever seen a Datsun 1600 trying to oversteer to the left with the brakes locked up and the driver trying to talk it into going right. Keith has the Datsun well trained however, and had it all straight by the time he headed up the hill again.

Bruce Le Garde also arrived at the same corner in the green and yellow and black monster and discovered that a handbrake turn reduces the radius of the hairpin to half of what it should be, with the result that he had to do a little farming to return to the bitumen.

The other gluttonous chappie decided he had had enough when he reached the hairpin and stopped for morning tea. Guess what he had to eat - nuts and crow -. Guess where he parked - in the nuts. Guess how he got out of the nuts - on the end of a towtruck.

All in all, everyone had a good day. Congratulations to the winners of the gold. Thanks to the others for the competition. Thanks to the spectators and a big hand for the donators of the trophies. To those who missed it, make sure you are there next time. It is well worth the effort.



HILLCLIMB RESULTS

Group C Improved Production Touring Cars.

1101cc. - 1500cc.

Graham Ruckert.	Volkswagen.	69.1	64.6	69.2
Gerry Brameld.	Mazda 1500SSSSS.	70.3	70.0	69.1
John Wilson.	Mini Cooper S.	63.5	61.4	61.4

Group C Improved Production Touring Cars.

1501cc - 2000cc.

Rod Hetherington.	Austin Lancer.	68.0	65.4	65.0
John Hall.	Austin 1800.	65.1	65.2	64.5
Keith Tapsall.	Datsun 1600.	60.9	60.3	60.4

Group c Improved Production Touring Cars.

2001cc - over.

Ian Huth.	Torana SL.	60.2	59.9	60.4
John Connell.	Monaro.	61.7	SOT	61.9
Ken Quinn.	Torana GTR.	DNF	70.1	77.2

Group D Production Sports Cars.

Tony Best.	Lotus Elan.	66.0	59.8	59.6
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Racing Cars 501cc and over.

Bruce Le Garde.	Mini Monaster.	66.0	64.0	68.7
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Fastest Time of the Day (BSCC member).

Tony Best.	Lotus Elan.	59.6.
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It takes a long time for some people to get over
 an illness if compensation sets in.

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BSCC MOTORKHANA

Capably organized by "The Red Barron" and "The Flying Dutchman", this was a very enjoyable day - one in which both husband and wife could participate while the kids played up on the hill out of harm's way.

But on with the story. Event one got under way punctually at 11.00 a.m. Competitors were to have two runs at each event with the best time only being counted. Garages - 5 of them - were used in the first event. Three were to be entered forwards and two in reverse. Quite a few ingenious methods came to light, however. Les Barron demonstrated that the best method was to use a Renault 750 Special. His time of 34.4 was half a second ahead of Trevor Allen in his Mazda 1200. Third fastest was Trevor Garbett (Renault R8). Rod Browning gave a superb display of how to put thes up Hank by crossing the finish line (and poles) sideways in a Mini Van belonging to a St. Lucia butcher.

The second event was the old faithful Three Leaf Clover (Three Point, if you come from NSW). New member Lloyd Meller (Renault 10S) cleaned up with a 22.3 from Rod Browning (22.5) and John Wilson in a Cooper S (22.9). Jan Connell kept up to standard by thrashing the pants (!?) off husband John.

The Scissors was a little confusing to the uninitiated and further problems were encountered when rain fell during the second run. "Lucky Les" struck again with a quick 30.1 Must be the practice he had a few weeks ago at Lakeside. Second best was Jeff Guyatt (Renault R8) on 31.1 from Trevor Garbett with 31.4.

The Crossover, or rather, an abbreviated version of The Crossover, came next. This was a long event as the times show. Best was again Lloyd Meller on 80.9 from Trevor Garbett on 81.9. Third place was grabbed by three people each with 82.2 - John Connell

BSCC Motorkhana (Continued).

(Prefect Special), John Wilson and Rod Browning.

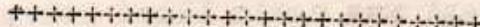
Humour was provided by unlucky Les, who sheared a front hub in mid event. He just happened to have a spare one in the boot and was back again for his second run.

The final event was of rather ingenious design, being based on the BSCC club emblem. Way out front was John Connell on 27.6 from Laurie Garth who really had his Mazda mobile to clock 29.6 just one tenth of a second ahead of Trevor Allen.

The final tally went to new member John Wilson on 204.4 from Trevor Garbett with 205.0. Third and fastest special was John Connell (205.2) with Col Williams (Mazda 1000) next on 206.2. Best lady was Jan Connell (222.5).

5.	Les Barron.	750 Special.	206.8
6.	Rod Browning.	Mini Van.	211.8
7.	Lloyd Meller.	Renault 10 S.	215.3
8.	Trevor Allen.	Mazda 1200.	217.6
9.	Dennis Brown.	Escort.	218.6
10.	Jeff Guyatt.	Renault 8.	219.6

From the above report it should be noted that neither John Wilson nor Trevor Garbett had a fastest time. Obviously what counts is consistency over the day, rather than being fastest on one event then botching up the next. So let's see you all driving consistently at the next one on Sunday June 18th. when there will be a couple of other clubs along as well.



GYMPIE GOLDEN 500.

Gympie. Ah! Gympie! Translated that would be censored. As no provisional Results have been issued as yet, we can only go on what has been said over the phone. First Hank Kabel/Bob Dancer, Second Greg Smith/Rod Browning, Third Nev Goodrick/John Suominen. Things get a little involved after this so we'll have to wait and see.

Apparently, nearly every crew found cause to protest and I would not like to be in the Stewards' shoes.

The route was certainly an extremely testing one, with rough roads being very common. Consequently, there were large numbers of dropouts. In the Competition Class alone, the list of retirements is massive - Adrian Taylor/Les Barron (Honda Scamp) - bent front end. Ian Wells (V.W.) - holed oil cooler. Paul Zacka - panel damage. John Connell (Monaro) - steering broken. Mike Chapman (Belmont V8) - broken diff. etc. etc. Greg Sked had Halda trouble in the Gordini, so did Rod Browning in the XU-1; John Shera's Fiat 128 had a much loosened front end but finished. Charlie and got caught in a creek in Division One, and so on.

The next Queensland Championship Round - the QT 500 - is not until July, and if we're lucky, by then the results from Gympie will be finalised.

Trevor Garbett.

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Kids have it tough these days. Where they used to walk to school and keep warm by running part of the way, now they stand and shiver waiting for the bus!

PAST EVENTS

Wednesday 12th. April: Peter Hillman lead us on a merry chase through the southside. A good run for both expert and beginner. This event was won by Les Barron and Ray Luckhurst.

Wednesday 19th. April: Mr. Brinkley of the Road Safety Council entertained us with road safety films. I am certain that everyone benefited in some way from his discussion.

Sunday 23rd. April: BSCC turned out in force to support QMSC's first Rally Point. The Organizers had set four extremely tight sections, which kept navigators on their toes the first round, and drivers on their toes for the others. Brian Palmer made it easier for the other competitors by removing one of the gates. The event was won by Lloyd Robertson from Adrian Taylor.

Wednesday 26th. April: Trevor Garbett's Night Run. Despite the organizer's boast, Ray and Les clean-sheeted, although Les had to run into the Clubrooms. The event toured through the Mt. Gravatt - Sunnybank area before striking out for Browns Plains and a sneaky passage control which caught most navigators walking - which was the right thing to do. Drivers had to find their own way over the creek, and at one stage the three control officials had seven navigators huddling in their Mini, waiting, waiting, waiting. Second place went to Keith Morrison and Pam Smith.

Wednesday 3rd. May: Wally McGreal had everyone back at the Clubrooms within 45 minutes of leaving. An easy short run with some interesting diversions (eg. 15 minutes to check the car whilst outside Bill Hawkshaw's). Once again the old firm of Ray and Les came to the fore.

Past Events (continued).

Wednesday 10th. May: Rod Browning's Night Run. Supposedly easy, this 90 minute run even took two points off the Barron/Luckhurst combination. The average crew was around an hour late, but the best effort came from Brian Marsden (with Pam Smith and Pam Law along for the ride). They arrived about 11.00 p.m., much to the relief of Greg Smith and Lloyd Robertson, although Ian looked a little the worse for wear. Second place went to Adrian Taylor and Trevor Garbett in a versatile Honda Z.

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DID YOU KNOW:

That the first Rally ever to be held was perhaps the annual Herkomer Trophy event, initiated in Germany in 1904. A complicated event in which the competitors often failed to understand what was required of them and consequently were very much out of sympathy with the judge's decisions, the Herkomer Fanrten had many features which modern Rally drivers would find familiar. There were even specially timed tests on public roads, and these fell foul of speed restrictions which were introduced by the German Parliament in 1908, and led to the end of the Herkomer Trophy in that year.

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Some minds are like blotters. They soak it all up, but get it all backwards.

TRADING POST

FOR SALE: Greg Nickel's Rally (singular) winning Colt 1100 SS. As is, minus lights and navigational gear. Plus 5 spare wheels. Laminated windscreens. Assorted spares.

\$1,500 or near offer.

Contact G. Nickel. 623635 (Home)
145793 (Bus.)

+++++

FOR SALE: 2 Holden HK wheels. \$5 each.

16 gallon alloy fuel tank to suit HK Holden.
\$50.00.

Contact Mrs. Ann Thomson. 781368.

+++++

FOR SALE: Keith McKay has cheap QI bulbs (approx. \$2.00 each) to suit all types of lights.

Also rally tyres - batteries - etc.
at good prices.

+++++

FOR SALE: 2 Butler navigation lights.

Contact Gary Knudsen.



Norm Colthup

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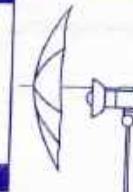
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