



Brisbane
Sporting Car
Club

MAGAZINE

Affiliated
with C.A.M.S.

Jan 1975
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21st. YEAR
1975

COMING EVENTS

- Wed. 22nd. Jan. Presentation night for Stones Corner Motors Rally at the clubrooms.
- Fri. 24th. Jan. Presentation night for 4GR/City Autos Fantastic Rally at Toowoomba.
- Wed. 29th. Jan. Novice Night Fun organised by P. Whalley/G. Smallman
- Sun. 2nd. Feb. Closed Motorkhana at White Horse Inn starting at 10.30. Organizers - N. Howard/G. Carpenter. Refreshments available.
- Tues. 4th. Feb. Committee meeting.
- Wed. 5th. Feb. Bingo night at clubrooms organized by H. Kabel/C. Blake. Ladies invited to bring along a plate of refreshments.
- Sat. 8th. Feb. Working Bee at clubrooms starting at 1pm.
- Sun. 9th. Feb. Tasman series at SPIR
- Wed. 12th. Feb. Experts night run organized by D. Kelly/G. Wheale.
- Sun. 16th. Feb. Working bee at clubrooms starting at 1pm.
- Wed. 19th. Feb. Film Night at clubrooms.
- Sun. 23rd. Feb. Invitation to Solo Rally by NDSCC at Caboolture.
- Mon. 24th. Feb. Briefing and banquet for Biggenden Bush Rally at BSCC clubrooms.
- Wed. 26th. Feb. Novice Night Fun organizers TBN.
- Sat. 1st. Mar. Biggenden Bush Rally. Round 1 of the Queensland rally championship.
- Mon. 3rd./10th./17th./24th. March Navigation School to be held at BSCC clubrooms and to be conducted by Brian Gemmell, one of Queensland's top navigators. More details in next months magazine.

Working bees will be held on some Sundays along with every second Saturday of each month. I, as Building Sub-Committee Chairman, appreciate the co-operation of the 15 members that turned up at the last working bee and we can all be pleased with the results. The first Sunday working bee will be the 16th. February and we hope to see the 185 members who have been unable to attend a Saturday working bee on that Sunday at 1pm.

DARRYL KELLY

1975 OFFICE BEARERS

PATRON.....Lord Mayor of Brisbane,Ald.Clem Jones
 PRESIDENT.....Bryan Evans 934455
 VICE PRESIDENT.....Gary Blower 483214
 IMM.PAST PRESIDENT...Hank Kabel (B)972193 (H)302617
 HON.SECRETARY.....Jeff Tremain (B)446521 (H)384858
 ASS.SECRETARY.....Geoff Smallman
 HON.TREASURER.....Charles Blake (H)382693
 CLUB CAPTAIN.....Neil Howard (H)982053
 COMMITTEE.....Glen Carpenter Kevin Bates
 Paul Connell Lee Drumond
 John Hall Darryll Kelly
 Paul Trevethan Neil Swaysland
 Peter Whalley Greg Wheale
 CAMS DELEGATE....Garry Connelly HON.AUDITOR..NEV.Johnston
 EDITOR...Tony Jewels

GENERAL INFORMATIONPOSTAL ADDRESS

The Hon.Secretary
 Brisbane Sporting Car Club
 P.O.Box314,
 West End,Brisbane 4101.

CLUBROOM LOCATION

cnr.Reid/Hawthorne Sts.,
 Woolloongabba
 Meeting every Wednesday
 from 8.00 pm

MEMBERSHIP FEES

The annual membership subscription for 1975 is \$15.00 for ordinary members and \$6 for associate members.

CLASSIFIED ADVERTISEMENTS

Members are reminded that they can advertise free in the club magazine.A small charge is made to non members for this privilege

SUB COMMITTEES

A detailed list of sub committee members will appear in the clubrooms shortly.

CONTRIBUTIONS

All contributions for the magazine will be gratefully accepted. Any article published need not reflect the views of the club, committee,or editorial staff.

EDITORIAL

As the new editor of the club magazine I must firstly thank those committee members who had faith in my abilities to carry out this important job. I hope that I will be able to justify their confidences in me by publishing an informative, interesting and unbiased monthly journal of the clubs activities.

Many ideas are being formulated regarding the format and contents of the magazine. Not all our plans will be carried out but I feel that the changes that are instigated will make our magazine a better one, with the result that the club as a whole will benefit.

The magazine sub committee comprises of Bruce Mallett, Neil Howard, Daryll Kelly, Carol Moore and my wife Rosine, so you can see that the ladies will be having a bigger say in the running of the magazine.

Each month we hope to bring you a test report by Bruce Mallett on a new car and how it could relate to club members use. A technical corner will I hope become a monthly feature if we can find enough experts to glean the information from. As a number of our members intend to compete in southern events this year we hope to bring you reports on these as well as the full Queensland rally scene.

These are just a few of the ideas that are being contemplated. Any other ideas for a better magazine would be welcome from any club member and I can assure you that any ideas received will be given serious consideration.

I hope you will enjoy this first edition for 1975 and hope that we can all work together for a better magazine.

Tony J. Jewels

FROM THE CLUB CAPTAIN

Dear Club member,

This is the first of what I hope will be regular notes to you throughout the year. I can foresee a great year for the club in 1975. We have a new President and several new committee members—all with many interesting ideas for the club.

My main aim is to promote club spirit and unity—to make BSCC a club not only for the guys who compete in rallies, but also for those who want less demanding forms of motor sport such as motorkhanas, hillclimbs and solo rallies. The social aspect of our club which I feel has been neglected over the past few years, will also be emphasised. This year I hope to see many more wives and girlfriends along on club nights and competing in club events. I have heard that the few girls who competed last year are hoping for some more competition in the near future.

The first step to promote club spirit is the introduction of the new REFLECTORISED BSCC CAR STICKERS. For the small cost of 80 cents, these are available from the secretary Jeff Tremain, or myself. A new design CLUB T-SHIRT will be available early this year—I hope.

To close, I will reply to Jeff Tremain's comment last month by saying that 1975 will be the year of the new newsletter covers.

NEIL HOWARD
(CLUB CAPTAIN)

1974 ALPINE RALLY (CIVIC GLORY)

The 51st Action Alpine entries included from Queensland, Murray Coote (car no.2) with his navigator Brian Marsden in the Datsun 1200, and Adrian Taylor (car no.6) with expatriate Queenslander, now resident in Victoria, John Suominen calling the turns in the Honda Civic 1200.

The usual line up of Australian Rally Championship competitors included, for the Marlboro HDT, Bond in the XU1, for Datsun Distr., McLeod, in the 260 Z, while Evans was still running the 120 Y (?). Rainsford brought his immaculate Porsche 911 S over from S.A. while Warana veterans Pike (Datsun 180 B) and Barr-Smith (P.76) were also having a run.

Scrutineering outed Murray Coote from the ARC field when certain illegal modifications were found on the Datsun. It was strange that the Nissan Motor Co. themselves brought the matter to the attention of the scrutineers. This meant that Murray was put back in the field to position 22½. Starting order was now McLeod, Rainsford, Bond, Pike, Taylor, Evans and Roberts (Saab).

Weather conditions were fine to hot and very dusty for the start, at 11.30 am Saturday at the Bright Showgrounds, of 26 hours of non-stop action. Division one comprised of 16 stages which included a burn through and around the hay bales in the main street. The forestry area around Bright was used extensively and the field went through Running Creek, Hurdle Creek and Merriang and Bright plantations. Placings at the end of the first division were Bond (18), Taylor and Doug Stewart, who was running in the open field in the Lancer GSR, both on 19, followed by Barr-Smith (21) and McLeod (23). Bill Evans was out with a blown head gasket after trying to catch the car in front and had to use too many revs to keep up. Tyre wear for the Honda was extremely high. After 84 miles a brand new set of Bridgestone W/T's were shot to ribbons. This was the first of 12 tyres to be used in 600 miles.

Before we could rest we were sent off on a two lap dash of Bright showgrounds dirt circuit, where McLeod won. Division two, run between 9pm and 4.30am had no breaks, three service sections in 528 km, and twenty stages of dust eating forestry in Koetong and Shelly plantations. This division saw the end of Murray Coote with a gearbox failure and with the same complaint Greg Carr (Gerry Ball Datsun) retired also. At the end of this division Bond was still leading with Stewart, who was illegible for ARC points, only one point behind. McLeod had caught up to be third while we were only eight points away from the leader with Barr-Smith another 14 minutes behind us.

Division three which was run in daylight between 8am and 2pm on Sunday again had no breaks, two service sections in 245 km and comprised of 18 stages in the Ovens and Stanley plantations. It was only 1 km out of control before we had our first of three new tyre punctures. Only real drama was a deep ford in which we lost 5 mins. due to lack of traction on the steep exit. Final results in ARC was a tie for first between Bond and McLeod on 79 points, followed by our Honda on 93 points and Barr-Smith, Rainsford and Pike all in the three figure losses.

Final outcome for our efforts were a first in under 1300cc class, 3rd outright ARC, 4th Manufacturers Series and 7th outright ARC series. For any competitor wishing to run in a tremendous rally such as the Alpine, go ahead, but be wary that you have to finish in the first two places to collect anything towards expenditure. Our costs for the Alpine were approximately \$800 and we won \$40. The event is very fast, tough, demanding, tiring and a very professional 26 hours of motorsport. It's not rough (Civic guard touched only a few times), and to quote a certain navigator - "It's a bloody marvellous burn."

Roll on ARC 1975

ADRIAN TAYLOR

PRESIDENT'S REVIEW '75.

HI ! CLUB MEMBERS,

Happy (fast-quick) New Year to you. I wasn't all that quick, but did I get a little high?? Well there is no prize for guessing if I did or not. But all "Get well soon". We want you back at the Club on Wednesday nights.

I must take my hat off to you lads who turned up to paint the Club Rooms on Sat. 14 Dec. 74. Your actions are all over the outside walls, must say "Good job made light work of". Great and thanks, your help saved me from Daryll Kelly.

Christmas Party that night at R.S.L. Hall, Ashgrove, was a gay affair. Plenty to eat and drink, music wasn't all that good really, but it sure turned Leila Meadows on. Did you notice what it was doing to Dennis Brown just watching her.

Of course we had prize giving, trophies going to Hank Kable, "Mighty" Jack Read and Mrs. Kellys little boy Daryll. One trophy for Daryll was a book on "How to improve your sex life!" Last we saw of Daryll that party, was with two girls (one on each knee) and he was saying, "Look, it's working already".

Christmas Tree Party next day, was the super day for the children. Your President spent 4 hours trying to find Bunya Park, which of course is a long way from Bunya Forrest. Lost one Bris/Sporting Car Club. So my Gay and I, with four happy girls went looking to find you lot, but four sad little girls and 4 hours later, we could not find you all. Anyway my spies told me that all there had a great time, including Father Christmas. Must say thanks from all the kids there at the party, to Aunty Jan Sked and helpers - what a gas.

D. "Ned Kelly" has pulled off a big raffle for your Club that will boost Club Funds by hundreds. Mighty going Daryll, you do your Club proud.

Guess who's car's got a "sticker" on its bumper??? (Bris/Sporting Car Club Sticker). Club Captain Neil Howard has been hard at it, and has come up with the goods this time. I said - How much Neil? and was told 80 cents each. Great, I'll take two. Okay, two for \$1.50 says Neil. Now I am wondering, how many I would have to buy to get one for nothing!??

Must away now, as Tony "The Editor" wants this for his "New Look" Newsletter. Boy, things are changing about our Club. Good work Tony keep it up from all of us. If you run out of ink, I know where I can get you a couple of 6 ins. wide black lines !!!!!

I say you old "Finger Pointer" Navigator, can you smell dust like petrol fums???? Yep, you old "Leadfoot wheel twister", and my guess is, she's comin from Biggenden ways some place.

Must leave you all with a thought.

Presi -- Bryan.

1974 CLUB CHAMPIONSHIPS = FINAL POSITIONSHILLCLIMB CHAMPIONSHIP

Jack Read.....	30
Glen Carpenter.....	22
Daryll Kelly.....	19
Rod Browning.....	17
Brian Marsden.....	17
Ian Wells.....	14
Alan Hall.....	10
John Usher.....	10
Neil Swaysland.....	9
Russell Worthington.....	9

RALLY CHAMPIONSHIP

Hank Kabel.....	56
Tony Best.....	55
Tony Jewels.....	43
Brian McCloy.....	34
Jeff Tremain.....	33
Rod Browning.....	29
Ced Reinhardt.....	25
Gordon Cottrell.....	22
Bruce Mallett.....	22
John Hall.....	20
Lloyd Robertson.....	20
Neil Swaysland.....	20

NIGHT RUN CHAMPIONSHIP

Daryll Kelly.....	333
Ray Luckhurst.....	284
Jeff Tremain.....	262
Les Barron.....	252
Lee Drummond.....	247
Neil Howard.....	217
Alan Rolandsen.....	210
Greg Weale.....	199
Peter Whalley.....	184
Carol Moore.....	171

MOTORKHANA CHAMPIONSHIP

Jack Read.....	75
Glen Carpenter.....	70
Les Barron.....	50
Neil Howard.....	48
Daryll Kelly.....	37
Carol Moore.....	33
Lee Drummond.....	29
Greg Heath.....	27
Adrian Taylor.....	15
Peter Wethereld.....	15

WORKING BEE CHAMPIONSHIP

Gary Blower.....	40
Daryll Kelly.....	35
Jeff Tremain.....	30
John Hall.....	25
Hank Kabel.....	20
Neil Swaysland.....	20
Lee Drummond.....	15
Ian Wall.....	15
Peter Whalley.....	15
Trevor Allen.....	10
Ray Luckhurst.....	10

CLUB CHAMPIONSHIP

Daryll Kelly.....	34
Jeff Tremain.....	23
Jack Read.....	21
Glen Carpenter.....	20
Hank Kabel.....	19
Les Barron.....	15
Lee Drummond.....	15
Neil Howard.....	15
Rod Browning.....	13
Gary Blower.....	12

HOW TO RENEW YOUR ROAD EVENT LICENCE

The cost of a road event licence for 1975, including a copy of the CAMS Manual, is \$6.50. All competitors are urged to obtain a copy of the National Rally Code at an additional cost of \$1.50. Thus the total cost of the road event licence, CAMS Manual and National Rally Code is \$8.00, postage included.

CAMS requires that applications for issue or renewal of all licences be recommended by the Secretary of the club. This of course cannot be done if you have not paid your membership subscription for 1975.

For those of you who find it difficult to attend the clubrooms on a Wednesday night to have your application endorsed, there are two methods of attending to the matter. Either: post the completed application form together with your 1975 club membership sub. to the Secretary and it will be posted back to you; or post the completed application form together with photograph, expired CAMS licence and fee (made payable to CAMS) together with your 1975 membership sub. (made payable to BSCC) to the Secretary and it will be endorsed and forwarded to CAMS who will return your new licence directly to you.

CASTROL INTER-CITY CUP CLOSED RALLY SERIES

Disappointing was the only way to describe the entry lists for the Castrol Inter-City Cup series, which was a pity because each of the three rounds were good events. The series sponsored by Castrol Aust. P/L was run between three of the leading rally orientated clubs in Queensland-BSCC, DDSCC & ISCC.

Due to circumstances beyond the control of the organisers the first two rounds were postponed and then because of the unavailability of suitable dates for the running of two events rounds one and two were held on the same night, each rally being a division.

So the first round run was round 3 organized by DDSCC. It was run around the Crows Nest, Hampton, Oakey area with its long fast straights and terrifying yumps. What the entry list lacked in numbers it made up for with some very interesting combinations; from BSCC we had Lloyd Robertson & Jeff Tremain in the Zupps SLR 5000, Rod Browning and Lloyd Meller in the ex-works Renault Gordini and Tony Best and myself in the Subaru. From DDSCC came Lisle Neumann and Brian Gemmel in the Datsun and the flying Young brothers in their Mazda as well as Laurie Gatton & Sid Smith in their ex everybody HR Holden. From ISCC came Nev Frost who was joined by his brother Ian also in a Holden. John Stockley was the director and as expected there was some fairly tricky navigational sections. One of these sections had the deciding factor of the event—a via point which had to be approached from a certain direction. Only the Young brothers picked up the passage without penalty while Tony Best was just quick enough off the mark to only get an observed deviation before reversing back to use the old alignment. Everyone else missed the passage and dropped 25 points—I imagine there were quite a few navigators who were kicking themselves after this one. There were some good drivers sections to follow but 25 points are a lot to make up on drivers sections. Lisle Neumann dropped only 8 minutes on time for the whole event but it still wasn't good enough to catch either the Youngs Mazda or our Subaru who were content to just make sure we didn't drop any passages and to drop a few minutes on each section to make sure we finished. Both cars who picked up the passage were joint winners—I suppose that that is the nature of Qld. rallies although the fastest cars on the night were Neumanns Datsun and Robertsons SLR 5000.

Rounds one and two were run on the same night, the first round or division organized by ISCC and directed by Owen Crouch while the second round/division was very capably directed by Paul Trevethan for BSCC.

Division one used almost every forest north of the highway from Moore to Nanango. It was the first of these forests—Taromeo—that had cars running all over the place due to another piece of tricky navigation. Most cars either missed a passage or a complete section. Hank Kabel and Brian McCloy in the Stones Corner Motors Mazda RX2 dropped a massive 42 minutes trying to sort it all out but they eventually got both the passage and the end of sections in their correct order. Tony Best and myself faired best in this section but only with the help of some very quick talking by Besty. From this point on we were treated with some excellent drivers sections with just enough navigation to keep the other fellows awake. We used some of the finest rally roads in Qld but although fastest on the division, Kabels Mazda just could not make up that 42 minutes and eventually placed second behind our Subaru.

The division break was at Nanango where we started round/division two. And if there was ever a rally a driver should have entered it was this one. Completely route charted it was a beauty—one of the best I have ever been on. The roads were the best if not the smoothest that I have driven on—the route chart was accurate,

the times were realistic and it was the deciding round of the series. It is a tribute to Paul Trevethan who organized it for BSCC-and I bet he had a ball setting it all up. Gone were the mickey mouse navigation exercises, gone were the devious passage controls, this was a drivers blast, fastest car and driver wins, and that is exactly what happened. Hank Kabel romped away to win by dropping only 8 minutes in what must be familiar Warana country to him. Would you believe two hours to get from Nanango to Gympie and all but about two miles of unsealed roads. This was what rallying is all about. A test of car and driver but with enough turns to keep the navigator awake. If ever, as Garry Connelly says, we are to have top drivers in Qld. we must have more of this type of event. Drivers cannot rely on their navigators to win events for them outside Qld but although it grieves me to say it, this is what drivers are doing in this state, even though they may not want it that way.

All in all, a series that had everything, the navigation and the drivers sections, but if everyone thought that it was all over they were mistaken. Anyone who missed the presentation night could kick themselves as much as the navs who missed the passage on the first round. Castrol supplied the beer, cold chicken and hot sausage rolls as well as two excellent films. They were represented by Daryl Shephard, the racing team manager and with about 25 people present an extremely enjoyable evening was had by all. It seemed as if not everyone wanted to leave as the first film "A Dash of the Irish" was shown again. Or maybe it was because the beer had not been finished. Anyway it was indicative of a good evening and I hope that next year the series will be better supported, if you have any doubts just ask anyone who competed.

Tony J. Jewels

HARD HATS AND ALL THAT NONSENSE.....

It was very pleasing, during the Stones Corner Motors Rally, to see that one or two more competitors have started to wear safety helmets. However, the vast majority of competitors still prefer to risk their skulls. This is in marked contrast to the attitude in W.A., where a competitor died from head injuries after hitting a tree. Since that time the majority of competitors have worn helmets.

I hope that the following may clear up a few "problems", and encourage more people to protect their heads.

1. Helmets do not cause headaches or sore necks.
2. Helmets do not make conversations difficult in the car.
3. Helmets are much harder, and a hell of a lot cheaper, than heads.
4. Helmets keep your ears warm.
5. Helmets will eventually become compulsory, buy yours now before the prices rise.
6. After you have bought it, wear it during each and every competitive section that you compete in. This will ensure that YOU are not the first fractured skull in Queensland rallying.

Bruce Mallett

Editors footnote

Having rallied in both New Zealand and England where helmets are standard equipment in every rally car, I was amazed when I first rallied in Australia to find that only a few drivers wore lids. "They must be braver than the Kiwis or the Poms" thought I. I'll prove to them I can be as brave as them by not wearing my helmet. And so I didn't. Now I do and if nothing else I have the warmest ears of any rally driver, and can drive a little faster with confidence.

BSCC CHRISTMAS PARTY

The BSCC Christmas Party at Ashgrove RSL Club was thoroughly enjoyed by the eighty or so people who attended. The night saw Darryll Kelly (who is he)? receive the trophy for club champion for 1974 and Hank Kabel, the past president, was given his BSCC life membership.

The smorgasboard supper was what it should have been—good food and plenty of it. Special mention must go to the catering committee who did a fine job behind the bar all night. All those who attended agreed that it was a great party.

NEIL HOWARD

THE BSCC MAIL BOX

This will be installed within a few weeks near the door at the front of the clubrooms. All mail for club members, newsletters, rally sup. regs., result sheets etc. will be addressed and placed in the boxes before each Wednesday night meeting. Please check the box after you sign the register and collect any mail there for you. Any mail still in the boxes at the end of the night will be mailed out to the club members concerned.

The box will serve two purposes—firstly it will decrease the clubs large postal bill, and secondly, if you can come to the clubrooms you will receive your mail at least three days earlier than if it were mailed out to you.

NEIL HOWARD

The winners for 1974

Confirming that BSCC is the leading rally club in Queensland, here is a list of the results of the 1974 rally calendar. Those people with asterisks by their names have at least one crew member from BSCC.

BIGGENDEN BUSH RALLY	M. Chapman/R. Browning	+	Holden
COMMERCIAL TYRE SERVICE RALLY	W. Beverley/B. Gemmell		Mazda
MOTORAMA WORRY FREE NOVICE	P. Gehrman/J. Tremain	+	V.W.
RENAULT RALLYE SPORTIVE	B. Michelmore/R. Dancer	+	Alfa Romeo
SHELL WINTER FORMULA NCE.	P. McLaughlin/G. Clark		Datsun
QT 500	A. Taylor/J. Souminen	+	Honda
METRIC RALLY	G. Cottrell/K. McKay	+	Ford
BARRY PURDY MODERN MTRS. NCE.	J. Nicholls/R. Palmer		Holden
CASTROL INTER CITY CUP Rd. 3	T. Jewels/T. Best	+	Subaru
BROOKSIDE WARANA RALLY	C. Bond/G. Shephard		Holden
WYNNS 300 Rally	K. Bates/N. Howard	+	Holden
4GR CITY AUTOS FUNTASTIC	R. Wood/B. Farrell		Holden
ANNIVERSARY RALLY	B. Michelmore/R. Dancer	+	Alfa Romeo
CASTROL INTER CITY CUP Rd. 1	T. Jewels/T. Best	+	Subaru
CASTROL INTER CITY CUP Rd. 2	H. Kabel/B. McCloy	+	Mazda
STONES CORNER MTRS. RALLY	F. Thompson/J. Tremain	+	Holden

Not a bad record for BSCC members. Out of sixteen events this year, BSCC members won twelve of them. Next year lets try to make it a perfect score.

And for those non club members who didnt win this year—you'd better pay your subscriptions for 1975 and you will learn the amazing secrets to enable you to win.

GENERAL NOTES ON ROAD TESTS FOR 1975

During 1975, I will be road testing 12 cars for the BSCC magazine. I will try wherever possible, to test cars that are "sporty", rather than the more mundane sedans, wagons etc.

Any technical information in the tests will be quoted directly from the supplier of the vehicle. There will be no acceleration or other performance figures given as it is near impossible for one person to take accurate performance times whilst driving.

I will be taking each car over a common route of approximately 120 km which consists of smooth, wide bitumen, rough, narrow bitumen, "smooth" dirt, twisty sections on both dirt and bitumen, hills, and one bitumen straight where I will attempt to record a "speedometer" top speed of each vehicle tested.

In addition to this, each vehicle will be used for my personal and business use for a few days.

The fuel consumption figures quoted in each test will be overall figures obtained during the time with the car.

I hope that the twelve tests presented will prove enlightening and entertaining and assist some members in the choice of their next new car.

BRUCE MALLETT

BSCC 1975 ROAD TEST No. 1

VOLKSWAGEN PASSAT T.S. COUPE

Recommended price \$4,356.55 on the road
Supplied by Annand and Thompson P/L Newstead
Options on test car-radio/cassette player, mud flaps, weather shield on drivers door, vinyl roof, external rear window louvres.

The test Passat was "Martini Olive" in colour and fitted with a black vinyl roof, making an attractive and smart looking vehicle. The interior was upholstered in all black-the only interior colour available on the T.S. model.

The most noticeable interior feature is the front seats-incredibly comfortable with good support under the thighs, behind the back, and with heavily bolstered sides to hold the occupant in place during the most strenuous motoring.

Heading out to the test route, the car proved to be quite a lively performer. The engine was smooth and strong from 2000 rpm up to the red line at 6700 rpm, with the exception of a very slight flat spot at 3500 rpm. All controls were handy and easy to use, especially the excellent washer/wiper wand on the right of the steering column. The three alloy spoked, padded rim steering wheel felt to be too high at first, but was OK after more use. The only complaints about the drivers layout are -no space for the left foot except under the clutch pedal, and a tachometer which is too small and difficult to read quickly. The other instruments, oil pressure, voltmeter and clock on the console, speedo, fuel, temperature and warning lights in addition to the tacho, on the dashboard, are legible and easy to read.

The lights, four halogen units, are good up to about 130 km/h but lack penetration for easy driving above that speed.

The steering is very light and accurate but above about 130 (again) becomes slightly vague and lacks feeling. This is not serious, but doesn't feel quite right to me.

The motor makes a beautiful deep sound when accelerating hard, and the gearshift, although feeling slightly "loose" allows sharp, quick changes both up and down. Changing up at approximately 6500 rpm gives 90 km/h in second and 130 km/h in third. Top speed achieved was 165 km/h but the car was not absolutely flat out and would probably run up to
continued/

170 km/h or so on a long enough straight.

The brakes were more than adequate for this performance, pulling the car up straight from high speeds in very short distances. Under extreme use, the front wheels will lock first on bitumen, but there is no veering from a straight line. After six crash stops from approx. 100 km/h there was no loss of braking efficiency noticeable, although there was a hot smell emanating from around the wheels. Standard wheels and tyres on the Passat T.S. are 5"x13" wheels, fitted with 175/70 SR 13 Uniroyal Steel Belt radials. These tyres no doubt helped in the roadholding, which I found to be very good on all types of surfaces, although the car is happier on smooth bitumen than dirt.

With power on, the car understeers consistently on all surfaces, lifting off suddenly bringing reactions varying from slight tightening into the corner on bitumen, to a full bore tail out slide on dirt, which is easily caught, held and corrected with opposite lock and power on again. The car therefore, is a very safe handling car that can be driven very quickly along a twisting road, with the driver having quite an enjoyable time. VW claim to have cured the jumping out of second gear problem that plagued the early Passats, and the only time the T.S. did jump out of gear was under opposite lock, wheel spinning out of corners on very rough dirt. Under normal "sane" driving conditions the problem did not seem to occur at any time. On loose gravel, there was a lot of noise from stones hitting under the wheel arches.

Entry to the rear seat (the T.S. is only available in two door form) is difficult, as the backrests on the front seats do not tip anywhere near far enough forward. Once in the rear however, passengers are looked after quite well with the cloth upholstered seat, and adequate legroom. The test car became unbearably hot inside after standing in the sun, but once moving, the ventilation cooled things down acceptably well.

The vehicle has a large boot, with the spare wheel unfortunately located under the floor mat. Storage space inside the car is good, with a reasonable sized glovebox on the passengers side, a cubby hole in the centre console, and another shelf under the dash to the right of the steering column.

The engine is a water cooled, single overhead camshaft, four cylinder of 1470 cc capacity unit. It develops 98bhp at 5800rpm on a compression ratio of 9.7:1. It is mounted lengthwise in the front of the car and drives the front wheels through a four speed gearbox.

Overall fuel consumption was 26.07 mpg or 10.84 litres/100km.

As an enthusiasts fun/family vehicle the Passat T.S. should fit the bill well, being fast, safe, economical and fun to drive. If it was available with four doors and some space between the clutch pedal and the centre console/tunnel, I could quite happily own one.

BRUCE MALLETT

In an effort to fill this page (only ten lines) the following is the first edition of technical corner. This month the subject is- TOILET ROLLS. As I could not find any experts on this subject this is the extent of my knowledge.

Question: "Why do Irish toilet rolls have an extra fifty sheets?"

Answer : "Because the instructions are on the first fifty sheets."

For those people interested in suspension geometries and handling characteristics you may be interested to know that a roll centre, is the cardboard piece left over when your toilet roll is finished.

Question: "Why do Arabs always shake hands with their left hands?"

Answer : Work it out for yourselves.

TAPPET CHATTER

Quote of the month....

"The reason I dont go out to watch my husband on rallies is because he always rallies our reliable car."

Mrs. Daryll Kelly

Kevin Bates has yet another arrival in the family. A new Lancer from Foremost Motors of Wynnum-watch out for this one in Qld. rallies this year.

It seems as if a few of our top drivers are going to be mixing it with the southerners this year-Adrian Taylor after his fine success on the Alpine Rally will be concentrating on the ARC rounds this season-Hank Kabel could be joining him for the W.A. round while Brian Evans hopes to do a few of the rounds himself.

Rumours abound at this time of year regarding who will be rallying what for 1975. Here are a few of them but you will have to wait until Biggenden Bush to find out how many are true.

Ron Brazier will be making a big comeback after a year out of rallying.

After their success in the Stones Corner Motors Rally it does not seem likely that Neil Swaysland and John Hall will be changing their mount.

Hank Kabel has rumoured that his new car will have the speed of ten thousand startled Japanese snails. Beats kilometers per hour any day. And heres a tall one-seems that someone is trying to bring into the country a Renault Alpine for use in motorkhanas. Unreal.

Talking about exotic machinery, could be we'll see the clubs only Porsche 911 entered in a few smooth rallies this year. The navigator is all lined up thanks-all it needs is a driver. Form a queue fella's, after me.

CLASSIFIED ADVERTISEMENTS

Want to rally something special-130 mph, triple side draught Webers, LSD, the latest Bridgestone rally tyres.

No this is serious-Mike Collins has for sale his very quick Prince Skyline GT complete with numerous spares for the ridiculously low price of \$400 (\$500 to non club members). This car could be a winner in 1975 so phone Mike quick on 461817.

KLG INTERNATIONAL RALLY OF THE HILLS

Well if all goes well in this edition of the magazine we should have reports on four levels of rally competition, closed club, state championship, national championship and international. This is a report on the latter if not the most enjoyable.

Imagine if you will a rally that is as quick as the Warana, damn quick, and has roads (and I use the term lightly) that seemed to be a whole lot of the old IWMAC type rough stuff all joined together. That just about sums up the KLG Rally of the Hills. I was told that some of the roads on the Cross this year were rougher but at least it had some fairly smooth bits every now and again. The Hills was just one roughy after another. Great for the works cars and the driver receiving much support but for the privateer it was hell. Not that it wasn't a good event, in fact it was a beauty but unless you are prepared to spend oodles of money repairing your car after the event it was necessary to go easy on the go peddle. The standard

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of driver in NSW seems to be higher than in Qld. And that is not counting the internationals. But I suppose that they have had a lot of practise on this type of event. In any event that Murray Coote, and he's no slouch, can only manage 23rd. place, must be pretty competitive.

Scrutineering was a little frightening on the Thursday evening. They even went as far as to weigh our fire extinguisher, but we managed to get through without any major hassles. Tony Best and I had decided to go down to Sydney a few days early so we could have a look at a few of the roads (not practise you understand) and arrange a service vehicle as well as tidying up the Subaru after its overnight trip down from Brisbane. Although we didnt use any of the obvious forestry roads on our little look around the district on the Friday we did find some really great rally country, and the drops off the edge were frightening.

The event started on Saturday afternoon with a special section in the Hills District Car Clubs private property at Hampton just west of Kateomba. It is a great spectator section as the property starts at the top of a very steep hill where the majority of drivers and spectators congregate and down into the circuit proper which is potentially very damaging for cars with its blind crests turning into hairpins and fast yumps that really have the spectators cheering when you take off or running like hell when something goes wrong. This was the section that last year had Andrew Cowan on his roof but this year it was a Mazda that flipped. As this vehicle was only a few in front of us Mr. Best for I think the first time in his life elected to don his helmet. Showed great confidence in his driver I thought. When we left the road at the blind crest that curled back on itself we went so far off the road that I had to undo my belt, turn in my seat and look for the road again. Navigator immediately tightens helmet, and puts in belated request to get roll cage fitted.

Division one was a quicky with a late time limit of only 35 mins. Starting from position 36 the only cars we passed were ones that had stopped for one reason or another. The biggest hang-up was the dense fog that enveloped the area. There must be some pretty brave NSW drivers as we were zapped by a Mitsubishi Colt going up a fog enshrouded hill. I knew this road because we had been up it on the Friday and I knew that there was a 2000 ft. drop over the side but you couldnt see 20 ft. this night. Yet this car was already outside his LTL. If anything this section showed that navigation for this type of event is not just a matter of reading route chart, for 35 mins is not much LTL to play with and unless navigators planned ahead and estimated how much time could be safely lost on each section then you could find yourself out of late time and out of the rally.

Division two was a series of loops with endless passage controls visited over and over again. We visited one passage four times in a row. The fog had lifted slightly and the roads were ultra quick. I estimated that the Lancers could have been reaching speeds of 120 mph along some straight roads. We were doing our sedate 80 mph on one of these stretches when we hit a 100 metre long mud patch. Interesting but we were out of it before navigator had time to grab his helmet.

Division three was much the same as the first division including the fog again. One moan I have is the concept of running a competitive section on forestry roads running parallel to a highway. Imagine if you will straining your eyes on a foggy section trying to see the road and then seeing lights coming towards you. You have almost stopped before you realise that the lights are from a car on the highway on the other side of the fence.

Summing up, a good rally, by far the cheapest International we have the opportunity of competing in and the chance to run against some great drivers.

Tony J. Jewels

RALLY CALENDER 1975

The following is the rally calender for Queensland in 1975. Owing to space limitations in this magazine a full list of events in Australia will not be printed but those people interested in knowing all the events, either the CAMS manual (when you renew your licence) or the December 13th edition of Australian Auto Action will give you a more comprehensive list.

- March 1st/2nd.....Biggenden Bush Rally QRC 1 BSCC
- April 12/13th.....Open Novice Rally BScC
- April 26/27th.....Open Rally QRC 2 QMROA
- May 10/11th.....Open Novice MMCC
- May 31st/June 1st.....Open Rally QRC 3 RCC
- June 21/22nd.....Castrol Inter-City Cup Rd 1 (closed club)
- July 5/6th.....Open Rally QRC 4 IWMAC
- July 19/20th.....Castrol Inter-City Cup Rd.2 (closed club)
- August 9/10th.....Open Rally QRC 5 DDSCC
- September 6/7th.....Open Novice Rally MGCC
- September 20/21st.....Brookside Warana Rally ARC 5 BSCC
- October 11/12th.....Castrol Inter-City Cup Rd.3 (closed club)
- October 25/26th.....Open Rally QRC 6 IWMAC
- November 29/30th.....Stones Corner Motors Rally QRC 7 BSCC

It is hoped that this year as well as giving you reports on these rallies we will be able to give you a preview before each event. The first rally of the year as usual, is the Biggenden Bush Bash. Without any information on this years event as yet this preview will have to wait until the February edition of our magazine.

4IP COMMUNITY CLUB AWARDS

In an effort to raise club funds, it has been decided to participate in the 4IP Community Club Awards. Competition commences in February and lasts over a twelve week period with monetary awards totalling over \$2000 as well as weekly prizes ranging from \$30 - \$100. Every club member can help with this easily. It is only a matter of collecting certain dockets, wrappings, containers etc., and returning them to the club at each club meeting. Pamphlets will be sent to the club very shortly and these will explain what items are eligible for points in the award. More information will be circulated in the near future.

So, with very little effort and even less time, you, the member, can help your club financially, and remember that the prizes of the last Community Club Awards went to the smaller clubs.

GEOFF SMALLMAN

THE 1974 STONES CORNER MOTORS RALLY

The Stones Corner Rally will have to go down as one of my best events. It has to - because we won it.

The first competitive section number 2 was an easy dash along the other side of the railway line from Grantham, and there was no problem cleaning this section. One thing that was obvious from this start was that it looked like it was going to be a very dusty night.

Section 4 was a very challenging drivers section. I recall distinctly two corners going up the range that obviously didn't like Toranas, because coming in one right hand corner a little bit sideways, for some reason a nasty pocket of dust hid an extreme left, but after closing both eyes we fortunately continued on four wheels. The other corner had a very nasty washout concealed in it, but luckily our sump guard was strong enough and no major damage was caused.

We pulled into the section control in time to see Henry Rymans Civic leaving and I felt quite pleased that we must have gained a minute or so on this section. The road on section 5 seemed to be rather slippery and was surprised after about four kilometres into this section after rounding a sweeping right hander, to find the Honda looking back at us from a large, dented tree and felt sorry that Henry's event finished in this manner. His navigator, Laurie Garth, waved us on. It was pleasing to see that no-one was injured.

Section 7 was an absolute lulu, and we encountered a hell of a lot of dust. First part being mapped and the second part route charted. Jeff, being his normal cool self, brought us on course and I think that on this section we moved up to car three on the road, regardless of the reluctance of a red coloured Mazda to let us pass. Our service crew of Mal, Des and Graham were tickled pink when we arrived to get a drink of petrol to find that we had moved up a couple of places in the field.

The loop on section 9 was very competitive and we were glad to drop minimum points. If I recall correctly, section 10 appeared to cause a fair amount of confusion among the crews because cars were running in all directions. After negotiating a rather nasty S-bend (which luckily Jeff had picked up from the map), we heard the dreaded flop flop which told us that we had punctured a right hand front wheel. Only one thing I have against Mag-wheels, is trying to centre the silly things in the dark. This unfortunately caused us three minutes in this section and while we were changing this wheel a green car went past rather quickly and told us that Ray Wood was trying to make up for lost time.

Section 11 - all went well on this section until we turned left onto a bit of slippery road to see Gordon Cottrell coming back towards us. Gordon informed us that this particular stretch of road looked a bit wet and that Neil Swaysland was stuck further down the track. After conferring with Jeff, we decided to give it a go and had no trouble reaching the bogged blue Datsun. Unfortunately, instead of continuing and trying to get around Neil, we stopped to give him a hand out. After many minutes and a lot of huffing and puffing with some tremendous help from Trev. Garbett, we managed to get the Datsun out of the way, then a push on the Torana got us going again, but I forgot to check my brakes and on trying to stop behind Neil's car, I had that very sickening feeling of no brakes and slightly modified the tail of said Blue Datsun, and badly rearranged the setup of our lights. Fortunately, none were broken. After picking up the passage control

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we continued on our merry way with lights pointing hell west and crooked. We hit a main piece of road and decided to pick up a bit of time only to hit what must have been one of the best water splashes ever seen on a rally. I should have been prewarned of this by the number of spectators around.

It was very pleasing to get to the division break at Oakey to wash some of the mud off and to get some feeling back into my saturated feet. My ever efficient service crew went to work to put the lights back so they pointed straight ahead and after a cup of coffee, looked forward to division two.

The first competitive section in division two proved to be very interesting because, from memory, many of the roads were newly graded and proved quite a challenge, and after four via points and several out of bounds, Jeff once again brought us on to the end of section control with his normal competence.

Section 3 - This sixteen minute section to Springside was quite dusty and it was on this section that I was grateful to have a navigator who was calling out the bad corners, as the dust was so thick in some places that you couldn't see telegraph poles on the other side of the road. Those so called seven yumps must be breeding otherwise I lost count as I am sure we found eight. It was somewhere in this section that I remembered that the car immediately behind us was Bryan Evans and not looking forward to having that Datsun 24 oz. rocket through us, decided to give it an extra tickle and concentrate a wee bit harder.

On section 6 when Bryan pulled up at the end of section control behind us, I told him that we only dropped three, the same as he and Hank Kabel had done, but unfortunately I was corrected by Jeff and was told that we had dropped four.

At the next service point at section 7, we were a little alarmed to find that we had ruptured our petrol tank, presumably at one of the yumps, and our service crew were elated to find that the lights were still pointing ahead and nothing else had been modified. After following Gordon Cottrell at numerous times through the night, I was rather surprised to see him heading in the opposite direction. This section was over extremely good roads and was very fast, and I know from the dust we drove through that some of the front runners had their own dust machines.

Section 9 was the event rerouted back to Grantham and thus the finish of what was a very competitive event. I was rather disappointed at the finish to hear that the muddy section had been deleted and after submitting a protest against this decision, and which was subsequently upheld, it was very pleasing to hear of our success in this event. Not having submitted a protest before, I can only say that I was extremely impressed by the formality and the fairness of the tribunal that hears these protests.

A big thank you to Charlie Blake and his committee who organized this high standard event, and to the Auto Centre Group of Companies for their sponsorship. To my navigator Jeff Tremain who pointed unerringly all night, and to my service crew which I believe is the best in Queensland, Mal, Des and Graham, because whatever I break they can fix. It was a great event.

FRED THOMPSON