



Brisbane
Sporting Car
Club

MAGAZINE

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May 1975

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22ND YEAR
1975

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GENERAL INFORMATION

POSTAL ADDRESS

The Hon. Secretary
Brisbane Sporting Car Club
P.O. Box 314
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.

++ Dont forget the presentation for the Total Mansfield Novice Rally at the clubrooms on Friday the 23 rd of May, starting at 8.00 pm.

CAPASCO REPORT by Brian Marsden

The Capasco is going to be to rallying what Bathurst is to racing. In fact, it seems to be following the same pattern without any deviations. When everyone else wakes up to the similarities between the two events, you read it here first.

The entry list this year was not overly distinguished, just a solid field which would not have looked out of place in any A.R.C. round. The only surprise was Greg Carr's Datsun 1900, which looked suspiciously like fibreglass around the edges. The field had been graded, and apparently it worked well. No-one seemed inclined to complain. Forty starters and four reserves were to make up the field. The second half of the field were competing for \$600 worth of stereo gear, and this was being called the clubman prize.

I had been in Sydney for a short holiday before the Capasco and left for Canberra a bit late. I got a lift over with Dave Morrow in his ex rally cross 2.4 litre 180 B SSS. His navigator was Frank Neale, and Frank won the N.S.W State Driver's Championship last year. I was too polite to say that I thought they would be better off swapping seats, but they won the stereo anyway. Since neither Dave nor Frank could set up a Halda, I did it for them on the way to Canberra, and I was pleased that I had something to do with their win.

We got into Canberra at about 8.00 pm on Friday night, and then had to find my driver. I hung around scrutineering after ringing around a bit, and lo and behold, half of Queensland turned up. Swaysland, Hall, Allen, Lawson, Weale, Browning, Stewart and God knows who else started coming out of the woodwork, and I was waiting for Jo to turn up next. Come to think of it, I don't know if he's welcome in Canberra.

Scrutineering was pretty informal, and we left pretty early. Now, I don't want to hurt anyone's feelings, but Canberra is a cold miserable town. There's no entertainment, no decent shops, restaurants are either greasy spoon or king's ransom with no inbetween, and shop assistants never smile or say anything civil. Walking through the streets of Canberra among crowds of sour, withdrawn people could get you suicidal if you did it often enough.

Having got that off my chest, I'll skip straight over to the start. In Canberra octagonal shopping plaza. I'd estimate that there were some 5000 people there, and even an autograph seeker or two. Murray goes all to pieces when a 14 year old girl asks him for an autograph. Greg Weale looked a little confused by it all - and well he might on his second or third event. Alan's turboed Celica had some people worried. Stewart McLeod and Wayne Bell asked me how it went, and didn't seem too reassured when I played it down. This could be because Neil Swaysland and John Hall were telling people that the Celica ate SLR 5000's and spat them out.

I had my usual panic on the transport. The Halda was a bit slow. I changed gears at the end of the transport, but the Halda still didn't seem too good. We watched Alan take off on the fast competitive, and then it was our turn. Just as we were waiting two cars came down the road, one driver angry and the other white faced. He was a farmer who insisted that the closed roads were his to drive on if he liked, and met Doug Stewart in full cry over a crest. A control official had gone in and cleared him out.

This is one of my pet peeves. Closed daylight rallying is DANGEROUS. You can't see cars coming the other way, you can't close a road so no-one can get in, let alone a whole forest, and if a driver gets lost and comes back (and I've seen it) there is going to be trouble. With 60,000 spectators around, I have a horror of some kid just old enough to walk wandering away from

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its parents just as a car comes along. If these events were held at night, there's a good chance that children that young would be home in bed. Apart of the terrible picture an accident like this brings to mind, we could kiss rally good bye.

The sections ran competitive, transport, alternately, and the competitiveness averaged about 10 km. The roads were dry, fairly open, and a bit rough with a hard surface. No time is allowed in controls - you're in and out at the minute on transports and in at the second and out on the minute on stages. No points could be lost on transports, and the maximum loss on a competitive was approximately 5 minutes. This makes it possible to rebuild the car in a transport and keep going without loss, or rebuild in a competitive and still only lose a small amount. If you think this is not possible sahib old boy, wouldn't have done in the good old days, and want to keep these hearty ideas out of Queensland, then you are an ostrich.

Anyway, we drove the Capasco, in the only possible way-flat. Now, you can't find any excuses when the times are to the second. You aren't just down a minute, you are down one minute 59 seconds or whatever. Greg Carr just bombed everybody to win. Rumour is that he slips up into the forests for an hour in his lunchhours, but that's the name of the game.

One of the most memorable sections was the one with two creeks. We went through it three times. The first time was disastrous. We got bogged, the fire went out, and I missed a turn just after the creek. The second creek had someone stuck in it, and our fire went out again. The next times around, we had very little trouble with it, so practice does make perfect. Neil and John weren't so lucky. They went into the creek a bit quick, and put a hole in the radiator with the fan. A quick soldering job with Gerry Ball's equipment got them going again with no loss.

At the end of division 1 (which was the most exhausting division I have ever been through) we heard that we were lying 8th, and second in line for the stereo, so we had a couple of hours sleep and went out on division 2 at about 8 pm ready to do wonders. The diff broke in the second competitive, so Murray walked out, and brought in a spare, and proceeded to change it by torchlight. I calculated late time limits, with a hookup to the Director in Canberra by two-way to help with the rather complicated formula, and I heard later that the conversation was going out live over TV. He finished it in two hours, leaving us time to finish a couple of sections, but we decided to leave it for Division 3.

Back at Canberra again, we were amazed to find that we were by no means last! The next day was a panic. I found the Halda was playing up, and was reduced to guessing about turns, and lying to Murray when he asked if it was working. "Not real good but most of the time it's OK." It didn't even turn over. We borrowed Halda cables, dust caps, and a service crew when a front leg broke, and generally did anything to finish. Alan and Greg were doing much the same - the Celica had head troubles but Neil and John were going OK. We had one thing in common - FINISH THE DAMN THING. Someone handed us a XXXX at the finish and it was so good.

The party afterwards was a ball - and even though we weren't competitive after the diff went, I'm glad we did finish the Capasco. In years to come, there's going to be legends about this event.

THE ROY JEFFERY MOTORS RENAULT RALLYE SPORTIVE PREVIEW

Well, this month we have some good news and we have some bad news. The good news is really good and the bad news is..... But first the good news.

Later this year BSCC should be promoting the most publicised event of the Qld rally calendar when Garry Connelly will be again running the "Warana". Until that time however the Renault Car Club have the necessary ingredients to make their rally the best known, most publicised event on the Qld Rally Championship scene. The rally, starting from Toombul Shopping Centre, will commence with a motorkhana (a la Warana), to hopefully impress the 2000-3000 spectators that are likely to be informed enough to come out on the Saturday afternoon. Last year you may recall that TV cameras were at both the start and the finish. This year is hoped to be no different. So here is the chance to do something for your sponsors and the sport as a whole. By, at least appearing to be professional in our preparation and organization each car will convey to a large public on this rally the impression (we hope) that the sport of rallying has progressed from the car wrecker type, navigational horror specials that were once the norm, but now thankfully only occasionally raise their ugly heads. It is hoped that we will be able to convey to Joe Blow public the fact that rallying as distinct from motor racing is a fully fledged member of motor sport within its own right, and not its poor dependant cousin.

Pre-event publicity will consist of articles in the Courier Mail, Telegraph and Cumberland Press together with a four page lift out supplement in the Telegraph on the day of the rally. The previous weekend will see a selection of rally cars on display in the Toombul Shopping Centre Mall, which will be seen by many thousands of shoppers of whom a percentage will return the following weekend for the start. Some of you might watch SportsScene on Channel 7 when you wake up from a Saturday nights rallying (or something). It is shown about midday Sunday and is hosted by Rod Gallegos, who usually raves on about lesser forms of sport such as dog racing and Aussie Rules. Well on the 25th May could be we'll hear him raving about our form of sport. Plans are underway to screen a film of the 1975 Southern Cross and tie this in with an interview with one of the organisers of this event. At the start itself, on the afternoon of the 31st May, 4PG's Haydn Sargeant will flag cars away while our own Garry Connelly will be conducting a commentary on all cars, (so make sure you fill in your information sheets on the back of the sup. regs.). So if anybody, anybody at all, thinks that they aren't getting enough publicity out of the sport for their sponsors, this rally is a must.

Well that's the good news. Now for the bad news... bad that is for the people who have been trying to get fully route charted rallies introduced into Queensland. There was a rumour going around that this event was to be fully route charted. WRONG, WRONG, WRONG. Would you believe no route charting on competitors at all? In fact the only route charting will be on the transport up to Kilcoy for the start of the rally proper and on the run home from the finish at Jandowae to the breakfast at Mt. Crosby. From what I could get from director Gerry King, it will be held in the old BP Rally of SE Qld area around Oakey, Dalby, Chinchilla districts. This area has not been used since the last "BP" so it should be as good as new ground for competitors. The type of navigation seems to be similar to the BP Rally style with straightforward but demanding navigation with a small amount of unmapped roads. Times are not tight but navigation will need to be spot on to clean sections. The roads are generally smooth and will be in direct contrast to the "Nigel Collier Memorial Rally" of a few years ago.

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The Renault Car Club are conducting this rally with a minimum amount of sponsorship financially and it is necessary for them to receive a large amount of entries in order to break even. This rally, although it will not please a number of competitors because of its type of navigation, should favour the clubman type competitor as the clubman navigators have had more practise of late in their art than the regular championship navigator. It is possible therefor that we could get an outright winner from the clubman ranks but I am sure that no one would want to put money down on the outcome of this event.

TONY JEWELS

CLUB CHAMPIONSHIPS AT 30th APRIL 1975

MOTORKHANA CHAMPIONSHIP

Jack Read	43
Peter Wickham	39
Daryll Kelly	35
Les Barron	26
John Maher	23
Glen Carpenter	18
Neil Howard	18
Peter Snell	17
Matthew Read	15
Butch Read	12

NIGHT RUN CHAMPIONSHIP

Greg Weale	43
Daryll Kelly	42
Ross Skennerton	31
Les Barron	29
Peter Wickham	27
Alan Rolandsen	26
Boyd Ovens	25
Bruce Godfrey	24
Paul Martin	21
Pat Herterman	20

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 Wetherald	5

RALLY CHAMPIONSHIP

Gerry Reynolds	29
Scotty Weir	23
Ian Genn	21
Daryll Kelly	20
Alan Rolandsen	20
Rad Guerin	15
Laurie Garth	13
Henry Ryman	13
Ross Huston	11
Keith Tapsall	11
Fred Thompson	11
Jeff Tremain	11

SPEED EVENT CHAMPIONSHIP

Peter Wickham	21
Ann Thomson	15
Bruce Dalziel	11
Murray Coote	10
Daryll Kelly	9
Philipp Box	8
Mario Carlotto	7

CLUB CHAMPIONSHIP

Daryll Kelly	45
Peter Wickham	39
Alan Rolandsen	23
Greg Weale	20
Les Barron	16
Jeff Tremain	13
Gerry Reynolds	12
Jack Read	11
Ann Thomson	11
Scotty Weir	11

The club extends congratulations to Glen and Lynne Carpenter nee Tonkins, who were married on 31 May. The Club Captain, Neil Howard was appointed Best Man for the day to see that Glen didnt arrive at the church in greasy shorts with a spanner in his hand. They are presently honeymooning in the Snowy Mountains seeing if Semperit M&S really are good in actual mud and snow.

TOTAL MANSFIELD 350 NOVICE RALLY

To start, I felt that the Total Mansfield was a credit to both directors and a tremendous success which the organizers, officials and sponsors can well look back upon with a great deal of pride. With some 24 EOSC's and 14 passages manned throughout the night there was no margin of error on the part of navs; in fact the rally was won and lost on the ability of the navs, and full credit must go to those who featured in the results. My navigator, Ian Genn, was really spot on during the whole event and my thanks to him for guiding our car into first place. A well done also to Bruce Nicol, navigating the twin-cam Escort driven by Paul Eggesfield, which was the only car not to pick up an OD, WD or MC during the night.

Of the 55 entries received, 52 crews fronted for the start at the Total Service Stn at Mansfield. An easy transport section through a fairly wet mist took competitors to the Golden Fleece S/Stn at Grantham for the start of the rally proper. Section two transported cars to Murphy Creek in preparation for the first competitive which was a drive up the Murphy Creek "Freeway" to Hampton with all but 4 cars making it on time. Section 4 was a six minute competitive with a bad "T" intersection that caused at least one competitor a lot of grief. All but 7 cars lost points on this section (ourselves included). Section 5 caught out most navs, who missed the significance of the mapped traffic caution and paid the penalty of 25 points for a WD. Sections 6, 7, 8 & 9 were fairly easy mapped routes on good class roads. Section 10, with its 2 via's caught us out when we missed the shortest mapped route to a passage control and gained a 5 point penalty for an OD. Section 11 was a quick blast over some good roads with a really good "yump" to add a little interest to things. Section 12 transported cars through Oakey with a quiet zone at the end catching 3 cars for lights breaches. Section 13 turned out to be the most interesting of the night with a great variety of road surfaces and conditions to test drivers, plenty of via points and special instructions to keep navigators from dozing off, and quick flits through a pub car park and the local rock crushing plant thrown in for good measure. A quiet zone in this section again took points from eight crews for lights breaches. A short transport then took cars to the Shell S/Stn at Oakey. At this point the positions were Ian and myself in first place, Eggesfield in the twink 2nd, Hiley in the incredible old Husky 3rd, Darryl Kelly in 4th and Brian Stenzel driving Hugh Walkers Datsun 1600 in 5th. The division break was too long and some competitors spent nearly 2 hours in control which tended to be a bit much. Quite understandable however when you consider that the field was now spread out over three hours.

Division two started with a 10 minute transport out of town. Sections 2 & 3 were both real navigator runs with plenty of instructions to tax any navigator that hadn't plotted well in advance. Section 4 was the short but tricky 7 minute loop back to control with the dust in the final parts causing heaps of problems. Section 5 saw a welcome service break on the outskirts of Goombingee. Section 6 saw a tremendous 24 minute competitive with a loop thrown in for good measure. Sections 7 & 8 carried competitors through to Crows Nest without any problems, ready for the last route charted section of the event. Section 9 was a bobby dazzler with a fully route charted 21 km to do in 23 mins through rough and hilly country. Most crews managed to clean this section but I'm sure that had we seen the "SHARP DROPS OFF SIDES OF ROAD" mentioned in the advice to navs, there may not have been

so many cleaning the section, Section 10 was the competitive of the night with a tricky downhill lefthander that caused a few "tongues in cheek" for drivers. So concluded a most interesting night of rallying and at the kind invitation of co-director Laurie Garth many competitors wended their way back to his pad at Mansfield for a tasty breakfast of savoury mince and fresh rolls, (thats what he wrote - Ed.) and most welcome liquid refreshments. This get together proved to be a riotous joke swapping contest and was a tremendous break from the usual rally finish points located out in the sticks. Many thanks to Laurie and Midge Garth for their hospitality.

Final results were myself and Ian Genn in the Torana XU1 in first place with seven points down, Paul Eggesfield and Bruce Nicol in the Escort were 2nd outright and 1st novices with 41 points. Darryl Kelly and Alan Rolandsen were 3rd outright with J. Hiley and R. McGuire in the amazing dancing Husky station wagon 4th outright and 2nd novice on 49 points. Simon Kabel and Greg Weale were 3rd novice in the Mazda RX3. Best unplaced performance in both divisions was taken out by an unlucky Rad Guerin and Scotty Weir in their Datsun 1600. Out of 52 starters 31 managed to officially finish the event, including car 9 who lost a mammoth 1138 points. I am sure that competitors had a most enjoyable night of rallying despite any problems that they encountered. Weather and road conditions were excellent for the most part, and organization of the event was, in my opinion, without fault.

GERRY REYNOLDS

MEMBERSHIP REPORT

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

John de Rooy.....	Ormiston	(1144)
Rodney Gehan.....	Bougainville	(1145)
Kevin Hawkins.....	Arana Hills	(1146)
Brian Lincoln.....	Darra	(1147)
Kevin Watts.....	Carina	(1148)

In particular we would like to welcome Rodney Gehan of Panguna, Bougainville, Papua New Guinea, who becomes our first overseas member.

We have had exactly 80 new members this year, and our total membership now stands at 214 - an all time record.

Supp regs for the Castrol Inter-City Cup Closed Rally Series are now available and have been or will be posted to all members who hold CAMS licences. If anyone who does not fit into this category would like Supp. regs they can contact Hank Kabel, Cedric Reinhardt or the club secretary.

A preview on this series next month but a few details now. Castrol are supplying prizemoney this year which is in addition to the large Cup which was won by a BSCC member last year. CAMS licences are not required and there is no restriction on grading of competitors. A good series to start rallying in it should not clash with any other events except the Cross for the last round.

WOOLONGABBA WANDERERS

Not quite an apt name for a night run, but that's what Neil Howard had everyone doing - wandering around Woolongabba in about 20 different directions answering some easy questions. I believe that the run was set in a hurry on the very afternoon but was an enjoyable event, even with only a small amount of organization. The directions were merely set out in the questions, such as, "What is the phone number of the Brisbane Bike Wreckers in Tank St." Yes, as you may have guessed there was a trick to it. If the competitor attempted to answer all the questions in order, he would find himself driving backwards and forwards to within a few metres of a certain spot to answer every question. If the questions were arranged in a certain order a very easy path could be followed to complete a loop back to the clubrooms. Most crews fell into the trap until they realised what was happening. There was no time limit on the run and quite a few crews cleaned it. This type of event goes to show that a night run does not have to be 50 km long with sneakily disguised questions to be fun.

LEE DRUMOND

OVENS OVERLAND

Well as you might have guessed by the title this night run, (mini-rally) was organised by Boyd Ovens ably assisted by Pat Hetherman. The run started out very easily with some easy questions and a quiet drive up Nudgee Rd, through Northgate and onto Sandgate Rd. It had all the pretences of being a quiet night run until we turned off the bitumen at Zillmere and onto the dirt. Then I knew it was going to be a hairy evening. I enjoyed the run immensely as I'm sure lots of other competitors did. The fun began from Zillmere on the dirt and with lots of crews disregarding "No Through Road" signs we had a lot of cars banked up at the end of one dirt road trying to find their way through two wheeltracks into the scrub, but to no avail. Everyone eventually found their mistake and before long we were back on course. We went slightly off course again and found some fantastic roads near where the special stage for the Warana was held. Alas when we did get back on course we found we should have stayed on the bitumen. Eventually after a run around some familiar territory at Arana Hills we picked up the last control at Keperra and headed for home.

There were 3 controls out-something which caught a lot of people by surprise, myself included. The questions were fairly simple and the roads were all very good. All I have to say about the last question of the night was that you won't find me going into a graveyard in the middle of the night, a million miles from nowhere. I believe the local police stopped a number of crews from entering the cemetery, so the question was cancelled. Come to think of it, the directors must have been scared silly as they didn't even get the date right on the question. Well thanks for a good night run fellas - hope we see some more of these, occasionally.

LEE DRUMOND

The club captain has still got big stocks of bumper stickers available at 80¢ each. New stocks of lapel badges will arrive shortly.

CLASSIFIED ADVERTISEMENTS

Due to lack of space in my garage it is necessary to dispose of my mini cooper S body shell and the remainder of my mini bits and pieces. This is the shell that was used last at Biggenden and not the mini that was rolled at Surfers. All straight panels, a good basis for a motorkhana or rally car, available with selected spare parts for the give away price of \$50.00. Phone Tony Jewels on 968302

Cooper S rim available. Swop two standard mini rims. Ph. 968302.

TAPPET CHATTER

Just about the worse kept secret in Queensland is the one that Adrian Taylor has been asked to try out for the Holden Dealer Team. It ceases to be secret after its printed in Racing Car News.

Just in case, I hear that a new Civic is being prepared for the Warana by Adrian.

Murray Coote and Brian Marsden are sharing the driving of Murrays Datsun 1200 at Surfers for the ATCC meeting. Also showing his face at the meeting is Club president Bryan Evans in the Datsun 240 Z.

The very successful working bee at the clubrooms on Saturday 17th saw the completion of the enclosing of the underneath of the clubrooms. Also the wiring of the stove, donated by Garry Connelly, by Ace electrician, Laurie Garth (Phone 49 8053 for quotes).

Gerry Reynolds and Ian Genn have won the Shell Novice Rally convincingly again by dropping only 8 points. Again 5 for an OD and 3 on a MPMS section.

Temperatures at Kingaroy on the night of the Shell were 3 degrees. Brass monkeys had heaps of trouble.

Rad Guerin and Scotty Weir were unfortunate enough to roll their Datsun 1600 on the Yokohama Radial Rally after a large four legged animal decided to invade the cars line around one corner. How many legs does a bunyip have?

In the two championship rallies and two novice runs so far this year there has been a rollover in each. First at Biggenden, Kevin Bates, then a Datsun in the Total Mansfield, then Rad Guerin on the Yokohama, then a Holden on the Shell. The panelbeaters are having a bumper year. Who's turn next?

Brisbane Sporting Car Club are off to a good start this year with clubmembers forming at least one of the winning crew in all five rallies so far. Fred and Jeff at Biggenden, Tony Best navigating on the Yokohama, Keith Tapsall and Ross Huston on the Kleber and Gerry Reynolds and Ian Genn on both the Total Mansfield and the Shell. Keep trying DBSCC.

Dont forget the full length feature film to be shown at the clubrooms on Wednesday 28th May. Tickets are available from Garry Blower and the film is "The Honeymoon Machine" starring Steve McQueen. It is suitable for the whole family so take the whole family as children are free.

KLEBER DISCOUNT TYRES RALLY

The field was small but competitive, organization good, roads excellent except for a few muddy sections, and the prize money and awards very attractive - what happened? No doubt more support by BSCC members would have been given had not the earlier postponed Biggenden Rally taken its toll only one week earlier. The Kleber event was a good one. The results were encouraging for my navigator Ross Huston and myself in our Datsun 1600 finishing in first place, a culmination of many long hours spent rebuilding the car and carrying out necessary modifications to make the vehicle more competitive. Following home in second place were Arthur Fredericks and Nigel Collier (Renault 16TS) with the Ipswich crew of Trost/Palmer in the trusty HR Holden in third spot.

Departing at 4pm from the sponsors Southport premises, the first car away was the K. Huebner Motors, turbocharged Toyota Celica crewed by Allan Lawson and Greg Weale. Following them was the North Pine Motors Torana XU1 of Biggenden winners Fred Thompson and Jeff Tremain. Division one consisted of nine sections with approximately twenty five minutes time allowed on each, most sections being competitive but with reasonable averages set. Thrown in was an average speed section (with a couple of passages included of course) which was rather boring and frustrating, catching out most crews for arriving early at EOSC. Competitives were mainly route charted and covered smooth surfaced roads.

Division break was at the well known Mobil Service Station at Cunninghams Gap. A roll call indicated that all crews were present with the exception of Fred Thompson's Torana which had holed a radiator and had to retire. Looking around the scene it appeared that several cars had had plenty of dramas. Lawsons Toyota with braking on three wheels only, Peter Wickham and Scotty Weir hastily repairing a couple of flat tyres from their ex HDT Torana, and one car having some panel beating carried out on the S/Stn. driveway. Arthur Fredericks Renault took a liking to a local cow, however fortunately with little damage to either party. My only worry was a rapid wear of front disc pads, otherwise the car was performing beautifully. Positions at this stage were, Lawson/ourselves equal on 6 points, Fredericks on 7, Darryll Kelly on 10 and Trost on 11.

Division two consisted of mostly navigation sections, more competitive than the first, and included several muddy sections and one horror grass and mud section which took its toll of a couple of cars. The director had deleted a couple of sections which were impassible and as a result several stints down the bitumen were necessary, with easy times.

To the director Des Dunstan and his helpers from the Gold Coast Tweed Motor Sporting Club, congratulations. I believe they have the necessary know how to set a championship rally and perhaps 1976 will be the year in which they have their chance to run a round.

KEITH TAPSALL

Point to remember:

After my little bit on the crook fire extinguishers last month, I have been advised that owners of dry powder extinguishers that are subjected to certain forces, eg. in a rally car, must in order to make sure that their extinguishers will work when needed . . . invert the unit each month to stop the powder from compressing.

TJJ

ROAD TEST NO 5 - FIAT 128 SL SPORTS

Test car from Annand & Thompson P/L.

I spent my entire week-end with the Fiat driving around with the driver's side rear window open, listening to the exhaust note. Not that the exhaust of this car is raucous loud or unrefined, in fact it is mostly indiscernable from inside, but under hard acceleration at about 5,000 r.p.m. it emits a delightful raspy bark.

On first acquaintance, the small Fiat seems almost right immediately. The driver's seat is a comfortable, close-hugging bucket, there is a small diameter wheel with thick padded rim just where it should be, matching speedo and tachometer are directly in front, the gear lever is just right and the seat belts are A1. In this case it is a crying shame that these belts are to be replaced with inertia reels. At the moment they are mounted below shoulder height and can be tightened to hold the occupants firmly down into the seat, so that they are firmly in place both during twisty bits and bumps. However, despite the excellence of most of the major drivers controls, there are some jarring notes in the interior. The seats cannot be adjusted to a point where I was completely comfortable. I finally settled for a longer than usual (for me) reach to the steering wheel and the pedals a bit to close. After some familiarisation, this position became reasonably O.K., but should be better.

Some minor controls (heater, fresh air, fan switch, choke and hand throttle) cannot be reached at all if the seat belt is correctly fitted (which, if nothing else, ensures that the motor must be completely warmed up before you leave home in the morning). The interior mirror is too small and vision, whilst quite satisfactory in normal driving, is lacking to the rear when parking. The rear seat is of course "kids only", both because of the awkward entry and the space provided, especially if the front seats are not well forward. The worst feature of the interior however, is the abominable windscreen washer system. The washers are operated by straining forward until the seat belt is cutting into your shoulder, then groping around the lower edge of the dash, then pumping hopefully at a ridiculous rubber squishy button. If you are lucky, one push on the button gives one feeble squirt on the screen. If you are as successful as I was, the button "pops" inside out on the third push and becomes inoperable for about 5 minutes until it corrects itself again. This fault is even more glaring because the rest of the car is so driver orientated, and this Fiat is primarily for driving.

The 1300 cc motor, which develops 75 (DIN) bhp at 6,600 rpm, is mounted sideways (is that east-west or north-south?) and drives the front wheels. The steel wheels are styled to resemble mags, and are fitted with 145 HR13 Michelin XAS tyres. Suspension is independent at each corner and the headlights are almost adequate - they need slightly more penetration to enable easy cruising above 130 ish, but I have now scored 2 out of 5 cars with satisfactory lights.

The car is not at its best on smooth highway cruising the engine noise is a bit annoying above 120 or so kph, it sounds as though it could be undergeared slightly for this type of use.

I recorded just on 165 kph top speed, then turned off the main road and the car came into its own.

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Along the twisty, broken bitumen, with its awkward off camber corners, narrow bridges, blind crests, sudden rough patches etc., the Fiat just cracked along, never moving off line, the engine singing up to 7,000 on each upchange, and everything performing just as required.

The brakes, (surprisingly drums at the rear) performed beautifully, allowing the car to be braked late into corners, without ever giving the driver any feeling of being unbalanced or desperate. The only sour note came at a very sharp dip which wasn't there last time round, when the bottom of the gearbox hit the bitumen. For a moment I had horrible visions of returning the car on a towtruck, but there was no damage so we carried on. It is under this type of driving that the little Fiat really seems to switch on and show its best qualities. Mild consistent understeer is the dominating handling characteristic. Lifting off, or dabbing the brakes, on entry to a corner just "balances" the car and it can then be powered through very fast and tidily. Bumps or corrugations in the middle of a corner do not cause any problems - no moving off line or skipping at the rear. If things become too desperate and understeer gets a bit excessive, a simple off and on again on the accelerator will tighten the nose in and bring everything back under control again.

On the dirt the car was neat, easily controlled, lots of fun and fairly fast - within the limitations of the available power, but does not seem to be really at home under these conditions. It is very hard to define what was wrong - in fact there was actually nothing wrong - just a feeling that the car was designed for better things and was not happy about being asked to perform quickly on dirt surfaces.

It is difficult to sum the 128 Sports up. On the one hand it offers quite remarkable performance from 1300cc and very satisfactory fuel economy - 32.3 mpg (8.75 litres/100 KM) over the 468 KM of the test week-end. It also has that incredible roadability and sheer driving fun under the right conditions. On the other hand there are the small (and not -so-small) faults that can be so annoying. If you can put up with the faults and enjoy the good qualities enough, the Fiat would probably serve an enthusiastic owner well and provide a lot of enjoyment.

The price - during May 1975 - is \$4,333.85 (on the road). This may help to make up your mind one way or the other.

BRUCE MALLET.

VALE

We regret to announce the death in a road accident of former BSCC club member Barry Harrison. Although of late achieving recognition as a speedway driver in a Mini, Barry was once a successful rally driver winning the Queensland Rally Championship in 1964. His passing will be felt as a great loss to motor sport.

THE YOKOHAMA RADIAL RALLY

Well the director told me it was going to be a ripper event, and he wasn't kidding. A drivers event pure and simple but from the navigators I have talked to, it was enjoyed by them as much as the drivers.

It would be difficult to describe this event as the description "superb" has been used too often to describe events half as enjoyable. The organisation was excellent with the almost completely route charted event not having one mistake in either mileage or instruction (no mean feat in itself). The choice of roads was tastefully done with almost every conceivable type of surface from newly mown grass to sand, testing the reactions of drivers as road conditions incessantly changed. The control officials were without doubt the most efficient and courteous that either Bruce Mallett or myself have ever come across, and that went for every single control, passages included. I don't know how QMROA managed it but it even drizzled with rain throughout the event to keep the dust down.

Starting at Nambour, the event started with a very quick transport section to Mapleton which surprisingly claimed a minute from most crews. The first of the competitiveness was just that, bloody competitive, with some parts of this 30 km section fairly rough, and a spectator point on a hard left hander. This fairly hilly section suited the more powerful cars and Lloyd Robertson and Ian Reidel both cleaned, with Ray Wood and Peter Wickham dropping one minute. All in Toranas of one sort or another. After a 34 km transport the next competitive was a 15 km in 12 mins in which most cars cleaned. Not so with section 5, a 26 km in 24 mins dash over some well cautioned windy roads that should have favoured the smaller cars, although Lloyd was still fastest in his SLR 5000 dropping 2. Biggenden winner Fred Thompson had a nasty on this section, jamming his Torana between a couple of trees and losing a monster 73 mins. Scratch one Torana. Section 6 (a transport/service) saw the demise of the Kabel RX3 who looked more like a steam train than a rotary when water started coming from the exhaust.... Scratch one Mazda. The next competitive was a 19 min, 22 km run with 3 gates (barbed wire ones) which drew blood (real blood) from at least one navigator. That's why we carry first aid kits for fella's. Lloyd again was fastest dropping 6 mins to the sevens of Peter Wickham and Fred Thompson, who was mobile again but out of contention. Section 8 was the only navigation section of the division, which was simply a drive down the highway. Most navigators however made their own problems out of this straightforward exercise and dropped all sorts of penalties. Undaunted SuperRod Browning navigated the SLR to a clean-sheet, with to my delight Batman Mallett being next best, navigating the Subaru to a 2 min loss. At this point of the rally Lloyd was walking away with the event having dropped 8 mins. Woodsy was on 16 and Lisle Neumann and ourselves were both on 20. Riedel didn't find the EOSC so gave it all away, as did Ray Luckhurst. Scratch one more Torana and one more Datsun. Section 9 caught many cars for using high beam in a quiet zone. A waste of 10 points that was almost impossible to make up on time. The next competitive was a 17 min, 20.7 km run in which all sorts of things happened. We were running third on the road and behind us was Ron (Ace Driving School) Brazier and he was followed by Lloyd in the SLR. The Subaru had alternator troubles and first Ron and then Lloyd took us. About 200 metres from where we finally came to a complete stop, the road did a 90 right. With the SLR right up his bum Ron had done a SA. Lloyd followed Ron off the road and when Ron stopped Lloyd didn't realise that he was off the island and went right up the Mazdas exhaust pipe. Scratch one more Torana and one more Mazda.

Meanwhile, the same silly wire that had dropped off the Subaru alternator at Biggenden was replaced and we dropped a big 15 mins compared with Woodsy's 4 mins and the sixes of Lisle and Peter Wickham. The last competitive before the transport back to division break was best handled by Woodsy, Tony Perrett, Gordon Cottrell and Keith Tapsall each dropping 2 mins.

The division break at Gympie looked like a battlefield with semi disabled cars lining the Bruce Highway and a lot of tired drivers thankful of an hours break from the masochism. Scores at this point were Woodsy on 22, Lisle on 29, Henry Ryan on 34, Tony Perrett on 36, with ourselves on 38. Clubman Phil McLoughlin was still in with a chance on 50 as were a few others with scores just over the half century.

So off we went for more of the same with an 18 min transport out of town to the first competitive, a 26 km, 21 min strop in which we knew we would have to drive quickly to gain some places. Woodsy and ourselves both dropped 5 picking up one minute on Cotters and Tapsall. After this section Woodsy started going to pot (by his times) and was soon overhauled by Lisle and Besty, who were consistent if not the quickest on sections. The competitiveness were as good as the first division with some mind blowing strops through the well chosen forestry tracks. The only navigation section in this division was again just a drive down the highway, but this time Brucey Mullet couldn't find a phone box to change his clothes in, and screwed it up and so we dropped 12 mins. Luckily for us, Rod Pugh had also screwed it up for Tony Perrett and they dropped 13. There was an excellantly devised spectator point towards the end of one competitive and as we raced our way down the slippery road one could see a hundred smiling faces in the bushes. I hope that the spectators enjoyed it as much as we enjoyed having them there. The last competitive caught a few of us out with a devious but valid instruction. Laurie Garth lost his Halda on this section and missed a passage for Henry Ryman's Civic. Lisle and Besty, as consistent as ever only dropped 2 to win their first QRC event together (yes really). Woodsy managed to hang on to 2nd pos. down 70, and we came in third on 75. Tony Perrett dropped 82 to take 4th with Cotters just behind beating the Youngs into 6th.

Consistency was the name of the game, combined with driving skill but without overdriving. And as Colin Bond once said, "If we were allowed two ifs and a but we would all win rallies."

Congratulations Lisle and Tony.

TONY JEWELS

Friends and visitors are, of course, always welcome at our club functions and we would like to encourage all members to bring guests along on Wednesday nights to introduce them to the club. However a Visitors Book has now been introduced and we would ask members to ensure that their guests names and addresses are entered in the book against the signature of the member who introduces them to the club. This means that all people arriving at the clubrooms on Wednesday nights should sign either the Visitors Book or the Attendance Book.

Secretary

COMING EVENTS

- Wed 21 May Expert night run organised by Charlie Blake & Jeff Tremain
- Sun 25 May Day run organised by Peter Whalley & Lee Drummond starting at the clubrooms at 9.00 am and finishing at the White Horse Inn in time for lunch; followed by closed motorkhana organised by Lee Drummond and Larry Stinson at the White Horse Inn starting after lunch.
- Wed 28 May Family film night in the clubrooms - a full length colour feature movie will be screened. Tickets available from Gary Blower - £1 for adults, children free.
- Sat 31 May RCC Open Rally (QRC 3; QRRS 3)
- Tue 3 Jun Committee meeting
- Wed 4 Jun Film night in the clubrooms - 3 motor sport movies will be screened by courtesy of Rothmans.
- Sat 7 Jun MGCC Australian Hillclimb Championship
- Sun 8 Jun MGCC Australian Hillclimb Championship
- Wed 11 Jun Novice night run organised by Rod Mitchell & Dave Ambrose.
- Sat 14 Jun Working bee in the clubrooms starting at 1.00 pm
- Sun 15 Jun QMROA Queensland Motorkhana Championship Round 3
- Wed 18 Jun Dingo Night organised by Charlie Blake & Peter Whalley.
- Sat 21 Jun Round 1 of the Castrol Inter-City Cup Closed Rally Series conducted by BSCC ; DSCC and ISCC invited.
- Tue 24 Jun Rally sub-committee meeting.
- Wed 25 Jun Expert night run organised by Peter Wikham & Jack Read.
- Sun 29 Jun Lakeside races (ATCC 8)
- Tue 1 Jul Committee meeting
- Wed 2 Jul Film night in the clubrooms by courtesy of Barry Wraith
- Sat 5 Jul IWMAC Open Rally (QRC 4; QRRS 4)