



Brisbane
Sporting Car
Club

MAGAZINE

Affiliated
with C.A.M.S.

Feb 1975
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22ND YEAR
1975

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NEWSLETTER EDITOR	Tony Jewels			680141
RALLY S/C CHAIRMAN	Hank Kabel	30	2617	972193
SOCIAL S/C CHAIRMAN	Neil Swaysland			

GENERAL INFORMATION

POSTAL ADDRESS

The Hon. Secretary
 Brisbane Sporting Car Club
 P.O. Box 314
 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 \$6.00 for associate members. The wife, and children over 14 and under 17 years of age, of ordinary members qualify for associate membership.

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.

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.

DEADLINES

Deadline for contributions is the 2nd Tuesday every month, although a format is decided on the day after the first Tuesday in every month.

EDITORIAL

From the comments I have received, I guess a lot of you enjoyed the January edition of our magazine. The sub committee and myself need your comments, both good and bad, in order to present a magazine which YOU want not what WE think you want.

I must apologise to some of our new members who did not receive a January edition, as due to technical problems with the Gestetner, we did not have enough copies left over after normal distribution.

As no doubt you are aware, this is the silly season when everyone rebuilds their cars for the coming offensive starting at Biggenden, so consequently we have no reports on major events contested by club members. I hope that you will still enjoy this issue however, as we have a preview of the first round of the Qld. Rally Series, Bruce Mallett road tests a Mazda, Mick Pocock tells us all about drag racing, the odorous Castrol R is investigated, and one of our foreign correspondents (unpaid) sends us some impressions of the 1975 Monte Carlo Rally. In fact if we get this issue out quick enough we might just beat RCN.

Mike Collins has sold his Prince Skyline GT through this mag. so this form of advertising must be worthwhile, and best of all, its FREE to club members. So if you want to buy, sell or exchange anything, please feel free to use this magazine.

TONY J. JEWELS

PRESIDENTS REVIEW 75

Hi, club members,

Great to hear from Garry Blower that the club had a monster get together at the Stones Corner Motors Rally prize-giving. Even if it was the first night of the club year. Was also told of lots of girls and wives along to cheer their boyfriends good luck in that event, which must have added colour to the evening.

Must say thanks to Club Captain and helpers for the new look club magazine cover. Going colour too, says Neil, who has been the wheel behind it all. Neil has also put up the post box, pidgin holes in the club rooms, so you can pick up your mags, hot off the press on Wednesday night. Saves the club a little on postage too.

Lot of sunburnt motorkhana specialists on Monday, from the event held at the White Horse Inn Motel. I heard some tall stories and watched some spectacular, funny trick driving by the competitors. Hank Kabel trying hard to beat his son Simon, and some choice words from Peter Snell when he found out he had a WD for same event. Club fun day at its best.

Darryll Kelly-what a fund raiser. Our club needs him and others to help him along. The beer and prawn night put on by Darryll was just too much. May I say thanks Darryll on behalf of your club for such a fine effort.

I am not worried about being last in the motorkhana. Moffat has a Victa special for me fitted with his old Mustang engine.

Your car has not got everything if it hasnt got a bumper sticker.

Kind thoughts presi-Bryan

BIGGENDEN BUSH BASH PREVIEW

In case any of you didnt know, it rains in S.E. Qld. about this time of year. The rain fills the streams, the streams become rivers, and all the rally drivers go to Biggenden to see if their cars will float. The Biggenden Yacht Club are organising for the third year their own special blend of rally. As well as your CAMS licences you may be required to show proof that you can navigate out of sight of land, are able to submerge to a depth of six feet, and then surface and do all this without the aid of a periscope, which the Yacht Club has decided that this year will be illegal.

Two years ago a photo appeared in the Courier Mail of Tony Best and Don Saunders pushing a Holden down a river. You notice I wrote "down" not "through". At Biggenden, the Yacht Club had decided that normal crossings of flooded creeks/ rivers by the shortest mapped route were no fun at all, so somehow they had the route going down the length of the river. If you missed the turning back onto dry land you ended up at the mouth of the Mary river. (Have you ever wondered what happened to Charlie Lund. Well rumour has it that he missed the turning, ended up floating to New Zealand where he competed in the Heatway Rally. Only a rumour of course, but he did do quite well in the Heatway.)

Well, after viewing this picture I thought that I had better get my mini waterproofed. It was to no avail as I didnt even make it through the two foot deep creeks let alone this monster. Anyway next year there was a rumour that there was a car called Bluebottle submerged in one of the creek crossings, although we never saw it. We were held up by one mini though (they'll never learn) at a creek/river crossing. It was lucky he had his radio aerial up as thats all that was visible, well that and the bubbles.

Seriously now, the Biggenden Bush Rally is not only the first on the Queensland calender, it is in some peoples views the finest. The event is organised and supported by the townspeople of this country town Biggenden, and it is a mixture of some straightforward but demanding navigation sections and some drivers sections that are out of this world. In 1973 there was the section around the local speedway track, in 1974 there was a section through a forest that had as its only instructions, "follow arrows to EOSC". The navigator either went to sleep or if he had pace notes went hoarse talking to the driver. This section was the one that Lisle Neumann ran off the road and thus lost the event after Tony Best, the 1973 director had decided to use somebody elses pacenotes. I dont know where he got the notes from but the Subaru cleaned the section by two minutes. The past rallies have started from the main street of Biggenden, which is closed to traffic and is thronging with spectators. The first sections were competitives too, forget about all this transport out of town nonsense, this rally is go from the word go. In the 1973 event we did a loop around town and into a quarry, picking up a passage control that was only about 200 metres from the start line. This event was won by Michelmore/Dancer in the Alfa who took it all in their stride. The 1974 event which I thought was a much better rally was won by Chapman/Browning in the Belmont after the 1973 winners ran out of petrol.

The things that you will remember about the Biggenden Bush Rally are the splendid roads, the novel sections but most of all the atmosphere. If you have never done a Biggenden before you have never seen a town so totally involved in the sport, and that is what it is all about.

Tony J. Jewels

1975 CLUB CHAMPIONSHIPS

Each month, you will find an up to date list of club championship pointscores. Because the 1975 competitions are only just under way, this month it has been decided to devote this space to the explanation of how the point score system works.

Firstly, points may be scored in all BSCC organised open and closed motorkhanas, rallies and speed events, in nominated (expert) BSCC organized night runs, in official working bees listed in the club magazine, and in all closed events to which BSCC is invited. Points will be allocated in each event only to members who are financial at the time. In all events, points will be awarded according to BSCC members results only, for example if a BSCC member comes 12th, outright in an event but this is the best result by a BSCC member, then that competitor will receive the points for first place.

Points for the various types of events will be allotted in the following way. For night runs and rallies -11 points for the winner

(remembering that the winner means the best BSCC result), 10 points for second, etc. and so on down to 2 points for tenth, and one point for every other finisher. The same for motorkhanas remembering that in all cases only outright places count, not class wins. In the case of a tie, e.g. for third place, both competitors in the tie will be allotted nine points with the next highest result being given seven points for fifth place.

At BSCC working bees, five points will be allotted to each member who signs the attendance book. (Points will no longer be awarded for signing the attendance book on clubnights.)

Up to two organizers of each event (with the exception of working bees) will each receive 11 points for their efforts.

Finally, the top ten placegetters in each of the five types of event, (motorkhanas, night runs, rallies, speed events and working bees) will receive a club championship points allocation of 11, 10, 9, 8, etc. in order of their placing (regardless of actual points gained), and all those below tenth will receive one point each. It is this total that will determine the 1975 club champion.

JEFF TREMAIN

1975 MONTE CARLO RALLY-IMPRESSIONS

Le Gap. It is 9 am. After 3800 km of touring sections at an average of 50 km/h eighty nine crews are left, coming from Monte Carlo, Athens, Agadir, Warsaw and Stockholm. Among them are three past winners.

This morning this little town looks like a large movie set. Questions, anxieties, dramas and the men: the factory drivers, invincible heroes, and the others.... without help or sponsorship.

The cars.. on one side the beautiful, shining factory models, and on the other side, the home built, the privateers.

In the streets, on each side, on the sidewalk, cars filled with spare tyres, petrol drums. But Fiat, Lancia, Alpine, (the big ones), have rented a garage and there everything is so clean, so different. A bit further away, in the mud and rain, the others repair, the last minute jobs.

It is easy to tell the factory "pilote" from the amateur, the latter has got dirty hands. The first manages to be freshly shaven after 3 days and 3 nights behind the wheel. The unknown just accepts everything for the day when he will be also the factory driver.

Everybody is getting ready for the last night, the last four competitive sections, and who knows, maybe one of the humbles will feel a bit stronger and the hero a bit more humble.

MOTORKHANA CAPERS

The day: Sunday 2nd. February, the place: the paddock next to the White Horse Inn at Daisy Hill, and 28 club members have arrived to compete in the first club motorkhana of 1975. Most of the old faithfuls from 74 are here with a sprinkling of new faces and machinery.

The first event is a straight slalom. The area that this event is run on is not altogether smooth and this is reflected in most of the times. Jack Read, the old master is quickest in his special with a 21.3 sec. run. The new club members show already that they mean business; Phil and Merv Box in the Galant, (225 X 13 Ultragrips on the back no less), record times of 23.1 and 25.5 respectively while Gerard Searle does a very good 25.5 in his Peugeot 404. The rough ground takes its toll and Russ Gooley retires his Torana and Darryl Kelly's "S" suffers an embarrassing lack of steering at the end of the slalom and is unable to finish his second run.

The Reverse Garage does not reverse the form - Jack Read is again quickest on 32.7 secs. Peter Snell goes quite quickly in his lightweight mini (33.8) while numerous people complain that they cannot see out of their back windows properly. The next event is a Double Loop and again Jack Read is quickest (28.5). Some spectacular driving is seen in this event, especially by Peter Whalley who manages a 29.3 run in Noeline Kings standard mini. Rumour has it that Peter isn't very popular after this run. In this and the next event, the presidential competitors, (past and present), show the advantage of limited slip differentials when fitted to RX-2's and 240 Z's.

The last event, the multiple loop, proves to be more than a simple drivers event as it requires a deal of navigation to find the right course through the dust which does become a problem later in the day.

It is noticed that in some events, certain competitors are not wearing the required safety harness, helmet and goggles. This will not be allowed in future for any driver competing in an open car or in a non production vehicle.

A special THANK YOU must go to Bryan Evans for the use of his grounds and for doing such a fine job on the catering throughout the day. Those who compete enjoy the day and the organisers would like to see a lot more new faces at the next club motorkhana at Samford on 23rd. February.

NEIL HOWARD

FUN and FUNd RAIsING IN 1975

It is with much pleasure that I report the success of our first fund raising exercise for 1975. The nett proceeds amounted to over \$425.00, which I feel is a big step towards the target of \$3500.00 I have set for this year. The 34 supporters of the Beer and Prawn night who attended on the 13th. January must be the best fed members this club has had for a while as I had catered for 80.

I would like to take this opportunity to thank the people who helped make the evening a success, with a special THANKS to Peter Wickham, Len Kelly, Roy Kelly, Peter Carroll and our illustrious president, who spent quite a bit of the evening masticating on a chicken leg, (dirty swines), without whose help I know it would have not been the success that it was.

With the same sort of support we (the fund raising committee) received for this exercise, I can see no reason why our target should not be attained.

DARRYL KELLY

BSCC 1975 ROAD TEST No.2

MAZDA CAPELLA 1600 SEDAN

Supplied by STONES CORNER MOTORS.

Recommended price : Manual \$ 3,246 plus registration
Automatic \$ 3,510 plus registration.

There was quite a bit of confusion about in the week I was due to pick up the Mazda test car, caused mainly by sales tax reductions price changes, etc. Consequently the new, manual 1600 sedan was unavailable, I had to settle for a superseded, 15,000 mile old trade in with ROH mag wheels, RD102 175/70X13 tyres and (yak) automatic transmission.

The interior of the test car was average plastic Japanese - nothing seriously wrong but lacking completely in character and warmth, except for the excellent steering wheel. Soft padded rim, mounted in the right position, and the three, yes three horn buttons, making it very easy to hit one when necessary.

I have often heard the multi-purpose stalk to the right of the steering wheel on Mazdas described as "excellent", and with one exception, it does come close to warranting that description. The exception is the windsreen wiper control, which is activated by twisting the end of the stalk. To accomplish this manoever, the right hand must be removed completely from the wheel rim, which to my way of thinking, tends to negate any advantage of mounting the control at finger tip distance from the wheel.

On the wide Bridgestone radials, the Capella handled quite adequately on smooth, dry bitumen, with high adhesion levels and smooth, predictable, easy to handle mild understeer. However, after a shower of rain, the story changed somewhat. The problem appeared to be caused by a combination of reasonably light weight(2,125 lb) and the wide tyres, which had the car skating around on top of the wet patches, instead of clearing the water and gripping the bitumen.

After a short drive behind the four headlights on Friday night I decided against my original intention of always driving the test route after dark, and headed off at 4.00 pm on Saturday afternoon.

With the accelerator held flat to the floor, the transmission changed up at approximately 40 mph and 62 mph at which speed the motor was getting quite noisy, but was smooth and pulling hard.

At 80-85 mph, the car became very light and "floaty" in the front end, and any reasonable bumps at this speed lifted the front of the car and then kkked the back sideways, quite scary and unstable. Because of this, there is no recorded top speed for this test, although for one brave moment I did allow the car to run up to an indicated 100 mph, after which we settled down to a steady, comfortable 65-70 mph cruise.

It was during this easy cruising stretch that I made a few random observations on the car.

Among the plus points were excellent ventilation, headlamp flasher, radio, cigarette lighter, four way emergency flasher and good brakes. Two unexpected minus points - at cruising speed the windsreen washer soaks the driver's right shoulder and, when an attempt is made to close the window, it is outside the channels and cannot be closed until the speed drops below 60 mph and the window returns to the correct position.

On the twisty, rougher bitumen sections, the Capella behaved as I had expected. The back wheels bounced every which way, particularly under brakes, and coupled with the vague front end, made the car plain hard work to drive fast. Nothing really desperate mind you, but not very enjoyable. (Possibly my standards are set a little too high because of the really excellent handling of my own car on this type of road).

Once onto the dirt sections however, things changed again. Using the T-bar manually, the 1600 rocketed along at very respectable speeds. The back could be kicked out at the entry to a bend, the car powered through sideways and then straightened up to accelerate to the next corner.

The car at all times felt strong and nothing rattled or fell off. By the end of the dirt I was feeling very Colin Bondish and quite proud of myself, so I went back over it and then through again, having a ball all the way through. All very ego boosting and a lot of fun.

Overall fuel consumption during my time with the test car was 25.10 mpg, although this figure and the easy 100 mph achieved could have been affected by the low profile radials fitted.

I was not particularly impressed with the Capella, in spite of the fun time on the dirt. For normal 9 to 5 business use, the car would be adequate. For fast trips on bitumen it would be exhausting and very unrefined.

A manual version with a tune-up and some thorough preparation (the test car was as traded) would be an improvement, but I wouldn't like my sister to marry one.

BRUCE MALLETT

UNIROYAL DRIVER TO EAST AFRICA AWARD

Uniroyal have announced details of the "Uniroyal Driver to East Africa 1975", an award which is being offered during the 1975 rally season. The prize, a 10 day trip to Nairobi to see the 1976 East African Safari, plus \$1000 spending money, will go to the driver who scores the highest number of Uniroyal rally points from his best five State Championship rallies. Uniroyal rally points will be awarded on a 9/6/4/3/2/1 basis in each state, so there is no reason why a Queensland driver should not win this award. Needless to say, only competitors using Uniroyal tyres will be eligible, but we are assured that rally tyres will be available at competitive prices for participants in the award. A brochure explaining the rules, regulations, entry procedure and scrutineering requirements will be forwarded with all accepted entries for the Biggenden Bush Rally; if you would like additional information in the meantime please contact CAMS, your Cams delegate, or your club secretary.

DISCOUNT TYRES KLEBER RALLY

Supplementary regulations are now available for a closed rally run by Gold Coast Tweed Motor Sporting Club and known as the "Discount Tyre Kleber Rally". The event is approximately 450 km. in length and starts from Discount Tyres Speed Shop, Ferry Road, Southport on Saturday 22nd March, first car departing at 4.00pm.

The prize list is pretty comprehensive with first winning \$70.00 cash and trophies, and there is a real dandy prize of a week for two in a caravan at Nobby's Beach, for first out of town car.

There is a limit of 60 starters so get your entry in quick, and make BSCC the club with the most entries.

Personally, I know little about many of the various types of motorsports.

Speedway, hillclimbs, drag racing, circuit racing, motor cycle scrambling and racing etc. are sports that this rally orientated club probably knows little about.

I have a theory, that competitors in every different form of motorsport can learn something from other forms of the sport that they can adapt to their own forte and subsequently (we hope) have an advantage over their less knowledgeable competitors. Just to make one example, a rally driver might learn quite a lot from watching circuit racers taking different lines on a corner.

Starting a series, which I hope will be informative to me as well as you I have chosen one of Australia's leading drag racers, holder of many class records at Surfers Paradise Dragway, and the Australian national record holder for the SuperStock B class, in his 351 GT Falcon, Mick Pocock of Corner House Motors, Wynnum for an insight into---

DRAG RACING

Jewels: How many drag meetings would you run in a year Mick?

Pocock: About one a month, running right through the year although the Ampol New Year Series means that there are three meets in one month at Surfers. This year Surfers are hosts to the Chesterfield Nationals as well as its Winter-Nationals in August. The Summer Nationals are always held at the Castlereigh strip in Sydney and the Spring-Nationals are run in Adelaide. I have run in Townsville where they have a strip and I understand that strips are underway in Gladstone and Rockhampton as well as in W.A. and at Calder raceway in Victoria.

Jewels: It seems that there are as many classes in drag racing as there are in circuit racing. In what class do you compete in?

Pocock: I run Superstock B class in my 351 GT Falcon. Superstock A is for the big engines.

Jewels: You mean 351 c.i. is not big?

Pocock: Well, a 427 c.i. is bigger. When there aren't enough cars running in each class they combine, but are handicapped so it works out pretty even usually. You really only have to get as close to the class record as possible on each run. Still, the Ford is putting out around 500-550 bhp and is reaching 110-115 mph after the $\frac{1}{4}$ mile.

Jewels: On what type of fuel?

Pocock: That's on BP 100 although we are allowed to use Avgas. The funny cars that were brought over from the States for the Ampol series were running nitro mixtures, but that stuff is pure horsepower and is highly dangerous in unskilled hands. It also tends to melt everything inside a motor, pistons, valves etc. so you have to use special running gear which is pretty expensive.

Jewels: What about tyres Mick?

Pocock: I run drag tyres made in the States that cost me about \$145 each plus \$19 for a tube. We are only running them at 6 p.s.i. which allows the very soft walls to flex and to give an even greater tread area contacting the road. I have just started to do water burn-outs at meetings, which

involves pouring water on and in front of the tyres to make the tyres spin before a run, in order to remove all the muck and to get them hot and sticky so that they will grip better at the start. Its a bit hard on the clutch though.

Jewels: How are the meetings run Mick?

Pocock: Usually, in the afternoons you have the time trials in which the fastest 16 cars in their classes qualify for the run offs in the evening. Then the fastest car is paired with the 8th fastest, the second fastest with the 9th. fastest and so on with the winner coming back for another run. In theory you should end up with the two fastest cars running each other in the final, although it seldom works out that way.

Jewels: Why not Mick? How much skill must the driver have?

Pocock: Take the start; you have a set of vertical lights. At the top a blue light comes on when you are in position. Then four ambers which lead to the green for go. From the first amber to the green takes one second but if you wait until the green before making your move you will be left in the hole on your own. I usually start moving when the third amber is on, so that by the time the green comes on my front wheel is only just coming out of the electronic beam. Move out of that beam after the amber lights are flashing but before the green comes on and you are disqualified.

Jewels: What sort of troubles do you have in stopping?

Pocock: Heaps. I usually need the full $\frac{1}{2}$ mile to stop after the $\frac{1}{4}$ mile run and thats only at 115 mph. With the rear tyres at 6psi you dont try to turn corners as you are very likely to roll over. I have had some nasty moments at Surfers, almost rolling at 30 mph after my runs.

Jewels: I know the feeling well. Whats the cost of running a drag car Mick?

Pocock: Well, holding the national record the Falcon must be worth over \$5000, the engine must be worth about \$3000. For winning the Ampol series and one round I picked up about \$450. I prepare my own car but with increasing business commitments the only time I get to work on it is about midnight the night before the meeting. That is why we are considering naming the car "Midnight Special"

Jewels: Thanks Mick, for an informative talk and I hope that a lot of our members pop down to the drags one night to see what it is all about.

As previously stated Mick Pocock is the proprietor of the CORNER HOUSE MOTORS of Wynnun, located just off the roundabout next to the Ampol garage. Anyone who gets 550 bhp out of his car might just be worth a visit.

There is absolutely no truth in the rumour that our president intends whacking a sump-guard on this vehicle and is to start rallying at Biggenden. Mind you, I understand that serious thought has been given to the idea. And please members, now you know how to do water burnouts, dont try them at the start of the Biggenden Bush.

SUB COMMITTEES

The following sub-committees have been appointed for 1975. If you would like to offer your services on any sub-committee, please approach the appropriate chairman.

BUILDING: Darryll Kelly (chairman), Gary Blower, Rad Guerin.

CATERING: John Hall (chairman), Charlie Blake, Paul Connell, Neil Swaysland.

FUND-RAISING: Darryll Kelly (chairman), Fred Thompson.

MAGAZINE: Tony Jewels (editor), Neil Howard, Bruce Mallett, Rosine Jewels, Carol Moore.

MOTORKHANA: Neil Howard (chairman), Glen Carpenter, Lee Drummond, Larry Stinson, Peter Wickham.

RALLY: Hank Kabel (chairman), Neil Swaysland, Jeff Tremain, Paul Trevethan, Peter Whalley.

SOCIAL: Neil Swaysland (chairman), Kevin Bates, Charlie Blake, John Hall, Greg Weale.

SPEED EVENT: Glen Carpenter (chairman), Neil Howard, John Maher, Ann Thomson.

WHAT DO YOU SUGGEST ?

Last year a suggestion box was suggested, but it has now been suggested that the suggestion box was not a good suggestion. If you have any suggestions at all to make, we suggest that you suggest them to the Secretary or any member of the committee. Constructive criticism, or any suggestion at all which may help BSCC become a better club are always welcome.

JEFF'S STRONG ARM CORNER

Members who have not yet paid their subscription for 1975 are reminded that membership fees became due on the first day of January, so they are now overdue.

Please pay your subscription to the Secretary on any Wednesday night, or if this is not convenient a cheque can be posted to the club. If you are having difficulty in paying the full amount now private arrangements can be made with the Secretary.

Unfinancial members will receive only one more issue of the Magazine - so hurry and renew your subscription now.

INFORMATION OF THE MONTH

Alan Pryde, our most northerly club member, has very kindly offered his hospitality to members holidaying in the Cairns area. Alan and his wife have a large house with plenty of spare rooms and would welcome club members who could bring them up to date with club activities. All you need to bring is your own linen, and a blanket or two during the Winter months. Alan asks only that you let him know beforehand that you are coming so that he can arrange to be in town at the time. Club members contemplating a holiday in Cairns can obtain Alan's address from the Secretary.

CASTROL "R".

This famous castor based lubricant has been the favourite oil of racing motorists and motor cyclists for many years. It has the property of clinging tenaciously to very hot surfaces and possesses better "oiliness" and hence, anti-seizure properties than any other lubricant.

The early versions of Castrol R like the castor oil upon which it is based, had, in the past, a reputation for deterioration through premature oxidation. Modern improvements have however effectively dealt with this problem by the inclusion of specially prepared additives.

Although this oil is primarily designed for the racing world, its unique properties can also benefit the private owner interested in really high performance. When selecting an engine lubricant for sports cars, modified saloons or even high performance motor cycles, it must not be assumed that a special oil is always necessary. In the vast majority of cases the well known, widely available brands of Castrol are entirely satisfactory and most modified and tuned production vehicles will operate perfectly well on these. Where special high lift cams are fitted there may be a case for using Castrol R, as the small areas in contact will be heavily loaded especially where double valve springs are fitted and an oil of this nature will ensure complete protection.

No hard and fast rules can be applied to determine for certain whether the selection of one of the Castrol R grades would be preferable to the use of one of the standard Castrol mineral oils. For racing, rallying and fast road work however, there can be no doubt that Castrol R does provide the ultimate in lubrication in return for some extra cost. If the best possible performance coupled with reliability is the aim, then Castrol R would prove a wise choice.

An interval of 3,000 miles must be regarded as a maximum under favourable conditions between oil changes and under extreme conditions this interval should be reduced.

It should always be remembered that Castrol R will not mix with mineral lubricants so that, Castrol Solvent Flushing Oil must be used when changing from one type of oil to the other. In fact, there are several important steps involved in changing types of oil. If use of Castrol R oils is contemplated it is advised that more comprehensive information is available from Castrol Aust. P/L of Theodore St. Whinstanes.

Reprinted with thanks from information supplied by

CASTROL ADVISORY SERVICE BULLETINS

REGISTER OF MEMBERS

To enable the club to function efficiently, it is essential that we keep an accurate record of members addresses and home and work phone numbers. If you have not already done so, please complete the form you received earlier in the year and deliver it to the Secretary as soon as possible.

MISSING PERSONS BUREAU

We are still trying to locate Ted Alexander, John Marriott, Paul Sharvell, John Tindall and John Usher. If you can contact any of these people, please ask them to get in touch with the Secretary.

NEW MEMBERS

No less than 28 people joined the club during January. A warm welcome is extended to each and every one of them:

Dennis McFarlane.....	Taringa	(1178)
Shaun Northcote.....	Lawnton	(1179)
Butch Read.....	Bulimba	(1180)
Matthew Read.....	Bulimba	(1181)
Henry Ryman.....	Valley	(1182)
Carmel Tremain.....	Ashgrove	(1183)
Keith Conder.....	Chermside	(1184)
Gerd Foten.....	Kelvin Grove	(1185)
Hillary Garth.....	Mansfield	(1186)
Karen Green.....	Ashgrove	(1187)
David Hall.....	Salisbury	(1188)
David Hallt.....	Toombul	(1189)
Anthony Hazeldine...	Brighton	(1190)
Catherine McGreal...	Woodridge	(1191)
Warren McKewan.....	Mitchelton	(1192)
Garry Millar.....	Milton	(1193)
Peter Moran.....	Kenmore	(1194)
Graham Neate.....	Lawnton	(1195)
Malcolm Neate.....	Strathpine	(1196)
Peter Nilsson.....	Aspley	(1197)
Boyd Ovens.....	Alderley	(1198)
William Prentice....	Rosalie	(1199)
John Ramsey.....	Wynnum	(1200)
Peter Rasey.....	Sunnybank	(1201)
Peter Robinson.....	Rockhampton	(1202)
Betty Snell.....	Calanvale	(1203)
Margaret Swaysland..	Runcorn	(1204)
Doreen Weir.....	Kingston	(1205)

MEMBER SERVICES DIRECTORY

If there is a particular type of service that you are looking for, perhaps there is a club member who can provide it. If there is a particular type of service that you or your company can provide, perhaps there is a club member who is looking for this service. If you are able to provide any sort of service to club members, please complete the form that you received earlier in the year and return it to the secretary as soon as possible. The information from these forms will soon be collated into the Member Services Directory.

HONORARY MEMBERS

The following people have been elected Honorary Members of the Brisbane Sporting Car Club for 1975.... Pat Heatherman, Nev Johnston, John Keaffe, Donald McDonald and Nicol Scott.

CLASSIFIED ADVERTISEMENTS

Impress your friends, impress rally scrutineers, impress anyone who knows that the stripes are not phoneys.....Rod Browning is selling his ex works Renault 12 Gordini, approximate 150 bhp from its 1600 cc motor. Complete and ready to rally, this car would have to be potentially the most competitively rally car in Queensland. So if you are thinking of rallying competitively, and dont want to spend heaps preparing a semi competitive bomb phone Rod on 70 7711.

Ask no questions....Alan Hall (alias Ben) has for sale at a real low price eight 4 $\frac{1}{2}$ X 13 wheels to suit a Mazda. So if you have an eight wheeled Mazda phone Alan on 251425 during business hours.

Total Wynnum advise that they are stocking the tyres that the winning Lancer GSR's wore on the Cross. No dummy not the same tyres, the same type of tyres...Yokohamas.....

For anyone contemplating fitting aluminium sump guards to their rally cars, but are daunted by the high price of said metal, try STRIKER BOATS in Bulimba. You'll be surprised about the price.

TAPPET CHATTER

Doreen Weir has finally given birth to a baby girl, Jacqueline Margaret, weighing in at 7lb. 8oz. Scotty no longer has his GTR but a station (shudder) wagon.

Bruce McCubben is looking for a navigator to contest the 1975 rally series. As most of you know Bruce hails from Home Hill and drives a very rapid Torana XU1. If you are interested in either running regularly or in selected events with him please contact Rod Browning on 70 7711 or the editor on 68 0141.

Adrian Taylor looks as if he has come 4th in the Mazda House 1000, first round of the Australian Rally Championship.

Ben Hall and Bruce Mallett skipped sections on the same event when the speedo cable on their Mazda Rotary broke.

First Dean Rainsford in the Porsche goes through the fence, then Alan Hall, then Adrian Taylor, then Murray Coote. But luckily the Porsche had flattened the fence enough for the Queenslanders not to worry about it too much.

Murray Coote later on had a nasty when his brakes didnt.

Seems that the Lancer GSR's are now eligible for ARC. With Bondy not running in the first round it looks like being a matter of out of the frying pan into the fire.

Did you hear the one about the Irish astronauts? Seems that there were these Irish astronauts who planned to go to the sun. When told they would be burnt to death by the intense heat and blinded by the strong light they replied that it was all right because they were going at night.

Seems on the Monte Carlo Rally this year they wanted to make it a bit tougher, so they put rocks on the roads. Imagine hitting a rock with the ground clearance of a Fiat Abarth or Lancia H-P.

N.D.S.C.C. NOTES

Northern Districts Sports Car Club regret to advise that due to circumstances beyond their control, the solo rally scheduled for Sunday 23rd. February has been cancelled. In place of this event NDSCC will be conducting a closed touring assembly on Saturday 22nd. February. This event will start from the Brookside Shopping Centre at 8.00pm, entries opening on the night at approximately 7.30 pm. The entry fee is \$2.00 per competing vehicle and a full tank of petrol is required for this 200 mile event over smooth roads, which is expected to finish before dawn. Further details can be obtained from Colin Carlsson on 85 4013. Points will be awarded towards the BSCC night run championship for BSCC members, so we have told Northern Districts to expect a good roll-up from our club.

BOOK & COMIC DRIVE

Attention mothers and wives...

Have you any books or comics lying around cluttering up the house, untouched for the last 2 years? Well they can mean money for your club.

Our mammoth book and comic drive is now on. Please pile what ones you can spare into the family hack or if they wont fit I can lend you a trailer, and bring them along to the clubrooms on any occasion that the rooms are open. You will be welcomed with open arms.

If it is inconvenient for you to bring them along ring me on 79-7926 and I will make arrangements for a fellow club member to pick them up.

So you havent any to spare...well bring this article to the attention of your wife or mother and maybe you will be surprised just how many you have to spare, maybe you'll need the trailer.

Any other suggestions for fund raising will be welcomed, and you can contact me at the clubrooms or phone 79-7926.

DARYLL KELLY

NAVIGATION SCHOOL 1975

Please spread the word to your friends about the 1975 Navigators' School. To be held on the first four Monday nights of March this year, in our clubrooms, the course carries a nominal \$2.00 fee, and is designed for aspiring rallyists who would like to learn something from the professionals. The course will be conducted this year by Brian Gemmel and Cedric Reinhardt, two of Queensland's top navigators, and will touch on vehicle preparation from both the drivers and navigators viewpoints as well as the usual map reading exercises. Further information can be obtained from Brian Gemmel on 49 4999 or the club secretary.

COMING EVENTS

Sun

- + Sat 22 Feb NDSCC closed touring assembly; details elsewhere in magazine.
- + Sun 23 Feb Closed motorkhana at Samford, starting 10.30am
- + Tue 25 Feb Briefing and ballot for Biggenden Bush Rally in clubrooms starting 8.00pm
- Wed 26 Feb Novice Night Run organised by Peter Snell and Lee Drummond
- Fri 28 Feb Biggenden Bush Rally Caberet
- Sat 1 Mar Biggenden Bush Rally (QRC 1 QRRS 1)
- Mon 3 Mar Navigation School in the clubrooms
- Tue 4 Mar Committee meeting
- Wed 5 Mar Beer and Cheese night
- Sat 8 Mar Working bee at the clubrooms starting at 1.00 pm
- Sun 9 Mar MGCC closed hillclimb, BSCC invited
- Mon 10 Mar Navigation school in the clubrooms
- Wed 12 Mar Novice night run organised by Jeff Tremain and Glen Carpenter
- Sun 16 Mar HTCC Queensland Motorkhana Championship Round 1
- Mon 17 Mar Navigation School in the Clubrooms
- Wed 19 Mar Novice Night run organised by John Hall and Neil Swaysland
- Mon 24 Mar Navigation School in the Clubrooms
- Wed 26 Mar Expert night run organised by Glen Carpenter and Neil Howard
- Tue 1 Apr Committee meeting
- Wed 2 Apr Film night organised by Daryll Kelly
- Sun 6 Apr Closed motorkhana - venue to be advised

+ Denotes changes from January list of coming events - Please note