

BRISBANE
SPORTING
CAR CLUB

PRICE 15 CENTS

AFFILIATED WITH CAMS



MONTHLY NEWSLETTER

MAY 1974

ESTABLISHED 1954

GENERAL INFORMATION

CLUB POSTAL ADDRESS

Correspondence to the Club should be addressed as follows:

The Hon. Secretary
Erisbane 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 \$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.

CLUB BADGES

The following club badges can be ordered from the Secretary:

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

BAR ROSTER

The bar roster is now combined with Coming Events at the end of this Newsletter.

PRESIDENT'S REPORT

It is now mid May and indications are that 1974 will be a good year for the club. Membership is up on this time last year and the club is very active in organising motor sport. We have just completed the very successful Motorama Rally and are now looking forward to the next Queensland Championship Round that this club is organising in July.

With five months of the year gone it gives me pleasure to report that the financial position of the club is very much improved and we can look forward to a good second half of the year. Peter Hillman's position of Treasurer, due to studies, has been taken over by Charles Blake, and the club is very lucky to have such a capable member to take on this very hard and exacting job. On behalf of all members, thanks Charlie. Due to some vacancies on the committee we would like to welcome also the following new committee men: Peter Hillman, Daryll Kelly, and Neil Swaysland.

1974 is our celebration year. The club is planning a 20th birthday celebration some time in August, so please watch the Coming Events. All members, past and present, will be invited, so it will be a good time. In the meantime, keep supporting the club to the betterment of all.

..... Hank Kabel

MEMBERSHIP REPORT

Welcome to the following new members who joined the club during the last month:

John Barr	Aspley	(1129)
Erian Bateman	Sunnybank Hills	(1130)
Peter Bayliss	Holland Park	(1131)
Terry Coles	Mundah	(1132)
Neville Denning	Holland Park	(1133)
Robyn Elsley	Charleville	(1134)
Eruce Forsyth	Toowong	(1135)
Darryl Hallit	Toombul	(1136)
Greg McLennan	Indooroopilly	(1137)
Mark McLennan	Indooroopilly	(1138)
Greg Weale	Mansfield	(1139)
Jolyon Parslow	Clayfield	(1140)
Stewart Proud	Oxenford	(1141)
Jonathan Read	Seven Hills	(1142)
Paul Sharvell	Fortitude Valley	(1143)
Gregory Street	Banyo	(1144)
John Tindall	Holland Park	(1145)

With the addition of the above new members, membership totals at the present time stand as follows:

Ordinary members	150
Associate members	13
Life members	3
Honorary members	9
TOTAL MEMBERS	<u>175</u>

HILLCLIMB CHAMPIONSHIP AT 30th April 1974

Unchanged - see April Newsletter

MOTORKHANA CHAMPIONSHIP AT 30th APRIL 1974

Unchanged - see April Newsletter

NIGHT RUN CHAMPIONSHIP AT 30th APRIL 1974

1st	Daryll Kelly	(112)
2nd	Ray Luckhurst	(106)
3rd	Jeff Tremain	(105)
4th	Les Barron	(100)
5th (equal)	Lee Drummond	(82)
	Neil Howard	(82)
7th	Peter Whalley	(81)
8th	Peter Snell	(76)
9th (equal)	Paul Connell	(66)
	Peter Gehrman	(66)

RALLY CHAMPIONSHIP AT 30th APRIL 1974

Unchanged - see April Newsletter

WORKING BEE CHAMPIONSHIP AT 30th APRIL 1974

1st (equal)	Gary Blower	(5)
	Hank Kabel	(5)
	John Hall	(5)
	Neil Swaysland	(5)
	Jeff Tremain	(5)
	Ian Wall	(5)
	Peter Whalley	(5)

CLUE CHAMPIONSHIP AT 30th APRIL 1974

1st	Jeff Tremain	(24)
2nd	Daryll Kelly	(21)
3rd	Neil Swaysland	(20)
4th (equal)	Gary Blower	(19)
	Glen Carpenter	(19)
	Jack Read	(19)
7th	Peter Whalley	(18)
8th (equal)	Les Barron	(17)
	Hank Kabel	(17)
10th	John Usher	(14)
11th	Neil Howard	(12)
12th (equal)	Rod Browning	(11)
	Mike Chapman	(11)
	John Hall	(11)
	Ian Wall	(11)
16th	Ray Luckhurst	(10)

COMMERCIAL TYRE SERVICE RALLY

Bill Beverley made his comeback in a big way, showing up all the state's regular competitors. With the aid of Brian Gemmell, the former Queensland Champ brought his R100 home five minutes ahead of Lisle Neumann/Tony Best (Datsun 1600) in an event which saw all sorts of upsets, not the least of which was the retirement of Brian Michelmores's Alfa Romeo at the division break with "the computer" car sick from petrol fumes.

With Hank in one or the other of those Eastern countries and Mike Chapman and Rod Browning getting callouses on their hands steering Monaros around the country, the field was a little light on but still featured all the other regulars although not all were destined to figure in the results.

The route meandered north from Nambour to Gympie and back again, using a lot of territory normally covered in the past by the Gympie Golden 500. Controversy came early when section five, a transport to Eumundi, featured a speed trap in the 60 mph zone. One car was found to be doing over 80 mph! The whys and wherefores of the placement of the check are pretty fluid so we won't go into any detailed discussions here.

Then, to really get things moving, section six proved to be a lulu. The Ringtail Forest area is very confusing and very few cars found both passages. None cleansheeted. And Adrian Taylor found enough mud to almost submerge the Bennett Honda Civic - a shame, as the car has already proved very quick and competitive.

More map reading sections took the field eventually into Gympie where Beverley already had a handy lead from Neumann and Mario Carlotto/Geoff Steele (Marina). Division two wound east towards Lake Cootharaba and then south of Cooroy before transporting back to Nambour.

For a first effort by the Queensland Motor Racing Officials Association, the event was a very successful one and we can look forward to a similar event next year.

..... Trevor Garbett

RAMBLINGS ON A NOT SO "WORRY FREE" RALLY

The idea was good - a short rally with good roads, easy navigation, easy times for encouraging new blood into the sport.

Somewhere, somehow it failed. The event was well publicised, the response of entries was very good - 74 entries in fact - which must be some sort of record considering all the competitors who weren't allowed to compete. Talking about all those competitors not allowed to compete, did the competitors happen to count the number of controls manned by classified or recognised crews - you wouldn't have needed too many fingers. It's about time those experienced crews who continually cry if controls in Championship events are unmanned put something back into the sport by manning controls in events they cannot or do not want to compete in.



What is the answer? Only 49 of the 68 starters completed the event. There were only two really competitive sections in the whole event - the sections from Thane to Pratten and from Pratten to Hendon. One competitor cleaned the first and 10 the second which proved they weren't impossible, but admittedly a bit quick for raw novices. Road conditions were good except for about three points.

One third of the field eliminated - by what - overdriving or lack of attention to mechanical preparation or was there some other reason? I failed to notice.

And now even the simple event to introduce newcomers to rallying cannot survive the inevitable protest which seems to go hand in hand with the sport in this present age.

With a loss of only 3 minutes the event was convincingly won by the up and coming team of Peter Gehrman and Jeff Tremain in a very potent and highly modified VW. Second slot was filled by Kevin Bates and Neil Howard in a GTR Torana on 5 while third was Ipswich crew John Nicholls/Rod Palmer in a Holden EK on 19.

A fine evening made it an enjoyable night for most competitors but the locality of Warwick made it necessary for log fires at controls.

It is hoped that other clubs follow the lead set by director Fred van Tuinen who was assisted by Ross Huston and remember that the three major ingredients of a novice event are easy times, easy navigation and good road conditions.

..... Brian Gemell

RENAULT RALLYE SPORTIVE - FROM THE SWEEPER CAR

As one who was partly concerned in selection of the route for this year's Renault Rallye Sportive I have seen all the good points and, eventually, all the bad points of this event.

Briefly, organisation was good with some tremendous publicity being generated; and the route was, to my mind, superb. Trouble developed when it came to typing the route instructions - they weren't checked properly before printing - no excuses for that one. It just should not have happened. However! It was very hard to obtain control officials with so many rallies scheduled for this period. Eventually there were almost enough, to be used sparingly, in conjunction with visual route check boards in the depths of the forest. Some of the officials caused trouble when they got lost in the forest; others when they felt they knew better than the set up car where they had to go. Result? One very flustered set up crew which forgot to give the route instructions to the appropriate control.

Some 90 minutes later, the proceedings proper got under way and crews took to some of Australia's best rally roads around Blackbutt, Benarkin and Yarraman.



Division 1 was almost totally route charted and several drivers experienced troubles, among them Daryll Kelly, Ann Thomson and Alan Lawson, plus the only Renault in the Renault Rally Sportive.

Section 9 was a pearler with a broken route chart (unintentional) which really tore the field up. Some cut and ran while others realised it was a sure deletion and continued.

Meanwhile back in the sweeper car we were picking up various stranded competitors and leaving them with control officials who needed to be shown the way out. And then section nine caught us also, as we were following the route chart. Thank God for the compass! We finally found our way out to the highway - would you believe it - on the right road.

Further north, around Yarraman, the roads got a little more stony and we scored a flat tyre looking for a non-existent passage control. One thing that we were grateful for by now - that there were two sweeper cars and as we dropped back, for various reasons, they took over and we were able to skip a bit to catch up. We were to have had two-way radio communications but one unit was left at home.

We got to Nanango for fuel and food not long after the cars left on division two, so were able to rest up a little before dividing the remainder up 50/50, the other car to sweep the first five sections and we the rest, also about five sections, after several had been deleted on the Ipswich map. A pity, as they were good navigation sections which would have been quite enjoyable.

We closed down the last few controls in company with Lloyd Meller and Dave Kortlang who were driving Peter Whalley's little Mazda S/W. Very dirty it was too, Peter!

And so to the finish at the BP Service Station at Blackbutt. 36 cars started the rally, 30 started division 2, but I don't know how many are finishers.

One of the highlights of the event was the special "mud bath" at Lower Nudgee after the Toombul Shopping town start under the direction of Click Zimmerman. There were heaps of spectators watching the cars, mostly with rear-mounted navigator, negotiate the sloppy mess between the trees. BM suffered the indignity of a couple of spins along with a host of others spinning, going S.O. at the corner, or just plain stopping. Hank, pulling at least 10,000 revs in his new RX2, passed Laurie Gatten's Holden. Surprisingly quick unspectacular shows came from the Leach Motors Belmont and Pat Kennedy's little GS Citroen station wagon. Alan Lawson even managed to score a gatepost. The whole thing really required several crowd and safety marshals but there were none.

Special mention should be made of the club's showing of a film of the Don Capasco Rally on Channel 7's SportsScene and then presenting the winning Renault Alpine at the start. It even went for a wander in the mud (no sweat) after the field had passed.

All round it was just one of those rallies.

..... Trevor Garbett

A LOOK AT CAMS (Continued from April Newsletter)

In the last Newsletter we had a brief look at the set-up of the National Council of CAMS (the NCC) and the composition of the State Council of CAMS in Queensland. This month I'd like to describe the decision-making processes of CAMS, both at National and State levels, but perhaps firstly I should mention a few identities involved directly in the organisation, other than those seven gentlemen (who make up the National Council) described in the last issue.

At a National level, the National Council has primarily one full-time male employee working for it. It has, in addition, in each state, another male employee who is given the title of State Secretary/Manager. The latter's function is really a dual role; firstly to ensure that the rules of CAMS and decisions of the NCC are enforced, and secondly to act as Secretary to the relevant State Council. In Queensland our State Secretary/Manager is Bernie Moy and, naturally, Bernie can be found at the Queensland CAMS office at Rosalie.

The most senior employee in the organisation, on a National level, is the Confederation's Chief Executive Officer (CEO), John Keefe. John was previously NSW Secretary/Manager and now operates from the CAMS headquarters in Camberwell, a suburb of Melbourne (- that's just south of Sydney!) Previously our senior employee was Donald Thomson, who retired last year as Secretary-General, a position which will not be re-filled. Donald now acts as a consultant to our Confederation.

As stated in the April Newsletter, CAMS operates on a national system so that all policy decisions are made by one national body (the NCC) and each state conforms to such policy. This means that a competitor or member who travels interstate can expect to be controlled by the same set of rules and conditions.

However not all decisions are made as a result of an idea by a member of the NCC itself, in fact a large number of rules are formulated after a recommendation has been made by, for instance, a state council. In turn, the recommendation by the state council may have arisen from an idea expressed by a club, a panel such as the rally panel, a competitor or a club member.

One criticism often levelled at the decision-making process of CAMS is that it takes a heck of a long time to operate. In most cases this can't be denied, but the time taken is not wasted. Let's take a hypothetical case of a suggestion for a rule change, and we'll go to extremes in this case just to point out how many groups could become involved. (In practice some of the steps would probably be omitted, but we'll look at them anyway.)

Let's suppose T.B. Enn, that well-known rally competitor, feels that all rally cars in Australia should be restricted to a maximum engine capacity of 600 cc (in view of the energy crisis, no doubt). Mr Enn writes a letter to the Queensland Secretary/Manager asking that the matter be considered. The Secretary/Manager refers the matter firstly to the Queensland Rally Panel (a body of rally experts appointed by CAMS - and surprisingly containing mostly



BSCC members!). The Queensland Rally Panel discusses the matter, and, if it feels it is in the best interests of the sport as a whole, for Queensland (and for Australia), the Panel will report to the State Council (- remember, Council is made up of a delegate from each affiliated club) that it would like a recommendation made to the NCC.

The State Council will consider the Panel's suggestion, and in most cases will support such suggestions provided it feels they are in the best interests of the sport as a whole. A recommendation would then be made by State Council to the NCC that all rally cars in Australia be Fiat 500's, or something like that anyway! The State Secretary/Manager would then write to the Chief Executive Officer in Melbourne asking that the matter be placed on the agenda for the next NCC meeting. The CEO may agenda the item or may, in the interim, refer the matter to the National Rally Panel (of which Hank Kabel is a member) by either mail or at one of its meetings.

At the next NCC meeting (held quarterly) the matter would be raised, the National Rally Panel's comments would be listened to, and the vote would probably follow the lines suggested by the National Rally Panel. If such a rule was passed then in the next CAMS Manual it would appear as part of the NCR's (National Competition Rules).

And that's it! Long and drawn out maybe, but at least a fair bit of consideration has been given. Now obviously, it would have to be a pretty good suggestion to find its way to the NCC (what's wrong with Fiat 500's anyway?) and even if the State Council refused to recommend it there is nothing to stop anyone writing directly to John Keefe (the CEO) with a worthwhile suggestion (no, he gets enough of those suggestions as it is!) But, certainly if you've got a brilliant idea to revolutionise the sport, speak up or forever hold your peace.

In the next edition I'll mention a little more about these various state and national advisory panels that we have for rallies, motor racing etc. In the meantime, I'm still waiting for someone to speak up with a problem about CAMS - still complaining to your mates eh?

..... Garry Connelly

TAPPET CHATTER

Overheard at a recent committee meeting: "You can condone it, but you can't condole it." No prizes for guessing who said it, what he was talking about, or what he meant.

Congratulations to Garry Connelly and Bev who were married on the 22nd of May and are now holidaying in Singapore.

Robin Hayes is now in the market for a second hand rally car in reasonable condition - for a reasonable price. He is considering entering the sport as a competitor after having gained a little insight as an official. Robin can be contacted after hours at home on 56 3250.

MOTORKHANA REPORT

Toowoomba was the site of Round 2 of the Queensland Motorkhana Championship, Round 1 having been cancelled. A very small group from BSCC participated. Jack Read, in his first championship event for many years, showed that he had lost none of his former skill (driving) in taking out two fastest times. Jack was beaten on the day by last year's Queensland champion Phil Griffin driving a Cooper S.

Adrian Taylor had an easy win in Class B with his rally, race and drive Honda Civic. Les Barron in the Renault special had an off day, hitting one flag for sixth outright.

Sunday June 2nd is the date for Round 3 of the Championship, which will be organised by BSCC. Bryan Evans, of 24 oz fame, has kindly offered us the use of his land and full facilities of the White Horse Inn. This has recently been acquired by Bryan.

The White Horse Inn is situated on the right hand side of the Pacific Highway going to the coast, approximately $\frac{1}{2}$ of a mile past Daisy Hill Road. Full catering facilities including toilets, washroom and 'bath' are permanently there. Bryan has organised a steak and smorgasbord dinner for allcomers, including dirty competitors, at a cost of \$1.50 a head (children under 12 - 50¢) so please signify to Glen Carpenter or Jolly Jeff the numbers coming.

Those of you who are not competing are invited to come along with your friends and families as spectators, or perhaps even to help out with many of the chores that will be necessary on the day. Help to make this the biggest and best motorkhana of the year.

..... Glen Carpenter

CLASSIFIED ADVERTISEMENTSFOR SALE

Set of four (4) rally tyres
Bridgestone RD 302, 185 X 13
Brand new, unused, knobby design
\$108 with tubes
Phone Kerry Finn - 96 7059 after hours

WANTED

Navigator wanted for novice and other rallies
Phone Mike Dwyer - 71 2447 (home), 25 3038 (work)

WANTED

Experienced navigator wanted for rest of season
Phone 78 4752 after hours and ask for Rad

BITS AND PIECES

Due to inclement weather and other reasons, the first two rounds of the Castrol Inter-City Cup closed rally series have had to be postponed or cancelled. Round 3, which will now turn out to be the first round, will be held on Saturday 27th July.

The latest on the Motorama Rally is that the protest which was lodged was upheld but an appeal has been lodged and a hearing will take place on a date to be announced.

Those of you who take an occasional glance at page 1 of the Newsletter may have noticed that the Secretary now has a new home phone number. Jeff's new number at home is 38 4858.

Coming up in the Newsletter soon - a new series entitled - wait for it - "Rallying in the Bush" by our Barcaldine correspondent, Tony Best.

Also coming up soon - a new series of "Navigators Corner", otherwise known as "S.O. at T". Don't say you weren't warned.

We publish the following letter at the request of the author in the interests of presenting at least one side of a picture that has had a number of people confused.

P.O. Box 84
Kenmore 4069

19th March 1974

Confederation of Australian Motor Sport
11 Nash Street
Rosalie 4064

Dear Sir

Further to the Notice of Appeal lodged by myself last December, I have to inform you that I do not intend to proceed further in this matter.

The dilatoriness displayed in arranging the hearing has caused me to take this action. Delays such as this between the conduct of the events and the promulgation of the final results can only have a deleterious effect on the sport as a whole. In this case both the promoting club and the sponsor have been embarrassed and inconvenienced.

I would like to make it plain that this appeal is withdrawn only in the best interests of the sport and not because I have changed my opinion as to the justice or logic of the cause pleaded.

Yours faithfully

Ann Thomson

COMING EVENTS

- Sat 25 May Working bee at the clubrooms
- Sun 26 May NDSCC solo rally; BSCC invited
At the Caboolture circuit commencing at 10.30
Practice at 9.30
- Wed 29 May Night run organised by Jeff Tremain & Glen Carpenter
The ballot for Round 3 of the Queensland Motorkhana
Championship will be held in the clubrooms at 8.30 pm
On the bar: Daryll Kelly
- Sat 1 Jun Shell Winter Formula Novice Rally conducted by the
Morris Mini Car Club
- Sun 2 Jun Queensland Motorkhana Championship Round 3 conducted
by BSCC - see page 10
- Tue 4 Jun Committee meeting
- Wed 5 Jun Bingo and Wog Night organised by Ray Luckhurst
On the bar: Dave Morris
- Sat 8 Jun Working bee at the clubrooms

Presentation of trophies for the Stones Corner Motors
Rally, Biggenden Bush Rally, Round 3 of the 1973
Queensland Motorkhana Championship, and 1973 Club
Championships. In the clubrooms commencing at 8.00 pm
- Sun 9 Jun Mount Cotton Hillclimb (AHCC 1)
- Wed 12 Jun Night Run organised by Gary Blower & Peter Whalley
On the bar: Neil Swaysland
- Sun 16 Jun BSCC closed motorkhana; NDSCC and HCCQ invited
At the Samford grounds commencing at 10.30 am.
- Wed 19 Jun Night run organised by Charlie Blake & Hank Kabel
On the bar: Paul Trevethan
- Sat 22 Jun IWMAC Open Rally (QRC 4, QRRS 3)
- Wed 26 Jun Table-top rally organised by Hank Kabel & Charlie Blake
On the bar: Fred van Tuinen
- Sun 30 Jun BSCC closed motorkhana; venue to be announced
- Mon 1 Jul Briefing and ballot for BSCC Open Rally (QRC 5)
In the clubrooms commencing at 8.00 pm
On the bar: Peter Whalley
- Tue 2 Jul Committee meeting
- Wed 3 Jul To be announced
On the bar: Glen Carpenter
- Sat 6 Jul BSCC Open Rally (QRC 5)