

Brisbane
Sporting Car
Club

MAGAZINE

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March 1975

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22ND YEAR
1975

BSCC MAGAZINE MARCH 1975

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GENERAL INFORMATION

POSTAL ADDRESS

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CLUBROOM LOCATION

Cnr. Reid/Hawthorne Sts.
Wooloongabba
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 1st day of every month. Articles may be posted direct to the editor at 102, Boswell tce MANLY 4179.

EDITORIAL

Thank you for your comments on the Magazine I asked for last month. From the suggestions received I hope we can formulate a magazine worthy of the leading car club in Queensland.

As expected we did have some criticisms which we have discussed and will act on.

As editor I have many duties associated with the magazine -not the least of them the job of editing contributions given to me. We are limited in the number of pages of our magazine by the weight allowance imposed on us by the Post Office. With sixteen pages and a wrapper, that is the maximum we will be allowed for 11¢, (up from 10¢ last month), with our new cover and the pages of advertisements. In each issue of the magazine that I have edited I have had to leave out contributions. I do not wish to do this as I feel that if people have gone to the trouble of writing the article, the least I can do is print it. But when you are limited for space, someone has to decide what gets printed and what is left out. That person is the editor. Everyone has different ideas of what should be printed in each edition, I am trying to collate all those views, so the magazine gets what most of the members want as there is no way that I am able to please all of the people all of the time.

TONY JEWELS.

FROM THE CLUB CAPTAIN

Dear clubmember,

Well, the years activities are really getting into gear now, with night runs, motorkhanas, hillclimbs and rallies already under way. I am really pleased that so many new members are able to compete in these events and do so well. One thing which disturbs me is the attitude of a minority of the competitors in night runs. These few, (mainly new club members) seem to think that the idea is to squeal their tyres on every corner, and make as much noise, and drive as fast as possible everywhere. This practice will only bring discredit on the club and if continued, the offenders may not be allowed to compete in any future night runs.

On a happier note, I am glad to see a lot of club members now have their reflectorised bumper stickers. For those who haven't please support your club and display to the rest of Brisbane's motorists that you belong to Queensland's biggest and best motor sporting club.

To close, please remember that this is the last magazine unfinancial members will receive, so please pay your membership soon.

Happy motoring.

NEIL HOWARD.

If someone shows an interest in your rally car while it is parked, please don't ignore them. Introduce yourself and invite them along to a club meeting - they may become interested and join our club.

TOTAL MANSFIELD CLUBMAN RALLY

The first ever clubman rally in Queensland is to be run on Saturday 12th April. It is the Total Mansfield Rally directed by well known navigator Laurie Garth assisted by Henry Ryman. For those of you who do not know, Total Mansfield is run by Barry Wraith who is the driver of a very rapid V8 Torana in circuit racing, and it is to his credit that he should sponsor a form of motor sport other than his own.

Unfortunately I can't tell you too much about the rally route - you should try getting this type of information out of a director. I did manage to find out that it is to be run in zones 2 and 5 but that covers a large territory around the Downs area. Still, it's not important where the rally is to be held, because I am informed that the roads are smooth but competitive, and navigation is "fairly" straightforward. On one rally last year I was told by Laurie Garth that if he ever organised a rally, it would have the most diabolical navigation imaginable but he assures me that this one is strictly clubman standard.

Some of the clubman crews look pretty competitive, and not just in clubman events. Kevin Bates and Neil Howard must start close favourites in their Foremost Motors Lancer. Philip Mc Clouchlin and Graham Clark must be given a go in their Datsun 1600 fitted now with Toyo tyres. Daryll Kelly and Alan Rolandsen might eventually come good after a lot of knocking at the door. Their Total Sponsored Torana GTR has been detuned and almost completely rebuilt. Rad Guerin and Scotty Weir have their Datsun 1800 going especially quick these days. A couple of dark horses could emerge from the pack, Brian Stenzel who is now driving Hugh Walkers Datsun 1600 has the car and the navigator to win; if Johnny Stylianou from Toowoomba settles down and takes it easier he could be a force to be reckoned with in Lisle Neumanns old Datsun. I don't know if they'll be competing in this rally but Joe Deamicis and Col Thatcher are eligible again after a year out of the sport, Joe is running a Mazda again. But now to the red hot favourites, the ones to beat, not one but two crews. Both teams may not run but if they do it'll be a battle royal. The first team is from Brisbane and consists of Russell Worthington (who with practise will be one of the quickest drivers in Qld. in any category of rallying) and Peter Whalley. The second crew hails from Toowoomba and consists of Joe McCoach and John Stockley in Joe's Toyota Corolla. The car and driver are consistent enough and John Stockley would be about the most clued navigator (bar none) around the area that the rally is to be run in.

If you would like to follow the fortunes of the crews on this BSCC organized rally why not be a control official for the night. They are required so phone Laurie Garth on 49 8053 for an evening you won't forget.

TONY JEWELL

Did you hear about the Japanese driver competing in the Southern Cross Rally? He was travelling extremely fast along the side of a mountain when he overshot a hard left hander and found himself literally flying. Because he had his right foot screwed to the floor when he went over the cliff, the motor over revved and blew up. Farmer Brown who lived at the bottom of the cliff, heard the noise and went outside to investigate. He called back to his wife, "Look Ma, it's raining Dats-n-Cogs."

PRESIDENTS REVIEW 75

Hi, Fellow club members,

All right first the good news.

The club has one hell of a fund raiser in Daryll Kelly, and as you well know he has just finished running one of the biggest Beer and Prawn nights the club has ever seen. The BSCC should benefit greatly. Of course, you the member and outside supporters who donated by way of cash can be just as proud of the evening as Daryll, because without you the club goes back to square one. So, one great big "Thank-you", to you lot, for making my job as president and the club financial position a great deal brighter. It goes without saying that a special thanks must go to Daryll and his merry men for such a good evening of fun, Beer and Prawns. But lets give a bouquet to the three lovely ladies, Bev Connelly, Coral Landsdown and Joyce Lawson, who came up with the right numbers. (The bad news)- must say that it was a pity "International Womens Day" had not started, (we missed out by about an hour, fellows) as one of the lovelies was going to do her thing of liberation. (Good on you Bev, you show'm luv.) Club night, wednesday 3rd March was a little different in that we conducted an "Open Forum" for 30 mins, and it turned out to be very successful. The secretary Jeff Tremain, Past President Hank Kabel and yours truly, answered the questions and noted the good suggestions that came from the floor. Evenings like this must add to better understanding, by all, for our club.

Gary Blower doing well as he has the blessing of CAMS to hold Biggenden Bush Rally on 15 and 16 next. Jan and Gary are hoping rain will hold off and not give us another postponement.

Laurie and Mitch Garth almost finished minor details for Total Mansfield Novice Rally. Must say we are very fortunate to have such well organised couples like the above mentioned, to run the opening rallies for this rally year, in our club. I would like our club to get behind the organisers of rallies this year. Give them the help and support that is needed for the event to take place, and be a success. We all like success and directors of rallies need heaps. As you are well aware, to set up rallies it takes 4 or 5 times the effort and time, to give you a good 12 hour rally.

A bumper reflector sticker of BSCC on your car means a lot if you think about it. You are telling other motorist that you belong to Brisbane and Qld's leading motor sport club. So drive your car well and show an example to other road users. Also, if you happen to have a break down at night or day other club members will stop to lend a hand.

There is no truth at all, that Allan Lawson doesn't love his wife Joyce. It's just that Allan spends a lot of time down in his new book shop, reading about new positions in rallies.

We are going to have a "Meet the new members to our club night", soon. Our social "commit" men working on it now.

Hope all's well for you and remember "Al" (the boxer) might be the greatest, but he cant beat MOTORING.

PRESIDENT BRYAN.

NDSCC TOURING ASSEMBLY (Alias a bloody long night run)

At Brookside Shopping Centre at 7.30 pm on Saturday 22nd February there was a stand off.

On one side of the huge complex waited 20 BSCC competitors. On the other side waited 3 NDSCC officials. Well they won and we all moved over to them.

Not long after we capitulated we were able to taste some of NDSCC "smooth" dirt roads. Those NDSCC boys must have damn tough cars. All we know is, we'd hate to drive over their idea of "rough" roads. This was our only criticism for the whole event though. Except for the dust (which couldn't be helped). We ate dust for hours, and let us tell you, those patches of bitumen were welcome. It was an interesting night run for many reasons, not the least of which was the number of times we were passed by fellows competitors. The interesting part of this was the number of times the same cars kept passing us. Which can only reinforce our theory that it's better to go a little slower and get the instructions right, than go hooning around and miss turns every so often.

The average speed for the event was 35 mph. This was quite readily attainable even by us in a beat up 1968 Mazda 1200 (which says something for Mazdas surely). At the end of the first division the field was divided into two groups; those on 14, 17 or 18 points and those who thought one was scoring as in football. At this stage, Daryll Kelly and Alan Rolandsen were leading and dead set to win until Daryll decided it was more fun to drive over rocks and bend rims than anything else he could think of.

On the second division, our back-seat (and second) navigator decided to make his presence felt by opening a few windows to look for power lines. He wasn't too popular when something flew past the driver's head into the starry night. He was even less popular when it was discovered that it was Paul's CAMS licence. Disadvantage of having a mad second navigator. About 3.00 o'clock (am, YAWN) it ended, and lo-and-behold, we'd won. All in all, it was an excellent event, and we'd like to (on behalf on everyone else there) thank NDSCC for a well organized event. Hope it's on again next year.

BRUCE GODFREY (Driver)
PAUL MARTIN (Nav.No1)
KIM CAMPBELL (Nav.No2)

THE LOSERS VIEWPOINT by Tony Jewels

First of all I must congratulate the winners of NDSCC's Touring Assembly. They are three of BSCC's newest members and this proves you don't have to be in the club as long as Hank Kabel to win something.

As the winners have indicated the roads were not altogether smooth. Well having just done a full season of rallying I can state that in only two events were the roads rougher, and one of those was in N.S.W. So please newer members don't be discouraged from entering rallies because you think that the roads will be rougher than in this event. They will not be. Also it was impossible to maintain a 35 mph average on some of these roads which meant that to keep your overall average it was necessary to speed on the bitumen. One of the roads used for example was one passing through the D'Aguilar range that was used on the 1972 Warana Rally. If Colin Bond lost 2 mins on this road with the same average I think that it is reasonable enough to conclude that it wasn't possible to maintain the average set.

Personally, I did not dislike the event but I do not like being told I am going to be running over smooth roads and end up wearing out two tyres and a set of disc pads, which is more than I did in any 200 miles last year.

BSCC ROAD TEST No 3

HONDA CIVIC 1500 4DOOR

Test car supplied by BENNETT HONDA, Barry Parade, Fortitude Valley.
Recommended price : List \$ 3135, on the road \$3305,95.
Option on test car : Air-conditioning.

Being my first experience of air-conditioning in a small capacity vehicle, it was with dire thoughts of " slowest ever " times on the test route and a " no-power " weekend that I headed away from Bennett Honda at lunchtime on Friday. By the time I had arrived back at the office I had almost decided that it would be worth any inconvenience caused by lack of power to have this cool comfort on a hot day.

Once again, by the time I had arrived home on Friday evening I had decided to drive the test route in daylight, rather than behind the less-than-adequate standard headlights.

During the usual Saturday morning shopping/trip to the tip/kids to the pool/" lets go out for a picnic lunch " use, the Civic proved to be a sensible, usable sort of vehicle, performing more than adequately at all times, with plenty of interior space and comfort for all occupants. The " air " makes a just noticeable difference to performance when switched on, but does a great job of keeping occupants cool. All controls are light, easy to use and placed in reasonably sensible positions. All the good points are negated to some extent however, by the characterless feel of the interior, which is not helped by the rubber floor mats, lack of headlight flasher and abominable seat belts. (The latter complaint has apparently been cured in current models by the use of inertia reel belts, which of course, are now compulsory for all vehicles sold in Australia.) While I'm on the complaining side, I occasionally had trouble getting reverse gear, the exterior mirror would stay firm in any position except just where I wanted it, and the boot was quite small.

However, about 3.00 pm on Saturday, with a final doubtful glance at the standard, and well worn, cross ply tyres, I strapped myself loosely (see seat belts, above) in, set the air to low, and headed off once more.

The first 20-25 minutes of this test run involves light to medium traffic, varying speed limits, and good bitumen. The first pleasant revelation was the extreme flexibility of the 1488 cc motor. Where I had been using third, or even second gear, all that is required is a gentle right foot in top gear, and the car accelerates smoothly and much more strongly than I expected. There are no maximum speed markings on the speedo and no tachometer, so I didnt try for any maximum gear speeds. The engine revs smoothly and strongly to speeds which give solid, if not back-breaking acceleration. After all, all you really need most of the time is top gear, and driven in this manner progress is relaxing and much quieter than when playing " Hairy Harry ".

Clear of the traffic, I turned the "air" off and let the car accelerate from approx. 30 kph in top gear. Between 80 and 120 or so the acceleration was strong, but then it tapered off to run out with approx. 150 showing on the speedo. Turning the " air " back on again dropped the top speed by about 3 kph. Cruising between 100-130 was calm and trouble-free, the radio being clearly audible without needing an increase in volume within this speed range. Oh to the rougher, twisty bitumen, and the Honda became a fun car

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the only handling disappointments being caused by lack of traction most of which could probably be blamed on the tyres. In sweeping bends, for example, with power held on, the car reached a stage of excessive understeer to the extent that the front wheels were slipping sideways and more lock could be added without altering the cornering line. Lifting off brought the tail out fairly quickly, needing less lock and more power immediately to prevent untidyness. After a bit of practice, of course, it could all be balanced nicely, but would be a lot neater and quicker with better quality tyres fitted.

The brakes proved to be very good, no fade after 4 crash stops from 100 kph with straight line stopping until the back wheels locked in the last 30 kph or so, (tyres again ?) and caused some veering to the side.

The front suspension, whilst performing very well under most conditions, occasionally felt a little soft or light. Particularly when hitting sharpish lumps with both front wheels at any reasonable speed. This caused a momentary feeling of instability, but never caused any problems so it is probably something you could easily learn to live with and ignore.

On the dirt the Civic was fast, fun and uncomfortable (mainly caused by a seat belt rubbing a hole through the right side of my neck). Excessive understeer could slow things down and spoil the fun slightly, unless the car was " balanced " correctly at the entry to each corner, which was easily achieved and quite manageable. (After all, I managed it fairly easily without even losing it once).

Overall, the car impressed me more than I had expected. It is a vehicle that has a lot of good features and no glaring faults to spoil it for normal use, except perhaps that the small boot would be a bit impractical for the family man.

It is available with comprehensive insurance in category 1, which is something of a rarity amongst imported cars, and would help to keep running costs down. Talking of running costs, when we topped up the tank on the return to Bennett Honda, I was accused of being a " Leadfoot ", when the consumption calculated out to only 25.6 mpg. Please remember however, that all of these tests involve mostly pretty excessive driving, and fuel consumption would be considerably lower, in all cases, than could be expected in normal use.

BRUCE MALLETT

MOTORKHANA CAPERS

The second BSCC motorkhana of the year showed once again the increasing standard of competition in this section of motor sport, in our club. The event was held at Samford on the 23rd of February. 12 minis and specials, 2 mazdas, 1 corolla and one galant turned up for a fierce day of competition.

Jack Read, the organizer of the event, took out 4 fastest and 2 second fastest times of the seven event program. He drove a near standard mini moke, showing that it is not just the car that wins motorkhanas.

The first event, the multiple loop was narrowly won by myself on 37.4 from Jack 37.6 then Matthew Read next in the "Bug" on 38.2 and Simon Kabel throwing the little Mazda 600 around in 38.0

Jack showed us how it was done in the double loop with a 30.7 myself next on 31.3 with Matthew and Butch Read both on 32.7 showing that motorkhana skills are hereditary.

Les Barron bounced his ageing Renault special over the now rough furrowed ground in the lazy eight a 33.5 to get second
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fastest, 1.7 second behind Jack. " Just turn the wheels in the right direction while your still in mid-air " is how its done says Les.

The Waltz Slalom was moved to smoother ground and with a sprinkling of rain proved more desirable to Peter Snell and Peter Wickham who got 3rd and 4th fastest with 40.8 and 41.2 behind Jack and myself on 37.4 and 39.0 respectively.

The straight Slalom was closely contested, with myself on 23.0, Jack 23.1 and Glen Carpenter finally getting with it with 23.3.

By this stage a very close battle had developed for 3rd place between Glen Carpenter ("S") Matthew Read ("Bug"), Les Barron (Renault), Peter Snell (Mini) and Peter Wickham ("S") all within 1.4 seconds of each other.

My "muffed " flick turn into the finish garage of the forward and reverse Slalom (didn't roll this time though) awarded me with a W.D. putting myself well out of the running, Jack was fastest on 24.7 with Ralph Murphy showing his potential with a 26.2 for 2nd fastest time. Meanwhile, the Box brothers and Larry Stinson were showing us how to get the big cars around the pegs quickly, having a closely contested battle of their own.

The last event, the Clover Leaf saw Peter Snell enjoy the now muddy conditions, to get fastest time of 33.2, Les Barron next 34.0, myself 34.1 and Peter Wickham regaining his championship form with a 34.4.

Jack Read took line honors on the day (221.5) from Peter Wickham (238.6), Peter Snell (238.8) and Les Barron (239.0).

See "ya" at the next " khana".

GREG HEATH

CLUB CHAMPIONSHIP AT 28th FEBRUARY 1975

MOTORKHANA CHAMPIONSHIP

WORKING BEE CHAMPIONSHIP

Jack Read	22
Peter Wickham	20
Glen Carpenter	18
Les Barron	17
Daryll Kelly	15
Neil Howard	11
Betty Snell	11
John Maher	10
Peter Snell	10
Philip Box	9

Daryll Kelly	10
Bruce Mallett	5
Alan Rolandsen	5
Geoff Smallman	5
Jeff Tremain	5
Peter Wickham	5

NIGHT RUN CHAMPIONSHIP

CLUB CHAMPIONSHIP

Greg Weale	21
Daryll Kelly	20
Bruce Godfrey	18
Alan Rolandsen	18
Peter Wickham	18
Boyd Ovens	13
Ross Skennerton	12
Allan Lawson	11
Paul Martin	11
Les Barron	10

Peter Wickham	29
Daryll Kelly	28
Alan Rolandsen	19
Bruce Mallett	11
Jack Read	11
Geoff Smallman	11
Greg Weale	11
Les Barron	10
Jeff Tremain	10
Glen Carpenter	9
Bruce Godfrey	9

THE SHORT OVALS

In the second of our interviews with exponents of "other" types of Motor sport, I have been fortunate enough to spend an enjoyable and humorous evening with Val Sharp.

If ever a person had the knack of promoting himself it is Val. He can be an object lesson to all of us when trying to gain sponsorship for our types of sport. What other guy would, in front of a T.V. audience of hundreds of thousands write off the pace car at the Exhibition Grounds by having a lose on the infield. By lending his car to local D.J. Wayne Roberts, to race at a meeting, he becomes a radio "personality". Listen to 4BK on Monday mornings, but dont believe all that Wayne Poo says. Val has been driving saloon cars at speedway tracks for many years now. He is always trying to go one better, starting his serious racing career with an old FC which made way for the EH in which he gained his "bad boy" image, although he tells me that now he doesn't get "black flagged" as much as he used to. His present vehicle is a very competitive Torana 6 running Methanol and getting around 1 mile to the gallon. And at \$1.70 a gallon that works out on a $\frac{1}{4}$ mile track to be 43¢ per lap. Who said rallying was expensive? Add to this the facts that it is necessary to run different tyres on every track that you compete on, and racing rubber is usually the best choice and the price for doing 20 odd $\frac{1}{4}$ mile laps gets rather high. At Toowoomba for instance it has been known for drivers to start a race with brand new racing covers and to finish the race with completely worn out racing covers. By all accounts if the conditions are right, if you spectate on one corner you end up covered in rubber dust. So dont complain Adrian when you get your 50 miles out of your chunky wintertreads.

But in speedway one of the biggest costs, (if only for the time that it takes), is panelbeating. Due to the close nature of the racing, biffs and dings are bound to happen. Of course it seems to happen to Val Sharp more than to most but this is explained in his attitude to winning. Aggressiveness is a necessary factor in this type of racing. Bluffing for example will determine whether a guy in the future is going to do a dirty on you or remember that the last time he tried the same thing he came off worse. If anyone has taken a close look at the bar work in Vals car (and I dont mean the cocktail cabinet), he will realise that Val aims to back up any bluff.

Many of the fans come to watch speedway because of this type of racing - although there are various reasons why this is the highest spectator attended motor sport in Australia. In my article last week I said that it was hoped that we, as a rally orientated club, could learn things from other types of motor sport. I sincerely hope that nobody tries that sort of things on rallies.

Some of you may remember a red 253 Monaro entering the 1973 Motorama rally (the first one) with Bullitt Automotive written all over it. Well on the rally it didnt do much good as it was completely lost for 99% of the time. And doing 90 mph on a dirt road is no time to start wondering what a yump is, especially when one is only 2 tenths ahead, the other 1% of the rally was taken up with a hillclimb at Echo Valley in which driver of said 253 Monaro on his first run up the hill came within 2 secs of Colin Bonds outright record and earned him a prize for " most spectacular " entrant. The sight and sound of that V8 was something to behold but saints forbid, he was throwing that car around in speedway fashion. on a rally , no less. Driver of said Monaro was none other than Val Sharp.

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After the navigation debacle on this rally, Val went back quickly to the ovals and so lost to the sport of rallying was potentially the quickest driver around. About that time Bryan Evans was probably the quickest established driver around and certainly the hairiest and Val made Bryan's effort at the hill in the Datsun 240Z look pretty sick.

Speedway has got the spectator appeal and Val Sharp has certainly got his fair share of publicity out of it. What might be good for our sport is to get a top liner like Val to do a few rallies and it is possible that some of the publicity might come over with him. After watching him doing his thing at the climb I'm sure a lot of our drivers could learn from him.

Anyone got a spare SLR 5000 needing a driver ?

TONY JEWELS

NEW MEMBERS

A warm welcome is extended to the following 20 people who joined the Brisbane Sporting Car Club during February.

Mervin Box.....	Brookfield	(1206)
Kim Campbell.....	Camp Hill	(1207)
Robert Godfrey.....	Chernside	(1208)
Allan Lawson.....	Valley	(1210)
Barry Olive.....	Oxley	(1214)
Daniel O'Sullivan.....	Rainworth	(1212)
Marilyn Powell.....	Toowong	(1213)
Robert Handford.....	Boondall	(1209)
Maria Reynolds.....	Gordon Park	(1214)
Jeffrey Richardson....	Mt Gravatt	(1215)
Gerald Shannon	St Lucia	(1216)
Ross Skennerton.....	Wooloowin	(1217)
Philip Strong	Fairfield	(1218)
Lawrence Tindall	Wynnum	(1219)
Ruth Tindall	Wynnum	(1220)
John Wassenberg	Auchenflower	(1221)
Darryl Wheeley	Moorvale	(1222)
Roslyn Wickham	Indooroopilly	(1223)
Lionel Williams	Breakfast Creek	(1224)
Jennifer Wright	Kedron	(1225)

Now we don't want to harp on the subject but it is nice to know that in the 1974 Queensland Rally Championship, 8 out of the first 10 in the points scores of drivers, and 10 out of the top 11 navigators were members of the BSCC. Champion driver Brian Michelmore and champion navigator Bob Dancer were naturally members of this club. Also congratulations to Jack Read for his close second place to Phil Griffen in the 1974 Queensland Motorkhana Championship.

GLOAT, GLOAT, GLOAT, Eat your hearts out DDSCC.

ODDS AND BODS

If enough people are interested we may in future issues make this a regular feature for those people wanting bods to make up a crew for any rallies.

Recognised navigator is required for all remaining championship rounds. Comfortable ride assured. Ring Alan Ryan on 70 1507.

Clubman navigator is required for selected rounds during 1975. No championship rounds contemplated. A competitive ride is assured with Rosine Jewels driving Annand and Thompsons rally winning Subaru. Ring Tony Jewels on 68 0141 during business hours.

Bruce McCubben still requires a navigator so see last months magazine for details.

TAPPET CHATTER

Gerry Shannon, who navigated for Ace Driving Schools Ron Brazier two years ago has returned from Canada. Seems that they will again be campaigning Rons Mazda 1300 coupe.

Off to Europe is Brian McCloy, who has navigated for such notables as Kabel, Shera and Trevethan. Hope he can become another of our unpaid foreign correspondents.

Brian Michelmore has sold his championship winning Alfa Romeo to an undisclosed source. His navigator, Bob Dancer is having a short, (we hope), lay off awaiting a brand new navigator courtesy of his wife Margaret who is also (naturally) having a lay off.

Sid Smith of DDSCC has teamed with Ray Wood in Rays extremely quick Torana and could be a threat to BSCC's domination of the Qld. rally scene.

Lisle Neumann of DDSCC and BSCC's Barcaldine correspondent, Tony Best have teamed again, but now in a Honda Civic sponsored by Poulton Honda and Perrett Motors from Toowoomba.

There are still a few reflectorised bumper stickers left so get yours from Neil Howard on any clubnight.

Irish Joke of the month

Q. What do they stamp on the bottom of Irish beer bottles?

A. "Open other end".

Dont forget that if you have any club property, (chairs, control boards or lights), please return them to the clubrooms NOW.

Peter Wickham has bought Colin Bonds ARC winning Torana XU1 but no information has been received as to what he is to do with it.

The shame of it all, hope only a few people saw a rallying Subaru being towed on a trailer by a Falcon GT, usually used to tow a shudder, speedway saloon car.

The editor would like to thank all contributors to this magazine, but must insist on knowing the authors identities whilst still respecting their wishes for anonymity for publication.

LIGHTS AND LIGHTING or "See where you are going"

One of the most important parts of a rally car is the lighting on the front of it because it is useless to have a high performance car and attempt to drive it fast if you cannot see where you are going.

The Queensland Regulations allow a maximum of 6 forward facing lights. If you have a two headlight car, you can add 2 driving lights and 2 fog lights; if you have a four headlight car, you may add 2 driving lights or 2 fog lights but not both, unless you blank out your original high beams. Many and varied types of auxiliary lights are available. Popular opinion indicates that Cibie brand "Oscar" and "Super Oscar" lights are the best, but Bosch, Lucas, Hella and the newly released Marchal brands offer good value for money if you cant afford to buy Cibies. Most driving lamps are fitted with 55 Watt Quartz Halogen bulbs; Super Oscars may be fitted with a 100 Watt globe. Quartz Halogen bulbs give a much greater light output than a conventional bulb using the same amount of power.

Installation and wiring of additional lights is simple but a few guidelines may prove useful.

- 1- Make sure that your light bar or mounting brackets are extremely rigid and vibration free since there is nothing more annoying than driving behind lights that are continually vibrating. Dont have a sharp edge (eg. the edge of angle iron) facing forward on your light bar or you may have trouble with the scrutineers.
- 2- If you have 2 fog lights, they must be mounted equidistant from the centreline of the car, not less than 24 inches apart. If you only have one, it must be centrally mounted. This regulation does not apply to spot lights.
- 3- Be sure to use relays in the wiring circuit for your extra lights - if possible get relays with built-in fuseholders.
- 4- The spotlights must be wired through a separate switch, into the high-beam circuit, so that when the headlights are dipted the spotlights also go out. Fog lights, also through a separate switch, are wired into the parking light circuit so that they may be used with or without the headlamps.
- 5- To ensure trouble-free operation, be sure to use wire which will handle the current (at least 10 Amps), and use crimp-lugs or solder the connections. Dont just twist the wires together and wrap a bit of tape around it - you will curse when this joint lets go in the middle of a rally when you are doing well.
- 6- Another worthwhile addition, especially if your car is fitted with a generator rather than an alternator, is an ammeter. This will allow you to check that your battery is always charging, even with all the lights on. If it is not, switch off some of your extra lights or you may end up with a flat battery. Most navigators dont appreciate the idea of holding a torch out the window after the electrics fail.
- 7- The way that extra lights are set up is very much an individual thing. In general, you want your spot lights to give more penetration straight ahead than you high beam, plus some spread out to the sides, so the driver can " see around corners ". Fog lights, which have a spread beam

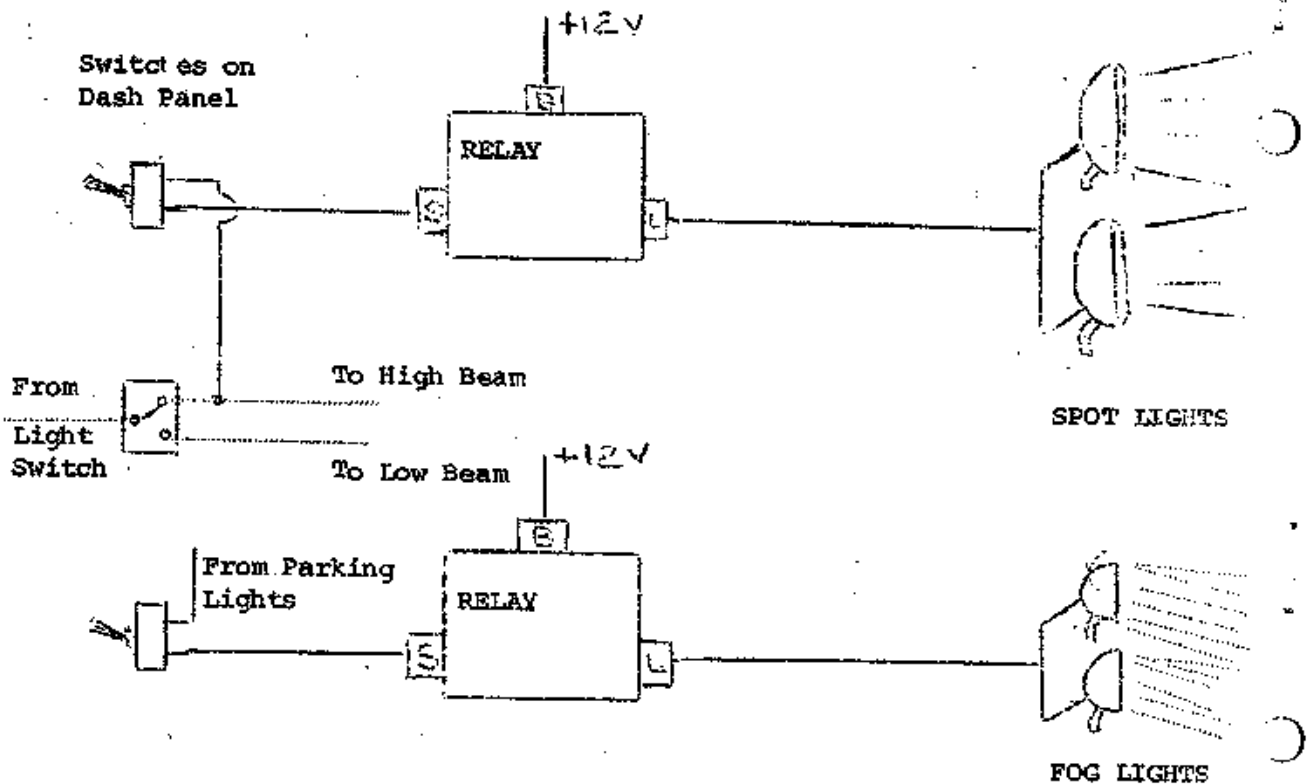
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and a sharp cut-off should be aimed down and to the sides so that you may see the sides of the road in foggy and dusty conditions.

- 8- When finances allow it is worth considering replacing the original headlights with quartz halogen units to improve both your low and high beam.

Suggested wiring diagram.



It is hoped that these few tips may prove useful to all competitors, especially novices preparing their cars for the Total Mansfield 350 Rally on the 12-15 th April.

NEIL HOWARD.

A FINAL REMINDER TO UNFINANCIAL MEMBERS

While it is pleasing to see large numbers of new faces appearing on club nights and taking part in club activities, it is even more desappointing that a large number of old faces are no longer seen around the club. And at this stage, a very large number of last year's members have still not got around to paying their membership subscription for 1975.

Members who have still not paid their 1975 membership subscription are reminded that they are now long overdue. If you fall into this category, please pay your subscription to the Secretary on any club night, or post a cheque to the club.

This is the last issue of the Magazine to be forwarded to unfinancial members - so hurry and renew your membership NOW.

STOP PRESS - BIGGENDEN BUSH SNAPS

Next month we will have a full report on the first round of the Qld. Rally Championship from provisional winner, Fred Thompson; but this month we only have time for a few snap impressions and observations from the editor.

It looks as if Fred Thompson and Jeff Tremain have done it again in their revamped Torana XU1, starting at car 1 and maintaining their front running throughout the event to take out first place. No other results are at hand yet, but then its only Sunday night.

Hank Kabel had mechanical troubles with his new Mazda RX3 which cost him all chances of a decent placing.

Our Subaru first had alternator troubles, causing the lights to dim to such an extent that we had to follow Wayne Blacks mini into a service point. This was easy to fix but the differential was a little trickier.

Quite a few cars lost their suspensions on Biggendens demanding roads.

Would you believe a section with 14 gates? Earlier was a section with 7 gates and each was a different type. Seems that there was one that opened from the middle and sprung Laurie Garth backwards as it opened towards you not away from you. Would have been funny to watch.

Police had set up a radar trap to catch speeding competitors along one stretch of road. Not a nice state of affairs - one wonders if they would have bothered if a rally was not to be held that night.

They have very clever birds in Biggenden. In the mornings the crows do imitations of Graham Kennedy.

Kevin Bates and Neil Howard were unlucky enough to roll their new Foremost Motors Lancer in the first division. Luckily only the car (and maybe Kevins pride) was damaged due partly to the wearing of helmets by both occupants.

Subaru navigator, Bruce Mallett was pleased to see that after his article earlier in the year regarding safety helmets, that more and more people were using them in this event.

As usual there was a lot of water around, but this year it was mainly in the form of mud. And mud, and mud, and mud.....

As usual it was action from the word go, with a stop up the main street, a thrash down a side street for 100 metres and into a mud bath. With officer Dibble standing by at the start however, starts were more subdued than in past years.

Can a section with foot deep potholes and ruts be called rough? Any road that can pull up a vehicle from 10 mph to stop in just one hole must be getting a little rough at least.

A special thankyou must go to Mr Jacobi of the motel for his generosity in allowing competitors to shower in his vacant units. The spirit of Biggenden lives on.

COMING EVENTS

- Wed 19 Mar Novice night run organised by John Hall & Neil Swaysland
- Sat 22 Mar GCTMSC Discount Tyres Kleber Rally; BSCC invited
- Mon 24 Mar Navigation school in the clubrooms
- Wed 26 Mar Expert night run organised by Glen Carpenter & Neil Howard
- Tue 1 Apr Committee meeting
- Wed 2 Apr Film night organised by Daryll Kelly
- Fri 4 Apr Briefing & ballot for Total Mansfield Novice Rally
- Sat 5 Apr HCCQ closed night motorkhana; BSCC invited
- Sun 6 Apr Closed motorkhana venue to be advised
- Wed 9 Apr Bingo organised by Charlie Blake & Peter Whalley
- Sat 12 Apr Total Mansfield Novice Rally
- Wed 16 Apr Table-top rally organised by Peter Whalley & Greg Weale
- Sun 20 Apr MGCC Closed Hillclimb; BSCC invited
- Wed 23 Apr Novice night run organised by Kevin Bates & Neil Howard
- Sat 26 Apr QMROA Open Rally (QRC 2; QRPS 2)
- Wed 30 Apr Expert night run organised by Ian Wells & Glen Carpenter
- Sun 4 May QMSC Queensland Motorkhana Championship Round 2
- Mon 5 May (Labour Day) NDSCC solo rally; BSCC invited
- Tue 6 May Committee meeting