



**Brisbane  
Sporting Car  
Club**

**MAGAZINE**

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June 1975





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SOCIAL S/C CHAIRMAN .....	Neil Swaysland		

GENERAL INFORMATION

POSTAL ADDRESS

The Hon. Secretary  
Brisbane Sporting Car club  
P.O. Box 314  
West End, Brisbane 4101

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.



'75 WARANA RALLY SNIPPETS.

In the next week or two we shall be announcing the Sponsor of this year's Warana Rally. As club members may be aware our good friends at Brookside are unfortunately unable to be involved in 1975, so a new sponsor has been secured, one which we feel will help us to promote the event as it was last year.

The rally will be based at Nambour again, with 2 night divisions in much the same area as last year, but including what we've named as "Mineshaft 2", a road steeper than the notorious road used in the Don Capasco, longer (about 1,5 km), with some beaut corners (what??!) on the way down (there's no way up?).

The Saturday afternoon division will consist of at least 4 competitive daylight sections (one 40 km long!) and 3 of which will be witnessed by spectators (know those lovely pine plantations near Glasshouse Mountain ??).

Naturally there'll be a long section (100 km- 5,000 instructions !) and the whole event will be organised to enable non-stop spectator interest, with a "double" spectator point where cars will visit twice, on competitive sections, non-stop from 8 pm until midnight!

Prizemoney and awards will be worth in the vicinity of \$2000. The Rothmans Special Event Centre will be in operation from Nambour, to enable the continuous dissemination of information for the press.

We ( the organisers) are looking for a couple of experienced rally crews ( with well equipped vehicles ) to act as Car Zeros for each one of the three divisions ( which leaves the rest of the night free for spectating ) so if you can assist please let us know.

All in all, we are hoping for an even bigger and better event than 1974, but we'll need the co-operation of all club members to make it a success.

GARRY CONNELLY.

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FROM THE CLUB CAPTAIN

Dear clubmember,

It was started at least three years ago to get a new cover for the newsletter (now called Magazine). Finally we have it, even though this last effort has taken some five months to coordinate. To our advertisers ( many of them clubmembers) who have supported the magazine I say "Thank You"! Without such support, the new look cover would not be possible. Our magazine advertisers all give discounts to clubmembers, so please take advantage of the services they offer.

Attendances on club nights are still good- Keep it up. Next Saturday night, 21st of June, BSCC would like to see a big roll-up of spectators for the first round of the Castrol Inter-City Cup Rally Series. BscC would also like to field a large team in the Sprint meeting at Lakeside on the 12th July. Watch out for supp regs for this event soon.

Happy Motoring

Neil Howard.



WE HAVE MORE GOOD NEWS AND MORE BAD NEWS

Round 4 of the Qld Rally Championship and the Qld recognised Rally Series will be the Queensland Times Trial organised by Ipswich West Moreton Auto Club. Directed by Tom Gillespie it will be a FULLY MAPPED EVENT run on the Warwick map with its division break at Applethorpe (where?). The actual start will again be at the Big W at Booval with the competitives starting about 3 miles SW of Boonah. It will be obvious therefor that one of the first competitives will be up the Heads Rd. This road will probably be the roughest encountered all night with a number of bitumen roads being encountered throughout the event. Navigation will be easy but some roads may be difficult to find with the only tricky navigation being reserved for the latter sections. Just a tip, but around Stanthorpe the brass monkeys stopped breeding a long time ago so wrap up warmly, connect your car heaters again and take plenty of hot drinks on the night.

Round 5 of the Q.R.C. and Q.R.R.S. will be the Humphreys Auto Service Rally to be conducted by the Darling Downs Sporting Car Club. Directed by Paul Henningsen the rally will be FULLY ROUTE CHARTED around the Crows Nest - Blackbutt - Nanango and northern Downs districts. "Extensive use will be made of State forests and private roads in the area." Prizemoney will be in excess of \$800 and further information can be obtained from Publicity Officer John Stockley on Toowoomba 32 8854. A more comprehensive preview will appear in the magazine next month.

You pays your money and you takes your choice.

TONY JEWELS.

-----  
DO YOU HAVE WHAT IT TAKES ?

At great personal risk one of our members has smuggled out of the offices of our controlling body the 1975 exam paper for intending stewards of events. While we cannot prove the authenticity of the following document we will leave it to your imagination as to its validity.

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STEWARDS ADVANCED LEVEL EXAMINATION

Time allowed  
6 hours.

1. Who invented the McPherson strut ? Was it :
  - (a) John O'Keefe
  - (b) Gough Whitlam
  - (c) Richard Nixon
  - (d) Jamie McPherson
2. Write down the numbers from one to ten. ( Half marks will be awarded if not in sequence).
3. Explain Einsteins Theory of Relativity in detail OR spell your name in block letters.
4. State approximately how many commandements Moses was given.
5. State approximately how many tyres should be fitted to the following :
  - (a) a four wheeled car
  - (b) a two wheeled motorcycle
6. What religion is the Pope? Is he :
  - (a) Anglican
  - (b) Jehovahs Witness
  - (c) Communist
  - (d) Catholic
7. Describe one use for a brake.
8. Do you know what the coefficient of linear expansion of Titanium is ? Answer yes or no.



CLUB CHAMPIONSHIPS AT 31st MAY 1975

MOTORKHANA CHAMPIONSHIP

Jack Read .....	43
Daryll Kelly .....	39
Peter Wickham .....	39
Les Barron .....	37
Neil Howard .....	27
Peter Snell .....	27
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Glen Carpenter .....	18
Matthew Read .....	15
Larry Stinson .....	15

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Daryll Kelly .....	53
Ross Skennerton .....	37
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Les Barron .....	33
Paul Martin .....	31
Bruce Godfrey .....	29
Neil Howard .....	28
Boyd Ovens .....	27
Alan Rolandsen .....	26

SPEED EVENT CHAMPIONSHIP

Peter Wickham .....	21
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Bruce Dalziel .....	11
Murray Coote .....	10
Darryl Kelly .....	9
Philip Box .....	8
Mario Carlotto .....	7

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 Tapsal .....	11
Fred Thompson .....	11
Jeff Tremain .....	11

WORKING BEE CHAMPIONSHIP

Daryll Kelly .....	20
Jeff Tremain .....	15
Peter Wickham .....	15
Geoff Smallman .....	10
Greg Weale .....	10
Dave Ambrose .....	5
Charlie Blake .....	5
John Blake .....	5
Gary Blower .....	5
Laurie Garth .....	5
Midge Garth .....	5
John Hall .....	5
Neil Howard .....	5
Ray Luckhurst .....	5
Bruce Mallett .....	5
Jeff Richardson .....	5
Alan Rolandsen .....	5
Henry Ryman .....	5
Kev Watts .....	5
Peter Wethereld .....	5

CLUB CHAMPIONSHIP

Daryll Kelly .....	46
Peter Wickham .....	40
Greg Weale .....	20
Neil Howard .....	17
Alan Rolandsen .....	17
Les Barron .....	15
Jeff Tremain .....	14
Gerry Reynolds .....	13
Henry Ryman .....	12
Laurie Garth .....	11
Jack Read .....	11
Ann Thomson .....	11
Scotty Weir .....	11

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+ The long-awaited night run regulations have now been published  
 + and copies are available at the clubrooms for anyone who wants  
 + them. Organisers and checkers of night runs are especially asked  
 to ensure that their runs conform to the guidelines, and  
 competitors will certainly benefit from being familiar with  
 them.

++++++



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ROUND THREE Q.R.C. AND Q.R.R.S.

Organised by Renault Car Club the Roy Jeffery Motors Renault Rallye Sportive started at Toombul Shopping town with the cameras of Channel 7 filming the gymkhana sub-event watched by a number of spectators. The dust that was thrown up by this event was a forewarmer of things to come throughout the night. Keith Wilson gained fastest time in his Subaru after Henry (Honda) Ryman clobbered a pole after an otherwise rapid run. The start of the rally itself was highlighted by Neil Swaysland and John Hall dropping a smoke bomb and enveloping the whole area in red smoke.

The officials had a problem at the start (they had a problem? Ed.) when they found that they had no written instructions to transport cars to Kilcoy; so crews were told verbally, to go to the Amoco Kilcoy Garage where we were given the belated instruction sheet.

The end of the transport was on McGregors Creek Road west of Kilcoy and led straight into section 2, a five minute drivers special over a hill with an atrociously bad surface punctuated by three gates. I feel personally that if there is a "drivers" section in a rally it should be over relatively smooth, winding roads which test the drivers ability and not the stamina of the car. I fail to see the point of driving to Kilcoy to compete in one 4-5 km section and then having to transport back all the way to Toogoolawah to start the rally proper. But enough of that. We dropped 4 minutes on this section which we were not too pleased about but as the night wore on we found that that section counted less and less in the results.

Section 3 a transport down to Toogoolawah ended with a mud map which had a trap for the unwary navigator, having to work from B to A and not A to B on the mud map. This through a quiet zone in Toogoolawah did nothing but stir up the locals if crews did not pick the trap, as times were easy.

Section 4 was a quick blast west and south of Toogoolawah with 3 cautions included in the instructions for this 4 minute section over again some fairly rough roads with tall grass.

Section 5 over Bells Pinch near Eskdale West was a quick blast in thick dust but cleaned by a few crews.

Section 6 was a navigators section which led to an EOSC near Jubilee Vale. There was a little bit of dicey navigation involved around Djuan but we only dropped 2 compared with the next best of 4 by Riedel and Gwynne.

Section 7 had the first of the visual route checks and we were equal fastest with Ian Stewart on 2 down.

Section 8 was a service and at this stage we were equal leaders with Ian Riedels Leach Motors XU1 with 10 points. Ian Stewart with Murray Coote in the good looking Datsun 180B SSS was down 13 with Gerry Reynolds and Ian Genn sneaking through from the rear of the field on 14 in their Torana.

Section 9 with another V.R.C had a 26 minutes allowed for it finishing at Wengenville and it was cleaned by 5 cars ourselves included.

Section 10 said 14 stormdrains in first 8 km and they meant it - we bottomed on every one in the Honda.

Section 11 was a very long drive, changing over to the Chinchilla map but without any problems with its 48 min allowance.

Section 12 led us into Jandowae for the division break where we found we had pulled away from Riedel to be down 13 points

continued/



continued/

to his 17 with Lisle Neumann's Honda and Ian Stewart's Datsun snapping at our heels down 19.

At the start of the final division we were apprehensive as we knew, as halfway leaders we had to keep a certain pace to win but we couldn't break the car and blow the whole event. At least if you are second you've got someone to catch, but as leaders everybody's trying to catch you.

In fact we almost blew it on the first section out as I forgot to tell Henry about a mapped curve. As it turned out it was a sharp right angled turn and we had a moment through the scenery. Section 2 had a V.R.C. which was later deleted as the organisers conceded that under some dusty conditions the board could not be seen.

Section 3 claimed at least 2 minutes from everybody being extremely dusty. We dropped 4 which allowed Ian Riedel to get within 2 points of us.

Section 4 was a service again which led into the deciding section of the event. Ian Genn navigating for Gerry Reynolds was one of only two cars to find the passage control situated north west of Simons Mill and subsequently became the only crew not to pick up a 25 point penalty. One of my greatest deductions of the century was to decide not to go back down the correct road when we knew we had made a boo-boo. We had guessed that there would not be a passage down the road as apparently a number of navigators had already deduced. Dave Ambrose navigating for Kev Watts in the Subaru G.S.R. was the only other car to pick up the passage but because of an earlier off road excursion they were down too many points to capitalise on their good fortune. Meanwhile back among the "dills" Riedel had picked up another 2 points on us and we were now equal again on 25 points plus the 25 for the passage. Reynolds and Genn of course now led the event down only 38 on time.

Only section 8 remained to take points from most as section 6 was deleted when the EOSC was out of position for the first cars. We almost blew it again on the last competitive when we misjudged the "height" of a "T" junction and whistled off into the air over a 3 foot high pile of dirt down onto the main road 3 foot below. We thought the main road was the height of the pile of dirt - it wasn't - but it was a "T".

Anyway after transporting back to Jandowae for the finish we still did not realise we had missed the passage and it appeared as if we had dropped 27 to beat Lisle Neumann into first by 1 point after Ian Riedel had somehow screwed it all up on the last sections to drop right out of contention. And then came the news - well I've got nothing against Trevor Garbett but when he came around telling everybody that they had dropped an extra 25 points he was not likely to be voted "most popular personality of the year".

Still, that's the way the cookie crumbles - Gerry Reynolds and Ian Genn were announced winners, with ourselves in 2nd and Lisle in 3rd followed by Ian Stewart having only his second run in the Datsun.

All in all a fairly good navigational event - although a few people had their moments. Tony Perrett made a mess of his Datsun 1600 in a bad set of washouts, Tony Jewels brushed his Subaru against a bank but without much damage, Kev Watts put his Subaru over a bank. John Gwynne hit the same bank as our editor. Geoff Smallman demolished his Marina over a bank. Dust was the hazard and it gave drivers a real challenge this time as well as the navigators.

LAURIE GARTH.



PRESIDENT REVIEW '75

Hello, Fellow clubmembers,

I guess a mention about our new Mag cover is a must. You have all been very patient over this cover, but really a lot of work has gone on behind the scenes from just about everyone in our club. So to our advertisers, Thanks for your support, and hope that you receive the business from our clubmembers in full. As members, when dealing with our advertisers make yourself known by showing your membership card. This gives the advertiser great heart, and it gets you all the discounts that are available from him. Thanks to the committee boys also as we had some hard times compiling it all, but a mention to Glen Carpenter and the take over boy, Club Captain Neil Howard. So for the next 12 months our Mag is in full colour-dress. Up with the times - we have gone colour, too.

Hear some interesting stories from last Renault Rally. One I think should have a mention and it goes like this. One Control and service crew lost - (The control should be just around the corner about 500 yds up.) By this time, along comes one rally car - which of course knows that something is a miss - but takes advice from service crew that they should go around the block and come in right way. Off goes one rally car, for quick blatt around block, only to find control gone on return because service crew had told control to move to **right** position 500 yds up, around corner. Moral of the story - do your own thing, don't take advice from opposition service crews.

Also talking to Ced Reinhardt about his ride, and his reply was :quote" I always feel safe in a Cable car" (Kabel). Which brings around the story that there is a young Kabel driver showing signs of being classified before his Dad, and his Dad has been at the game for years.

Must tell the club that Allan Lawson and Ivan Holmes have been elected to your committee, so if you feel you want a say in the club activity, see Allan or Ivan for action. Daryll Kelly and Paul Connell have resigned owing to business commitments, and thanks, fellows for your past service to the club.

Charlie Blake our "Treasurer" has asked me about holding a Novice motorkhana. Sounds good idea, but I was thinking may be Charlie wants to show new member John Blake (son) a few tricks.

Frig motor installed under clubrooms has been cemented down, just to make it a little harder for the next chap who thinks it would be easy takings. So we should have a good supply of cold drinks now that winter is here and of course the new motor.

Hear Key Bates has one not so rolled looking Lancer ready to go down to the South Coast for painting after spending time bashing it out himself. Cant keep a good man down.

Must say thanks to Barry Wraith who as well as sponsoring the Total Mansfield Rally for Novices has donated a 8m/m projector to show our old club history films.

I am sure our club will wish Jim Reddix along with Boyd Ovens (Pickie Taker Man) and Pat Heatherman, the very best of luck on their CITROEN SAFARI into australian wilds.

Next month I hope to write something of interest to rally drivers from a novice point of view.

Good luck and safe motoring

President BRYAN.



BSCC ROAD TEST No 6

CITROËN G.S. CLUB

Test car supplied by MAXIM MOTORS,  
Abbotsford Rd, Mayne.

Price during June, 1975 \$ 4,913.90 on the road.

Since Friday, May 30, I have been walking around whistling "La Marseillaise", and annoying hell out of my long suffering wife by trying to sell the kids and furniture to raise the necessary for a Citroën G.S.

I approached the test on the Citroën with some confusion, not knowing whether I would be very impressed or die laughing. When I picked up the car from Maxim Motors, I was given a quick "cockpit drill" by Jim Reddiex, but I was so confused by all the knobs, some which pull, others push, others twist, etc, that I simply memorised which was the steering wheel and gear lever, and headed back to my office to study the owners manual.

By the time I had arrived home I had twice washed the windscreen instead of blowing the horn, and once wiped the windscreen instead of using the indicators, but I was gradually becoming accustomed to the vehicle.

Let me say here that the Citroën G.S. is like no other vehicle I have ever driven. In looks, feel, interior layout, comfort, roadholding, etc it is completely at odds to what is generally accepted as normal. In most respects, it is superior, but it takes a long acquaintance to get used to these differences, and until this happens, the car can feel awkward and difficult to drive.

With familiarisation however, the car becomes a "natural" to drive, and at this stage the driver begins to appreciate just what a marvellous car the Citroën G.S. really is. The engine, a horizontally opposed, 4 cylinder, O.H.C., air-cooled, 1220 cc. unit is mounted ahead of the front wheels, which it drives through a four speed gearbox, with a slightly "clunky" gearshift. While not a real powerhouse, the engine is very smooth and milling up to my maximum of 6,500 rpm. (The red line runs from 6,300 to 8,000). There is not much go below 3,000 rpm, but it will run smoothly as low as 2,000 rpm provided a gentle right foot is used.

There is some whine from the gearbox, particularly in reverse, but otherwise the Citroën is a remarkably quiet car, with neither engine nor wind noise becoming objectionable, even up to an indicated 160 km.p.h.

The interior of the car has extremely comfortable seats, covered with a brushed nylon type of material - which look a bit doubtful as to durability, but had no signs of wear on the 10,000 km old test car. The driver's area is dominated by the one spoke steering wheel, which is completely padded and very comfortable to use. Instruments, from left to right, comprise ammeter, tachometer, clock, speedometer and fuel gauge. There are also a multitude of warning lights for all sorts of horrible failures, most of which are covered in the owners manual by the advice, "drive at a very slow speed to the nearest Citroën dealer". The handbrake pulls out from the dashboard, and between the seats is the three position height adjustment to raise the car on its gas-fluid suspension.

However, we all know that Citroëns have funny suspensions and look a bit strange, but the thing that counts of course is how the thing goes. (and stops and handles).

continued/





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continued/

Actually, it goes very well indeed, although the 160 km p.h. mentioned earlier is not attainable on a level road without wind assistance. Top speed on the level section was an indicated 155 km p.h., and the car would cruise easily at 140 under virtually any conditions, except uphill. There is no surface anywhere on the test route on which the Citroën did not feel 100% secure and stable at 140-145 km/h. On rough bitumen pot holes, smooth dirt, corrugations, loose stones, etc, the 145 SR 15 Michelins and the "funny" suspension keep the car smooth, level and very safe. At one point on the test route there is a 90 degree left hand bend, with a downhill, corrugated approach. The Citroën is the first car that has not caused a nasty feeling when braking for this corner, and I approached it noticeably quicker than usual. On dirt, the back could be hung out easily, but with power on the car went simply where the front wheels were pointing. I wasn't brave enough to brake the car loose on dry bitumen, and it is stunningly fast along twisty bits. Unfortunately the nasty dip where I had the incident with the Fiat last test had been repaired, but I couldn't help feeling that there would be no problem negotiating it in the G.S.

This car is a bit difficult to summarize. I think I could be reasonably happy with one, but it does look funny and the engine is a real dog of a thing until fully warmed up and I couldn't get used to the handbrake, but it does have superb headlights (The best I've yet seen as a standard fitting), and magnificent braking, roadholding and driveability. The fuel consumption over 374 km worked out to 23.8 m.p.g., a bit less than expected, but it was being leadfooted around most of the time. Of the test cars to date, this one would be most welcome to a permanent spot in my garage, but I'm not yet completely convinced that it is the ideal answer.

BRUCE MALLET.

OoOoOoOoOoOoOoO

#### MEMBERSHIP REPORT

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

Barbara Bennink .....	Chelmer	(1249)
John Blake .....	Dorrington	(1250)
Michael Cave .....	Wynnum	(1251)
Carl Edler .....	Coopers Plains	(1251)
Frank Luton .....	Mansfield	(1252)
Patricia McCreery .....	Inala	(1253)
Linda Morris .....	Acacia Ridge	(1254)
Graham Nordling .....	Clontarf	(1255)
Colin Sainsbury .....	Coorparoo	(1256)
John Thomson .....	Coopers Plains	(1257)
Barry Wraith .....	Daisy Hill	(1259)
Colin Young .....	Camp Hill	(1260)

That's 92 new members so far this year, which brings our total membership to 228.

OoOoOoOoOoOoOoO



FAMILY DAY RUN & MOTORKHANA

Twenty cars set out for the day run organised by Peter Whalley and Lee Drummond on the 25th May. All but one of the crews made it to the finish for the barbeque lunch at the White Horse Inn. The route led from the clubrooms out through Sherwood Darra and up to Gailles. From Gailles we followed Old Logan Road to end up near the Greenbank Army Camp. An error in the instructions here fooled a few but every one eventually found their way to Maclean's Bridge to answer a question taped to one of the bridge pylons. From here more smooth dirt roads to end up south of Beenleigh, and then a run up the highway to the White Horse Inn. When the results were tallied during lunch, they showed three winners - Jeff and Carmel Tremain in their ultra-low Cortina Carol Moore and Neil Howard in the Cooper "S" and Daryll & Beryl Kelly in the trusted taxi.

For after lunch, Lee Drummond and Larry Stinson had organised a motorkhana in the newly graded paddock next to the Motel. Dust has previously caused problems, so, many thanks to Neil Swaysland who provided the water truck to dampen the ground. The greasy surface plus some slightly non standard events made for some spectacular driving. However, the unnecessary placement of the garages near one of the telegraph poles in the paddock tended to slow the finishes of most of the competitors. Overall, Les Barron was quickest on the day, closely followed by Peter Snell.

For those who enjoyed ( and those who missed ) the days activities we have a few similar events to look forward to. Firstly, two motorkhanas; a club event at the White Horse Inn on the 15th July and the Interclub Motorkhana on August 17th, both organised by BSCC. The Interclub will probably be held on bitumen and we want to field two extremely fast teams this year ! Secondly, Paul Martin & Bruce Godfrey are organising a closed Touring Assembly for the 30th August. Rumour has it that they are having a few sections before a Barbeque tea and then a few sections after dark, with the whole event finished before midnight.

NEIL HOWARD.

FROM THE DEEP NORTH

Let me give you, fellow club members, some advice. Never, never, say to Gerard Byrne that you think Biggenden is a long way to go for a rally. Gerard Byrne comes from Townsville you see and I was fortunate enough to overhear a Brisbane driver at a scrutineering session for the "Shell" say to Gerard that he didnt do Biggenden because it was a long way to go to start a rally. Gerard very politely explained to said driver that he had to drive 3000 miles to compete in the Shell. Said driver was suitably ashamed and I'm glad it wasn't me.

I used to think Tony Best was just about the keenest competitor around driving down from Barcaldine for each rally but even he doesn't have to drive 3000 miles. What Gerard had to do for this novice event was drive from Townsville up to Cairns, ( thats the wrong way), to pick up Alan Pryde's Mazda before heading in the right direction(south) to Brisbane. As it happened Gerard blew motor of said Mazda somewhere between Cairns and Brisbane and had to have the car rebuilt by John Wharton at Amoco Moorooka. Would you be discouraged by now ? Not Gerard or Alan, and I am pleased to report that they finished 4th outright after the Mazda performed faultlessly all night. T.J.J.



THE EXPERTS EXERCISE

I think this night run on the 11th May could be called an expert novices run. It did seem a bit on the complicated side for a novice run especially for these people who had little or no knowledge of the area. Competitors were issued with a photocopied map of the Woolloongabba - Coorparoo area and a list of places to visit on route. They were to travel by the most direct route and answer some easy questions. A little local knowledge came in very handy as competitors were set in the right direction and were to find their way via the questions, sort of driving by ear. The directions also were fairly simple but we tended to find some tricks that weren't really there. I think that even the experienced navigators would have had to think twice about the route they were to follow. One trick that I think caught a lot of competitors was a question about the numbers of phone boxes. A lot of the competitors came back with the answer of 4 which was the number of phone boxes but not the numbers of the phone boxes. Everyone enjoyed the run and those who did get confused still enjoyed themselves. It's good to see some variety in the format of night runs. Almost forgot, the run was organised by Dave Ambrose, Susie Hillman and Rod Mitchell.

CHARLIE'S CHARMER

Another rippa-night run by Charlie Blake and Jeff Tremain. I'm afraid I was unable to enter the run but it seemed enjoyable, another mini-rally in fact. There was a run out through Normanby five-ways to the Grange and eventually onto Webster Rd and there just happened to be a , sniff sniff, yes, a tannery near a question to be answered. After a detour of Hamilton Rd the course took to the dirt or I should say the dust. There was plenty of dirt roads to be used with sprinklings of forestry here and there. About all the directors would find to ask questions about around the dirt were old wrecked cars and the like. Regarding the dust, I think the directors must have been surveying for the Renault Rallye Sportive when they set the event. The run then went through Albany Creek and after a question at the telephone exchange, the competitors had to ford the treacherous Leitch's Crossing where our trusty director-braves the rapids to wash his boat every weekend. Most cars managed to ford the creek alright but a few of the Leyland wonder cars got submerged. After everybody dusted themselves down they seemed happy enough and another successful run had been completed.

LEE DRUMMOND.

CLASSIFIED ADS

Kerry Finn would like a job as navigator for the latter half of this year (from end of June on). Impoverished circumstances allow very little monetary contribution. Can supply certain mechanical ability, tools, Halda, roll-bar, bash plate, gauges, maps and assorted other stuff from my own ex-rally car. No actual navigating experience, but have seen a fair bit from the other seat and have good idea of whats needed.

Enquiries and abuse please phone 96 7059 a/h.



TAPPET CHATTER

Was HANK KABEL really "conned" by BRIAN MICHELMORE on the Renault Rally?

What with CITROËN road tests and RENAULT RALLIES this issue has a somewhat FRENCH flavour. Seems one of our pseudo-intellectual members reckons that the R.C.C. have got their sexes mixed up and should call their events rallye "SPORTIF" not "SPORTIVE". Heavy stuff this month readers.

Co-director of the 1974 Stones Corner Motors Rally, PETER WHALLEY has bought a brand new MAZDA RX 4 after starting a brand new job with an insurance company.

Club president BRYAN EVANS on the circuit racing scene showed everybody his style of driving by spinning under Dunlop Bridge at well over 100 mph.

"MARCHAL" lights are so good that they dazzle banks and cause them to jump out into the middle of the road.

Congratulations to ADRIAN TAYLOR and his wife on the birth of their second son, Aaron.

GARRY CONNELLY off to rapua New Guinea for the PNG INDEPENDANCE RALLY. Hope we get a report from clubmember RODNEY GEHAN.

Meanwhile down in NSW over the long weekend Henry (Honda) Ryman competes in the BEGA VALLEY RALLY, round 4 of the ARC.

Temperatures at Stanthorpe last Saturday night were down to  $-4^{\circ}\text{C}$ .

Seems one of our newer members RUTH TINDAL was stopped by the police for not wearing a seat belt. When asked to get out of the car she couldn't undo her full harness.

Club members JIM REDDIEY, PAT HEATHERMAN and BOYD OVENS are off on a run around Australia with JIM driving a 1922 vintage 7 H.P. Citroën Open Tourer. They will be tracing the route followed by two residents of Perth back in 1925 when they made the first circumnavigation of Australia in a motor car. The SAVE THE CHILDREN FUND is the sole charity to be associated with this venture.

Welcome to new committee members IVAN HOLMES and ALLAN LAWSON who stepped in to fill the vacancies created by PAUL CONNELL and DARYLL KELLY.

Staying with our FRENCH flavour this month, AVAZZ-JARDE is defined as a French chastity belt.

Nice to know that my predictions for the results of the RENAULT were spot on. Predictions for the QT TRIAL are that it will be won by a navigator who hasn't done a rally in 1975.

Presentation night for the YOKOHAMA RALLY was a great success. It was the first showing to a car club of the new film HARD DRIVING MAN, which is one movie you should not miss. Held at PERRY PARK the whole evening was paid for by QMROA and was attended by Yokohama's liason officer, Mr KAHIN SUZUKI.

Great to know that the police caught the idiots responsible for the latest destruction at MT. COTTON HILLCLIMB.



SOMETHING A LITTLE DIFFERENT

Saturday 21st June is the date of the first round of the Castrol Inter-City Cup Rally Series. Directed by Hank Kabel for B.S.C.C. this club type event has been organised in a somewhat different manner than the usual championship rally. There will be a minimum of control locations with the route passing through the same points on many occasions, but without using the same course. This event promises to be a spectator bonanza with a viewing point allowing spectators to see almost an entire 5 km part of a special forestry section. Within 1 km from this point vehicles can be seen on six different occasions. Interested spectators are advised to get to the start in Moore no later than 9 pm. Spectator instructions will be available and only with these instructions will the locations of the viewing points be found. The roads leading to these spectator sections will be closed on arrival of the first competitor, so be early.

A breakfast barbecue will be held at the finish of the rally. All in all this promises to be an interesting club rally and the organisers are counting on your support to make it an event to remember.

T.J.J.

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EDITORIAL

Firstly I would like to explain why there was no editorial last month. You probably have only just become aware of that fact, but I will explain anyway. Just before running off the magazine last month I received a much requested article on the Don Capasco. As I thought the article was a good one, I dropped my editorial and a report from club captain Neil Howard in favour of what I thought was a more interesting article for club members.

Well what a stir this caused amongst some committee members. This seemed as the article that finally convinced them that the magazine was getting too far away from our club activities and I was subsequently told to add more club news in preference to our road tests, championship rally reports, technical corners, driver profiles etc.

It is about time that a few of these small minded committee men, and I do not use the term "small minded" in a derogatory manner, woke up to a few home truths about our club. We are the largest car club in Qld with members stretching from Victoria to Cairns and even Papua New Guinea, and we have the best competition record of any Qld club with some of our members being the very top in their fields. Of course we must cater for the grass roots member, but we must not forget the club member who cannot regularly attend our club functions and would like to be kept informed of what is going on generally and not just in the innermost cliques of our club. There is no point in informing people of things that everybody knows already, unless you are on an ego trip and like to see your name in print.

As editor I reserve the right to be the final judge of what goes into the magazine. I have asked for suggestions, I have received them, I have acted upon them. Now I am faced with a situation where a committee is overriding the suggestions I have been acting on from club members and are demanding I change the format of the magazine. This, I will state now, I will not do. It seems therefore that I will no longer remain as editor if the situation does not dramatically change. One thing that all club members should remember is that the editor and committee work for the club, not the members for the committee.

T.J.J.



COMING EVENTS

- Wed 18 Jun Bingo night organised by Charlie Blake & Peter Whalley
- Sat 21 Jun Round 1 of the Castrol Inter-City cup Closed Rally Series conducted by BSCC; DDSCC and ISCC invited.
- Tue 24 Jun Rally sub-committee meeting
- Wed 25 Jun Expert night run organised by Peter Wickham & Jack Read
- Sun 29 Jun Lakeside races (ATCC 8)
- Tue 1 Jul Committee meeting
- Wed 2 Jul Film night by courtesy of Barry Wraith
- Sat 5 Jul IWMAC Open Rally (QRC 4; QRRS 4)
- Wed 9 Jul International Beer Festival and Open Forum
- \* Sat 12 Jul QMSC Closed Sprint at Lakeside ; BSCC invited \*
- Sun 13 Jul Motorkhana at White Horse Inn; starting at 10.30 am organised by Glen Carpenter & Neil Howard
- Wed 16 Jul Novice Night run organised by Rog & Greg Trigger
- Sat 19 Jul Round 2 of the Castrol Inter-City Cup Closed Rally Series conducted by ISCC; BSCC & DDSCC invited
- Wed 23 Jul Expert night run organised by Scotty Weir & Ross Skennerton
- Sat 26 Jul Working bee at the clubrooms starting at 1.00 pm
- Sun 27 Jul Lakeside Races
- Wed 30 Jul Auction Night
- Sun 3 Aug DDSCC Queensland Motorkhana Championship Round 4
- Tue 5 Aug Committee Meeting
- Sat 9 Aug DDSCC Humphrey's Auto Service Rally (QRC 5; QRRS 5)



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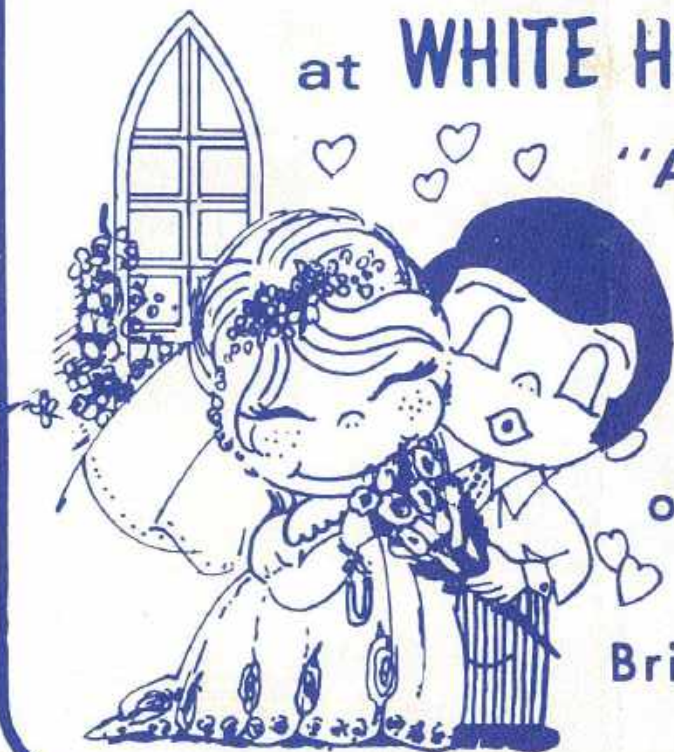
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