



Brisbane  
Sporting Car  
Club

MAGAZINE

Affiliated  
with C.A.M.S.

April 1975

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22ND YEAR  
1975

1975 OFFICE BEARERS

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RALLY S/C CHAIRMAN	Hank Kabel	30	2617	97 2193
SOCIAL S/C CHAIRMAN	Neil Swaysland			

GENERAL INFORMATION

POSTAL ADDRESS

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Brisbane Sporting Car Club  
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West End, Brisbane 4101

CLUBROOMS 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 ADVERTISEMENT

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 on the 1st day of every month. Articles may be posted direct to the editor at 102, Boswell Tce MANLY 4179.

EDITORIAL

You will notice that every month under the heading "General Information" there is a statement which says that any article published need not reflect the views of the club, committee or editorial staff. In any organisation you are bound to have people with differing views, differing backgrounds, differing outlooks, differing ambitions. The statement referred to is placed in every issue so readers will realise that the views aired in this magazine are views expressed by each author and may not necessarily be those of the remainder of the club.

As editor I hope I can be given an equal opportunity to express my views but I am essentially an editor and not a censor. I am a little concerned at the lack of response by club members to some of our more controversial articles. Bruce Mallett has been hammering steadily away bestowing the use of crash helmets on rallies. I have been consistently advocating the introduction of fully route charted rallies in Queensland. Does everybody agree with our views on these subjects? It would be gratifying to believe you all did but if so why doesn't someone say they agree with the respective authors as does Kevin Bates in this month edition. If anyone wishes to write an article regarding the above mentioned, or any other matter, regarding this club activities, controversial or not, they can rest assured that it may be edited but will not be censored.

TONY JEWELS.

FROM THE CLUB CAPTAIN

Dear Clubmember,

Well, I can now say that I have seen rallying from a different angle - upside down. Although its a change I think we'll stick to "right way up" thanks Kev.

Our next door neighbour in Hawthorne Street at the clubrooms has advised that some club members are blocking his driveway on Wednesday nights. Please dont let this practise continue. Further news from the clubrooms tells us of the couple of locals who had set up camp underneath the clubrooms, and by the number of empties found, they had quite a party before the boys in blue removed them a few nights back.

We have quite a few club events coming up in the next few weeks. The May long weekend will be busy for many clubmembers - Championship Motorkhana on the Sunday, and the good news, Solo Rally on the Monday; and lets not forget the Yokchama Radial Rally on the Saturday. For those newer members, a solo rally is a one at a time speed event, around Caboolture speedway track. BSCC normally fields a big team so get your entries in for this great day of driving.

Happy motoring,  
NEIL HOWARD

CLUB CHAMPIONSHIPS AT 31st MARCH 1975MOTORKHANA CHAMPIONSHIP

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

RALLY CHAMPIONSHIP

Gerry Reynolds.....	18
Scotty Weir.....	14
Ross Huston.....	11
Keith Tapsal.....	11
Fred Thompson.....	11
Jeff Tremain.....	11
Tony Best.....	10
Ian Gern.....	10
Peter Hines.....	10
Daryll Kelly.....	10
Ian Riedel.....	10
Alan Rolandsen.....	10

NIGHT RUN CHAMPIONSHIP

Greg Weale.....	32
Daryll Kelly.....	31
Alan Rolandsen.....	26
Peter Wickham.....	26
Ross Skennerton.....	23
Les Barron.....	18
Bruce Godfrey.....	18
Paul Martin.....	15
Boyd Ovens.....	14
Neil Howard.....	12

SPEED EVENT CHAMPIONSHIP

Peter Wickham.....	11
Murray Coote.....	10
Ann Thomson.....	9

CLUB CHAMPIONSHIP

Peter Wickham.....	41
Daryll Kelly.....	33
Alan Rolandsen.....	22
Greg Weale.....	20
Jeff Tremain.....	19
Les Barron.....	14
Gerry Reynolds.....	12
Jack Read.....	11
Glen Carpenter.....	10
Murray Coote.....	10
Bruce Mallett.....	10
Ann Thomson.....	10
Scotty Weir.....	10

WORKING BEE CHAMPIONSHIP

Daryll Kelly.....	15
Jeff Tremain.....	10
Peter Wickham.....	10
Ray Luckhurst.....	5
Bruce Mallett.....	5
Alan Rolandsen.....	5
Geoff Smallman.....	5
Greg Weale.....	5
Peter Wethereld.....	5

NIGHT RUN 19/3/75 J.Hall/N.Swaysland

"Better put the sump guard and lights on the car Charlie, it looks like another Hall/Swaysland night run." Well these two gents lived up to their reputations with a loop around Bretts Wharves, followed by an uncautioned suspension and tyre breaker at the end of Kingsford Smith Drive. I am just very glad that there was a fellow competitor in a Torana preceeding me who took most of the falls and so warned me about the terrain. Next there was a dirt loop around the (sniff sniff whats that smell) Luggage Point Estate, and then back up on the smooth side of Kingsford Smith Drive, up Nudgee Rd and left towards Ascot. The run finished after a few detours around Eagle Junction for a "tricky" question, Albion, Windsor and a loop through the Normanby Fiveways and onto the Expressway. There were no clean sheeters but seven people tied with 10 points lost each. I feel that the area at the end of Kingsford Smith Drive should have been cautioned in the interest of those members who were competing for the first time.

LEE DRUMOND

THE YOKOHAMA RADIAL RALLY PREVIEW

Have a look at the supplementary regulations for this event ( 2.6 Route instructions) and it will tell you what this rally is all about.

Quote - " The route (except two competitive sections ) will be fully route charted - information given in the route chart will be :- Distance ( both cumulative and intermediate), an instruction ( abbreviations as per briefing sheet at start) and signs ( if applicable )." Unquote.

At last- at long long last, we are to have as near as damnit a fully route charted Qld Rally Championship event. The only pity is, that Q.M.R.O.A. and not BSCC have enough courage to run the first one of its kind. Sure, we have had fully route charted events in Qld before- the Warana Rallies , a few closed events, but not a Qld Rally Championship round. Many people believe that this is the way rallies must go in Qld in order to prepare this states drivers for events of a higher status both interstate and overseas. It is far too easy in navigational type events for the driver to rely on the navigator to win events and subsequently he does not develop his skills beyond a certain standard. Said driver might seem to be pretty hot stuff in Qld but when he tries to mix it with drivers who regularly compete in route chart type events he has his doors blasted off. So a mediocre driver with a good navigator will always beat a good driver with a mediocre navigator in your standard Qld event. In fact that mediocre driver will probably keep the good drivers standard down as when he looks at the results after the event he will compare times on the route chart sections and find that he has been faster than the mediocre driver. Hell, he'll say I'm driving fast enough, as on those sections I was faster than the winner of the whole event. Unbeknown to him the mediocre driver has made up all his time on the navigation sections.

Well for this event, drivers beware, your navigator wont be able to help you much - it will be up to you. This event has everything going for it - it will be conducted in one of the best rallying areas in Qld ( just north of Brookside Warana country) and it is directed by a BSCC member who is one of Queensland's fastest "pilots", who appreciates the need of this type of event to " improve the breed".

Alan Hall, fearless punter of the hairy Mazda Rotary, has told me that this event will be very similar to the Mazda House 1000, the first round of this years Australian Rally Championship in which he competed. Sections will vary in length with one 42 km competitive followed by another 42 km competitive. Because of the tightness of the roads there are only two sections at the maximum 80 kph with one section going down to 40 kph. He has not had to resort to rough roads ( as at Biggenden) to make sections competitive and would class the whole event as generally smooth. The event is rough in places but he had used a graded caution system for minor and major cautions so that car conscious drivers wont need to lose time backing right off for all cautions. If it is anything like the Warana events a number of competitors will overdo things and have nasties. Alan has catered for the novice in this event by cautioning spots that are potentially dangerous for the over exuberant driver. I really do think he was joking when he said he had a passage control at the start of a descent down a cliff where it was necessary to indemnify QMROA for any damage sustained.

The forestry department have promised to cut grass so the road will be definable by more than just the borders of trees. It may not pay to get an early start position if they haven't cut it however.

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The last few sections will be on private property and Alan has something up his sleeve regarding these sections that I just could not get out of him.

All in all, a drivers event - a chance to show your skill and moreover a chance to learn how to drive a little more competitively.

TONY JEWELS.

### QUEENSLAND MOTORKHANA CHAMPIONSHIP - Pt 1

A dozen or so club members competed in the first round Old Motorkhana Championship, which was held at Archfield on the 16th March. The ground after the week long rain was extremely slippery and deteriorated badly though the day. The attitude of the organisers ( Holden Torana Car Club) was one of indifference and this could lose us the use of the ground in future. Enough of my gripes..

The first event was the Open Slalom which saw Carol Moore set a shattering time only to drive through the garage so I took fastest of the BSCC boys from Les Barron, Butch Read, Carol and Mathew Read. Incidentally both Mathew and myself are now television stars.

Second event was the Hopkirk which Carol set fastest time for BSCC and also third outright then Les Barron, Greg Heath Jack Read and Peter Snell.

Third event was the Multiple Loop. Mathew Rea ( our youngest club member ) was fastest followed by his father, Les Barron, Greg Heath and Carol.

4th event was the Forward and Reverse Slalom, I might add, finishing the forward run in 3 inches of water. Les Barron found he could stop the quickest followed by Peter Snell, Greg Heath, Neil Howard, Mathew Read and Carol.

Fifth event was the Reverse Garage with Greg Heath showing usual form with fastest time overall, Jack Read, Les Barron and Neil Howard finally recovering.

Sixth event was the Double Loop which Mathew Read tied for fastest time outright, Jack Read, Greg Heath and myself all within 3 seconds bringing up the rear.

Event 7, a Waltz Slalom saw Peter Snell show us how to waltz with fastest time outright. Jack Read again second with Mathew Read, Carol Moore and Greg Heath trailing.

Event 8 was the Double Kidney which Jack Read took out Mathew Read, Carol Moore, Peter Snell following. When the points were totalled, they showed that Kev McKloy had won from Jack Read and Ian Rapley.

I think a comment I heard sums it all up. " A Motorkhana is a test of driving skill and vehicle manoeuvrability; this event was a test of patience! "

Supp. Regs are now available at the clubrooms for the next round to be held on the 4th May. Lets hope that a few more of those who have been competing just in club events will have a go in this Championship Round.

### OUTRIGHT PLACINGS FOR BSCC MEMBERS

2 Jack Read Mini Special	16 Les Barron Renault Special
9 Mathew Read " "	21 Glen Carpenter Cooper "S"
11 Greg Heath Cooper "S"	22 Butch Read Mini Special
12 Carol Moore Cooper "S"	24 Peter Wickham Torana XU1
13 Peter Snell Mini	25 Neil Howard Mazda Capella
	GLEN CARPENTER.

THE PRIVATE LIFE OF A CLUB SECRETARY

The Brisbane Sporting Car Club is growing at an unprecedented some might say alarming, rate. Already this year we have gained as many new members as we did during the whole of 1974, and already our membership is about to exceed last year's record total of 206 members. This growth is basically a healthy thing, as the strength of any club such as ours lies in its membership, but expansion cannot take place without associated growing pains, and in particular an increased membership means more work for the Secretary and other members of the committee.

Like all the members of the committee, I work in an honorary capacity, that is, I am not paid for the work I do for the club. I must hasten to add that it's work that I enjoy, for the most part anyway, and I'm sure that the other committee members feel the same way - if they didn't, they wouldn't be on the committee.

Most of my own work on behalf of the club is carried out at home - for obvious reasons. But for providing services to individual members such as accepting membership applications and subscriptions, providing and signing CAMS licence applications, and generally providing an information service for club members, I make myself available at the clubrooms every Wednesday night, generally from about 7.30 p.m. onwards (and onwards, and onwards). Of course, for a quick query, my home and work phone numbers are published in the Magazine, and I'm happy to accept calls at any reasonable hour of the day or night.

Unfortunately some members seem to expect me to make myself available, at home or at work, 24 hours a day, seven days a week, for the benefit of members, and this I do not intend to do. It's not hard to find out where I live, but you certainly won't get this from the Magazine - the home addresses of committee members are deliberately omitted from the Magazine because this is what they are - home addresses! Like the other members of the committee, I have responsibilities to my home and family, and responsibilities to my business, as well as responsibilities to the club. It appears, however, that a growing number of members believe that my only responsibility is to the club, and that they can come knocking on my door at any hour of the day or night, and this I wish to discourage.

So please remember, I'm available at clubrooms every Wednesday night, and if something is urgent you can phone me, preferably at home, at any reasonable hour. If you're desperate I'll arrange to meet any club member, any time, anywhere, to do what I can to help. But if you come unannounced on my door in the middle of the night, or, for that matter, in the middle of the day, don't be surprised if you meet with a cool reception. At least a phone call first could save you a wasted trip.

... Jeff Tremain

This months Irish Joke :

Q. How many Irishmen does it take to screw a screw into a wall?

A. Eight. One to hold the screwdriver, one to hold the screw and six to turn the wall.

Compliments of Laurie Garth.

1975 BIGGENDEN BUSH RALLY

The Biggenden Bush Rally was a credit to the Directors and before giving my brief outline on the event, I would like to point out two things. The first is that realising the need to create spectator appeal for rallies eg. the dash around the town if the practice is to be continued surely some form of timing should be devised to make it competitive.

Running from car number one was a new experience and quite a demanding one. Jeff and I decided that before commencing the event we would drive at our own pace and I feel that this reduced the possibility of errors.

Section 3 was the first competitive section through which we lost points, it was jolly hard to find the end of the Quiet Zone Board and at the end of the section we dropped two minutes which is very disheartening but after Henry Ryman and Laurie Garth arrived at the control with the loss of three, I felt more heartened at our prospect for the night.

Sections 4 and 5 were over excellent roads and were extremely good drivers sections and I think it may have been through one of these sections that I counted something like 14 creek crossings and 11 cautions.

Section 6 was very disappointing due to the incorrect time shown on the end of section clock. The roads during this competitive stage when we went over them seemed to be newly graded and were as slippery as hell and it appears that we were not the only car to go straight ahead at the top of the hill when the arrow indicated a hard right turn much to the delight of a handful of spectators on that particular corner. Don Saunders told me that he cleaned the time on this stage in his old Cortina and boy ! he really must have been flying because we only cleaned it with only 30 seconds to spare to watch out if Don makes a come back.

Section 7 was over some beautiful rally country with numerous hard bends after crests, a couple of wallabies, numerous possums, one big snake, and several head of well fed cattle who didn't like the intrusion of a rally car to interrupt their country surrounding. We ended up dropping 6 minutes on that section and this undoubtedly gave us a distinct advantage on points overall and this contributed to our winning of the event. Big pat on the back for Jeff.

The end of division one, the cars following us seemed to be coming in behind us with all sorts of point losses and it was only after checking with a few of the top competitors did we realise that we were leading on points.

Division 2 started in a rather funny sort of a way when we tried to turn right on to a track at the top of a hill only to find that after to drive only a kilometre on this track it stopped very abruptly at a fence. We dropped two on this section.

Sections 2 and 3 were cleaned without any trouble.

Section 4 was a beaut drivers section over some extremely good and fast and slippery forestry roads. It is a heck of a time driving at the head of the field through some of that long grass and it was on one corner that we leared the track for the following cars by hitting a tree that had fallen accross the right hand side of the track on a sweeping right hander. Fortunately the only damage was a badly shattered head light and a couple of little scratches down the side of the car and a badly buckled rim much to the dismay of my very efficient service crew.

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During section 5 we decided to have a little look around the country side and dropped 2 minutes for our excursion.

I do not know how that horribly rough piece of country side was included in such a fantastic event, but it was Qld championship event and ample time was to be allowed and we only dropped 3.

It was very pleasing to clean the next 6 sections to find that at the end of the event we had a total loss of 18 and apparently at that stage we did win the event.

Many thanks to my crew and again to my navigator Jeff whose advice to keep concentrating was as helpfull as his navigation ability. Also to my sponsors North Pine Motors, Luxaflex and Lawnton Road House and to the grip of Uniroyal tyres with their assistance.

FRED THOMPSON.

### TAPPET CHATTER

It looks as if BECC member Keith Tapsall has won the GCTMSC Kleber Rally run recently.

Adrian Taylor was unfortunate enough to totally lose his Honda Civic in a fire on his trip over to Western Australia for the 2nd round of this years Australian Rally Championship.

Colin Bonds ARC winning XU1 started its new rally career in Qld with the Total Mansfield, crewed by its new owners the Wickhams. If it goes as well as it sounds we've all got troubles.

After a recent motorkhana at Samford, it is understood that a group of mini drivers are thinking about banning beach buggies from future events. They go too well.

Les Barron at the same motorkhana was fronting for his run when his battery shorted and a small conflagration occurred. Interesting (and worrying) point was that first, the editors fire extinguisher didnt work at all, and then Peter Wickhams extinguisher of the same make, dribbled out its powder with the force of 12 spastic snails.

Fred Thompson on the recent Kleber Rally somehow stuck his motor through the radiator on a bad bump. He retired.

Barry Wraith, the Total Mansfield sponsor was kind enough to rebuild an unidentified Datsun with his oxy equipment at division break Oakey only to see said Datsun disappear into the darkness.

R.I.P. We regret to announce the death (we hope) of Biggends infamous Bluebottle, Don Saunders set up car. Had an internal haemorrhage on the Total Mansfield and was taken by hearse back to Biggenden to be laid to rest, (we hope). Must have been all the smooth roads that it wasnt used to.

The editor has now been recognised, he found out at the start of a novice rally in which he was competing. Thankyou for the early warning I was given, and yes I would have protested if not allowed to start. Somebody up there really knows how to foster good relations within the sport.

Thankyou Marie and Midge Garth, not only for a first class rally, but for the hospitality after the event.

SO YOU THINK YOU ARE PRETTY GOOD EH ?

Some of our newer members may not realise that BSCC is privileged to have in its ranks not only most of Queensland's leading rally competitors, but in a few cases some leading figures in Australian motor sport and in one case a world champion.

Most of you will know that club member, Jim Reddiex of Maxim Motors was one of the winning Australian crew in the recent UDT World Cup Rally. Jim started his rally life as a member of this club only a few years ago in a standard Citroen GS in which he soon found form. Always ready to lend a helping hand I remember on one rally he was only too willing to stop on a competitive section and give us a gallon of petrol so we could continue, on our petrol guzzling way.

One of our latest members is without doubt, one of the leading rally directors in Australia. I am referring to Toyota Celica driver Allan Lawson, who has directed such rallies as the Southern Cross and the Dulux. In fact it was Allan more than anyone else who is responsible for the present day format of the Southern Cross. The concept of the road/track event of the Dulux rallies, although not new to Europe was first used in Australia by Allan. His competition record is not bad also, finishing high in those international events that he did not direct, and winning so many other minor events that it would take this whole magazine to mention them all.

For those of you who competed regularly in the 1974 rally season, disregarding personal results, most would agree that the best run and organized event, was without doubt the Brookside Warana Rally. The director, Garry Connelly has had plenty of experience in this field. The KLG International Rally of the Hills was directed by Gary when a member of the Hills District Car Club and is still probably the most competitive and gruelling one night event in Australia. What better CAMS delegate could a club have than one who has been the go ahead secretary of the NSW state office ? His international rally record as a navigator can be bettered by few having placed high in the 1973 and 1974 Crosses whilst navigating for Joginder Singh ( not a club member yet ).

While on the subject of navigators, although he has now earned recognition as a driver, Murray Coote is no stranger to success. Navigating for Charlie Lund ( who was a club member at that time ) Murray placed highly in both the Southern Cross rally and New Zealand's International rally, The Heatway, which was won by Hannu Mikkola.

Moving down the scale a little, from International to National rallies, one of the hottest properties ( no pun intended ) of the ARC scene today is club member Adrian Taylor who in his diminutive Honda Civic regularly keeps on beating Porsche 911 S's and Datsun 240 Z's to gain high placings in rounds of the Australian Rally Championship.

For those of us who haven't reached the heights of those people mentioned we can see every week that these people are just ordinary club members and if it is possible for them then it is possible for us.

TONY JEWELS

BSCC ROAD TEST No 4HOLDEN GEMINI

Test car supplied by General Motors Holden, Accacia Ridge.

Options on test car : NIL.

The test vehicle was the base model Gemini, which sells at time of writing, for \$ 3,144.00 ( retail price). This model is mechanically identical to the more "luxurious" SL models, except for having non power assisted brakes. Both the interior and exterior appear a little plain, but nothing necessary has been omitted on the cheaper model, with the possible exception of the reclining adjustment mechanism for the front bucket seats. Apart from this the interior is quite liveable, although not in any way exceptional. The seats are reasonably comfortable, instruments ( speedo, temp & fuel gauges only, with a clock added on the SL ) are easily read both day & night, warning lights are bright, and the steering column controls are excellent, except that, once again, the windscreen wipers are difficult to operate without removing a hand from the wheel to twist the control. Once switched on, the two speed wipers and power washers clean the screen well, and the flasher, indicators and dip switch on the right of the column were very efficient.

The gear lever is a solid affair, angled back towards the driver and fitted with a soft, comfortable shift knob. The shift felt "clunky" all during the test, but was light and easy, and should cause no problems. Reverse is next to second and in my usual ham-fisted manner I almost engaged it changing from third to second early in my time with the car. After familiarisation, there were no further problems, but I would still prefer to see reverse next to fourth.

Ventilation is very good, carpet looks good, inertia reel belts ( front only ) score top points, there is a good sized globebox ( but no other storage cubbies or pockets ) and there are childproof locks on the rear doors. That just about summarises the interior except for one thing. The steering wheel is offset, by an annoying amount, to the right. It felt incredibly strange at first, and despite my hope that I would become accustomed to it, continued to feel strange until I returned the car. I just could not get acceptably comfortable with my right arm straight and left arm slightly bent.

The 1600 ( actually 1584 cc ) engine, pulls strongly and cleanly from low revs, which is just as well, because it gets quite noisy as the revs increase. It produces 78 b.h.p. ( 58.2 K.W. ) at 5,400 r.p.m., and 88 lbs/ft of torque ( 119 N.M. ) at 3,400 r.p.m. on a compression ratio of 8.7 to 1.

The test Gemini was fitted ( as standard ) with cross ply tyres which were completely inadequate - a good set of radials should improve the roadholding substantially.

The headlights were also inadequate for fast driving at night. ( Only one car of the four tested this year has had lights that were anywhere near satisfactory ).

Unfortunately, other commitments during my weekend with the car forced me to do the majority of the test at night, and because of the lights and the fact that I am not very brave, there is no recorded top speed for the Gemini. However, at 140 km/h it is still accelerating steadily, and somewhat noisily.

The roadholding, handling and ride comfort are all pretty good, providing that speeds are kept to a reasonable level, and the road is reasonably smooth. As speeds increase and/or road conditions

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deteriorate, while the ride comfort remains good, the handling performance does begin to fall away slightly.

Bumps tend to throw the rear wheels sideways. This occurs both on straight stretches and particularly on corners, which causes a switch from mild understeer to sudden oversteer. This means, that unless the road surface is smoother than generally found on country bitumen roads, it becomes hard work, and requires a lot of concentration to drive at speed. The problem is magnified when braking into a corner- its much easier and more relaxing to drive it steadily rather than try to hurry.

The brakes, quite satisfactory for normal use, fall down badly under extreme conditions. The first crash stop I attempted was from approx. 120 KM/H, and required some very rapid opposite lock to straighten up the car again. It wasn't just a gradual tailswing as the vehicle came to a halt, but the back swung violently to the right immediately the brakes were clamped on hard. After I stopped shaking, I tried a few more stops, using different road cambers, but the result was the same each time. As the braking speed was decreased, the swing became less violent, but even from 60 KM/H, the normal "round town" driving speed the car ended up stopped at 90 degrees to the direction of travel. I would not like to see an inexperienced driver jump on the brakes at 120 KM/H to avoid a kangaroo, or at 60 KM/H to avoid a child or anything else around town. Not good enough, I'm afraid, and in my opinion could be damn dangerous.

On the dirt, as always, I had a ball, only slightly spoilt by lack of light- by now aggravated by squashed bugs on both windscreen and lights, and by what seemed to be a lack of traction at the rear wheels. The rear axle was not doing any excessive hopping about, but there was quite a lot of wheelspin when trying hard, and consequently acceleration out of corners tended to be slightly leisurely, especially in second gear.

Summing up, the Gemini is a pleasant, easy to drive car that feels solid and well built throughout. I wouldn't like to use one for a quick interstate trip, but for more normal use, the Gemini should perform quite adequately. Overall fuel consumption for the 428 KM covered during the weekend was 9.6 litres/100 KM, or 29.5 MPG.

BRUCE MALLET.

Night Run 26/3/75 G.Carpenter/N.Howard

Unfortunately, I was unable to compete in this run but public opinion was that it was a fairly easy night run for an "Experts" event. The directors used the Annerley, Coorparoo, Rocklea and adjacent areas with a mad dash up between the tin sheds on Ridge St at Greenslopes to the Repatriation Hospital. Some crews had a bit of trouble finding it but for those who knew of it, it was easy. The questions also tended to sort out a few crews. Most of the questions had to be answered completely but precisely, and most crews fell into the old trap. Three crews didnt fall for the trick and they were Rod Mitchell/Dave Ambrose, Ross Skennerton/Scotty Weir, Darryl Kelly/Greg Weale. Its good to see some of the newer members doing so well in night runs and it is hoped that we will see their names associated with the club in other ways.

LEE DRUMOND

SOLD ON HELMETS.....

Stack hats, Brain buckets, Ear warmers, or whatever you prefer to call them; are they really necessary for rallying? There will always be arguments for and against the use of these sweat tops.

To be quite honest, I never wore a helmet in rallies prior to this years Biggenden Bush Rally. I had always been of the opinion that they were a good personal safety thing to have, but, I didnt consider that I drove quickly enough to warrant the use of one.

At the beginning of this years season however, Neil Howard, (my navigator), and I agreed that we would wear crash helmets of an approved type. The Biggenden Rally provided a great proving ground for the advantages of crash helmets.

As most of you will have heard, we rolled the Foremost Motors Lancer in the 7th section of the first division. Halfway through the roll the front right hand corner of the turret took the full weight of the car, causing the drivers head to meet the roof rather heavily. As this hurt somewhat I decided to put my head out of the side window. Unfortunately we were still in motion and in the process of rolling onto the drivers side of the car, where we finally came to rest.

The results of this exercise were \$1500 worth of damage to the car and scratches and mud on the top and right hand side of my helmet. As it was I had my neck in a brace for a week after that exciting adventure.

When you consider that the cost of a crash helmet, which is approximately \$25, and the cost of your head, no-one could possibly tell me that a helmet is a waste of time and money.

Would you rally without a seat belt? I certainly hope that you will be wearing a crash helmet next time out.

KEVIN BATES

A LITTLE BIT OF DON CAPASCO

Who, might you ask is this Don Capasco fella. Well the Don Capasco was Australias first daylight run, split second timing, special stage rally, first run in 1974.

The second Don Capasco was run recently and attracted entries from the top drivers in every state in Australia. Run in the Canberra district over closed roads the event went a maximum distance of about 15 km from Canberra for the two day event over almost every usable road in the small area allocated.

From Queensland, entries were received from Murray Coote, Neil Swaysland and Allan Lawson. All three cars finished the rough and quick run but all had troubles, some more than the rest.

Murray Coote replaced a differential while hanging over the side of a mountain. Alan Lawson broke a panhard rod, and Neil Swaysland had cooling troubles.

The event was won by Greg Carr in a Datsun 1600 (sort-of).

A full report on this event next month from one of the competitors.

CLASSIFIED ADVERTISEMENTS

FOR SALE : Mk.1 Cortina Rally car-ideal novice/clubman vehicle with recently overhauled 1500 cc motor fitted with dual throated Weber and extractors.Reinforced front end with discs on front,GT drums on rear.Selling complete with roll bar, sump guard,10 gal.auxiliary fuel tank,full harness seat belts,woodrim steering wheel,electric windscreen washers,tachometer,wide rims,reversing light,extra gauges and heavy duty Armstrong shock absorbers.

Will supply with spare body shell for the all in,low,low price of \$550 ono.

Contact Dave Morris at the clubrooms or phone 606632 (home) or 565586 (business).

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Murray Coote has for sale his succesful Datsun 1200.Regularly blowing off bigger machinery in N.S.W. this car has achieved 5th outright in the 1974 Brookside Warana rally,8th outright in the 1974 Don Capasco,and has always been up there among the top cars in Australia.Being offered for sale as rallied with fully worked motor,lights,alloy cage,rally tyres;thisvehicle has been recently resprayed and would be one of the most competitive cars in Qld. Being offered at the competitive price of \$900,Murray can be contacted at the clubrooms.

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Total Mansfield sponsor,Barry Wraith has for sale two aluminium roll cages,one for a Mk.1 Cortina,and one for an XU 1,GTR type Torana.Both cages are offered to club members at well under cost at \$80 each.While we're on the subject,Barry has also for sale at competitive prices Kleber rally tyres and road tyres.

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STOP PRESS----TOTAL MANSFIELD 350 RALLY

Gerry Reynolds and Ian Genn have convincingly won this event with the loss of only seven points,two for time and five for an observed deviation.A full report next month from clubmember Reynolds.

Three crews,Guerin/Weir,Kelly/Rolandsen,and the winners cleaned the second division.

Out of 52 starters 37 finished the event with no "major" accidents although several cars looked the worse for wear with an unidentified Datsun running a combination of tubeless tyres with low pressures tipping over.

Everyone is entitled to their opinions,but novices,make up your own minds when deciding whether to wear helmets or not.If someone wants to give a valid reason against wearing lids,then I'll listen,but until then I'll still have the warmest ears in rallying.

Seems that Neil Swaysland was petrified by the directors driving,you must learn to take it as well as give it out Neil.How about navigating for John Hall one day?

And to that fearless band of gentlemen,and ladies who sit patiently beside some half wit of a driver,pointing out ceaseless information on where and how fast to go I can only say this--- "You can have it,I have retired from navigating".From now on the Jewels will scare other people silly and not themselves.Would you believe Rosine dropped only 3 mins on drivers sections for the first division?And you wonder why I couldnt navigate.

NEW MEMBERS

A warm welcome is extended to the following 18 people who joined the Brisbane Sporting Car Club during March:

Grant Buchan .....	Moorooka	(1226)
Allen Butterfield .....	Sunnybank Hills	(1227)
Jeffrey Carr .....	Woodridge	(1228)
Colin Cowan .....	Redland Bay	(1229)
Bryan Dodwell .....	Everton Park	(1230)
William Fraser .....	Stafford Heights	(1231)
Ian Genn .....	Moorooka	(1232)
Garry Holmes .....	Hamilton	(1233)
Ivan Holmes .....	Greenslopes	(1234)
Arnold Jackson .....	Ascot	(1235)
Howard Larson .....	Margate	(1236)
Brian Leggatt .....	Sunnybank	(1237)
William Loorents .....	Kingston	(1238)
Rodney Lord .....	Moorooka	(1239)
Cedric Loy .....	Cannon Hill	(1240)
Peter Overs .....	Kippa-Ring	(1241)
Colin Reeve-Smith .....	Arana Hills	(1242)
Alan Wood .....	Margate	(1243)

ABOUT SOME OF THE COMING EVENTS

Due to an error on our part, succo regs for th MGCC closed hillclimb on Sunday 20th April do not list BSCC as an invited club. However, BSCC members definitely are invited to take part, and this will be stated in the final supp regs for the event. Supp regs are available now from the club Secretary, and entries close at 10.00 pm on Wednesday 16th April. Let's give M.G. the support they deserve and see if BSCC members can't make a better showing at the hillclimbs.

The list of coming events on page 14 contains a number of functions at which ladies and children will be particularly welcome - not that they are not welcome at all of our functions. On Sunday 25th May we will be running our first day run for several years - this is specifically designed as a fun event for all the family. Starting at the clubrooms at midday, the run will entail simple navigation over good roads to the White Horse Inn at Slacks Creek, concluding with a social get together there. Peter Whalley and Lee Drummond are organising the run and confidently expect a large field.

Don't miss out on our family film night on Wednesday 28th May. Gary Blower is organising this one as a night for all the family - to cover the cost of the full length colour feature film a charge of \$1.00 will be make for adults, but children will be admitted free.

For new members we have planned a special night on Wednesday 7th May. All members will of course be welcome on this night, but we particularly want to see all those members who have joined the club this year, that is, members with a membership number higher than 1170. This will be your chance to meet the President and committee as well as some of the older members of the club. We can't promise free drinks for new members, but don't be surprised at what happens.

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And how about this as a combination ? Club treasurer, Charles M. Blake navigating for Rosine Jewels in Annand & Thompsons Subaru. Here's the punch line, they'll be eligible to run as NOVICES as neither of them are even clubman yet.

COMING EVENTS

- Sat 12 Apr Total Mansfield 350 Novice Rally
- Wed 16 Apr Table-top rally organised by Peter Whalley & Greg Weale.
- Sat 19 Apr Presentation of trophies for the Biggenden Bush Rally at the White Horse Inn, Pacific Highway, Slacks Creek starting at 8.00 pm. All Welcome.
- Sun 20 Apr MGCC closed Hillclimb; BSCC invited
- Wed 23 Apr Novice Night run organised by Kevin Bates & N.Howard
- Sat 26 Apr QMROA Yokohama Radial Rally (QRC 2; QRRS 2)
- Wed 30 Apr Expert night run organised by Ian Wells & G. 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
- Wed 7 May New members' night at the clubrooms
- Sat 10 May MMCC Novice Rally
- Wed 14 May Novice night run organised by Pat Hetherman & Boyd Ovens.
- Sat 17 May Working bee in the clubrooms starting at 1.00 pm
- Sun 18 May Closed Motorkhana - venue to be advised
- Wed 21 May Expert night run organised by Charlie Blake & Jeff Tremain.
- Sun 25 May Day run organised by Peter Whaley and Lee Drummond starting at the clubrooms at 12 midday and finishing with a social get-together at the White Horse Inn.
- Wed 28 May Family film night organised by Gary Blower - a full - length feature movie suitable for all the family will be screened.
- Sat 31 May RCC open Rally ( QRC 3; QRRS 3 )
- Tue 3 Jun Committee meeting