



**Brisbane**  
**Sporting Car**  
**Club**

**MAGAZINE**

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JULY 1975



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GENERAL INFORMATIONPOSTAL ADDRESS

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

CLUBROOMS LOCATION

Cnr Reid and 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

This month I am going to write about route charted events and map reading events....And before you jump to the conclusion that I am about to rubbish the latter and praise the former, I will state now that I am going to praise both.

It is my opinion that Australia in general and Queensland in particular have the best all round rallying in the world. By all round I mean the top class rallies such as the Warana's through to the minor club events. So before anyone calls me a "whinger" I will say that I am happy with the Qld rally scene, as I think most people are. This does not mean however that I am 100% satisfied. There will always be room for improvement in any sport, and this is what a number of competitors are chasing in this State. A situation such as this must be healthy for any sport and proves that we are not apathetic with regard to the status quo.

It is easy to be narrow minded when expounding ones views on navigational or route chart events. What we must remember always as we progress to a higher level in the sport is that we must keep people coming into rallying by making it relatively easy for the newcomer to ENJOY himself. This can best be done by the novice competitor competing in navigational events. As he progresses in the sport he may find that his interest wanes in the navigational type event and he needs a route charted event to keep his interest alive. In this case he should be given the opportunity to compete in this type event. Where is the cut off point however? At what stage should navigational events be replaced with route charted rallies? Ask the leading competitors in QRC events and they will tell you. It is too much to ask of competitors when they have reached a certain state of proficiency to compete in only ARC events. So the Queensland competitor has only the State events in which he can regularly compete. A question that all intending directors should ask themselves is, "How many competitors would enter my QRC event if it wasn't a QRC event?". Make it a navigational non championship rally and the number of leading Queensland drivers would be very few indeed.

*Tom Jewels.*

THE HUN-HREYS AUTOMOTIVE SERVICE RALLY - REVIEW

Following on from the highly successful Yokohama Radial Rally comes what promises to be the premier event of the QRC scene. The Darling Downs Sporting Car Club are organising their first championship event. To be fully ROUTE CHARTED using intermediate, accumulatives and tulips this event promises to be just what this states rallyists have been asking for. Directed by Paul Henningsen the event will be run over private and forestry roads in the Northern Downs district on the night of August 9th.

There are no less than 4 service points in the first division and 3 in the second with a division break at Blackbutt. Prizemoney is the highest that I can remember for a State event, it being possible to take home 460. That's not total prizemoney that's if you win outright and get fastest time on three sections. For the novices there is a 90 first prize with a would you believe 100 prize for one section, which coupled with the 100 for the fastest classified/recognised gives an indecently high sum for one section. This section however is 100 km long with 8 pages of instructions. The roads have just been graded so its all very smooth and the instructions are so simple that its possible to get around without a Halda. Spectators should be well catered for with about 6 really good viewing points so nobody, nobody at all should have an excuse for not being in Toowoomba on August 9th.

LUTWYCHE SHOPPING VILLAGE TO SPONSOR  
WARANA RALLY

Lutwyche Shopping Village, one of Australia's newest shopping centres, will sponsor the 1975 Warana Rally, Queensland's round of the Australian Rally Championship.

The Rally will start at Lutwyche Shopping Village at 1.00 p.m. Saturday September 20th. The 65 competing vehicles, driven by the leading rally drivers in Australia will then head for a special daylight spectator section at Sanford Forest, just off Sanford Road. Last year an estimated 5,000 people went to this location to watch a similar section, and were not disappointed as the drivers turned on a spectacular display over the 6 km winding gravel course through the forest.

From Sanford, spectators will be able to see the competitors in action again as they emerge from pine forests onto the Bruce Highway near Beerburrum.

All competitive driving during the rally will be done on forestry roads, to avoid any disturbance to members of the public.

After leaving the pine forests at Beerburrum, competitors will travel slowly via the Bruce Highway, to the Shell Panorama Roadhouse at Nambour, which will be the Headquarters for the rally.

The Rothmans Special Events Centre will be located here to disseminate information to the local and national media.

From Nambour, the cars leave at 2 minute intervals on the first of two 300 kilometre night divisions, west of Nambour through winding narrow forest tracks, often ascending and descending peaks up to 1,000 metres high in the space of a few kilometres.

For spectators, a viewing area near Kenilworth has been established, which competitors will visit 3 times during the division, providing non-stop excitement (free) for the public, from 7.15 p.m. Saturday until 1.00 a.m. Sunday.

At around midnight Saturday the first cars will arrive back in Nambour for a mealbreak, then set off again on another 300 kilometre division, which will culminate in a great spectator section near Imbil at dawn on Sunday. From Imbil the cars will return to Nambour for breakfast, then return to the Glasshouse Mountains forest for another spectator section after having travelled through the Sunshine Coast resorts of Maroochydore and Caloundra.

The rally will finish at Lutwyche Shopping Village about 11.00 a.m. Sunday September 21st.

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MEMBERSHIP REPORT

The club extends a very warm welcome to the following people who joined during the last month:

John Asikainen .....	Woodridge	(1261)
Trevor Chant .....	Clontarf Beach	(1262)
Peter Garbett .....	Kingston	(1263)
Rod Hannifey .....	Coorparoo	(1264)
Delwyn Harman .....	Hawthorne	(1265)
John Harman .....	Hawthorne	(1266)
Don Rayner .....	Indooroopilly	(1267)
Errol Stubblety .....	The Gap	(1268)

That's exactly 100 new members so far this year, which brings our total membership to 237.

PRESIDENTS REVIEW.

Hello Car Club members,

How's tricks ? Well I missed out on running at Lakeside Races, so I have not been up to any tricks of note . But I would like to take bets on our Inter/Beer Festival and Open Forum, producing more than one trick or two.

" Kleber Tyres " rep, Lance Thompson, along with Barry Wraith gave us a gem of a film night. (2 July) Barry the " projectionist" had those reels running into the red when he let loose with one 1972 R.A.C. Rally ( Roger Clark won). "KLEBER TYRES" production and testing of their product was very interesting especially the testing tracks they use. Our Castrol Rep Tony Jewels came along with two Castrol Rally films. "Dash of the Irish" and "Targa Florio" Sicily. It was a good night enjoyed by all there but I was a bit sad to see ( I think) Tony Falls 240Z after it had collected a christmas tree in the R.A.C. Rally..He must have been going quick, Boy!

I wont name anyone, but I did hear that one of our boys was picked up a month or so ago for D.D. In this day and age it can happen to anyone of us , so please be watchful, dont go giving yourself unnecessary trouble and expense.

Garry Connelly tells us " Warana Rally 75" will be one rally not to miss this year. Sponsors this year are Lutwyche Shopping Village. A well oiled rally continued in BSCC tradition it sounds so good I think I might have a little run with the"Z". (That's if Kev Dates lets me have a lend of Neil Howard to point the way.)

Seeing that I was going to say a little on the approach to rally driving, (a novice point of view only) I'll have to apologise and make it next month. (Run out of late time).

Have given any thought to our Auction night coming up on the 30 July. Garry Blower looking for bits, and more bits and any other bits you can give or sell.

Have a happy spinout

DRYAN.

.....

A full list of club championship progressive points scores appear on the notice board in the clubrooms. As there has been little change from last months positions it has been decided not to publish them in this issue.

.....

LATE NEWS : INTERCLUB MOTORKHANA VENUE CHANGE !!!

Following a motion passed in CAMS State Council last Thursday, required safety distances do not allow us to hold the Interclub Motorkhana on the Main Straight at Surfers Paradise on the 17th August. Instead, the event will be held at the ground at Beaty Rd. Archerfield where the Championship rounds are held. We want this to be a big event so we need plenty of officials and helpers. Please, see Hank Kabel, Peter Whalley or Neil Howard at the clubrooms if you can assist.

.....



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AMPOL BEGA SNOWY 1000

We left Brisbane 2.30 p.m. Thursday and travelled via New England Highway with the weather getting worse the further south we went until finally it started to SNOW at Tenterfield and for the next hundred miles. Then just rain all the way. Got to Bega about 5.30 Friday evening, immediately organised our accommodation and service facilities with the local Honda dealer who's hospitability was really tremendous.

We awoke Saturday morning to a fine warm day, and found that Peter Whalley had bronchitis and could not talk, (most unusual for Peter). After a couple of hours of discussions Peter decided he couldn't handle two nights of rallying and so Greg Wheale and Ian Genn drew a spoon and fork for it and Ian got spooned and Greg got forked.

The rally got under way at 5.30 Saturday afternoon. The first competitive was when we found out just how fast the competition was, after Dave Morrow's Datsun SSS with 2.5 litre motor passed us after only 10 kilometres. We dropped 8 on this with Morrow fastest on 2. Next competitive we did the same trick as Dunkerton/Large and went straight through a so called Passage Control. No green light and only one control board and dozens of what looked like spectators. That cost us 30 points. There was more drama to come on section 7 when we blew the LH front tyre and with well over 20 km to go decided to change the wheel. During this process the car fell off the jack. More good luck we were able to dig it out, but considering a loss of only 18 minutes it wasn't too bad. From here on we just kept on dropping our 5-6 minutes more than most other ARC competitors. End of the first night and we had lost a grand total of 91 (Thank god for the 120 minute late time limit), Bond down 34, Fury 27, Morrow 34.

Start of the second division was at 3.30 Sunday afternoon- Special daylight stage for the whole town to watch- not the right time to go spearing off the edge of the mountain.... But we managed it. With only a bunch of "WAITAWHILES" (bushes) stopping the car from continuing a 150 ft descent down the mountain side, we were able to get the car towed back on to the road (with the biggest tow truck you've ever seen- (probably Bega's only) and away we went again to find the of Section Control., which had decided to leave when the last car had gone through. This was where Ian did some arm twisting with the Director and so we only lost 20 minutes compared with the 50 we should have lost.

The next two competitive sections were unbelievably rough (you thought the Renault Sportive was rough, it was nothing compared to this) Bond dropped 10 on this we dropped 12 and Fury dropped out! Broken rear end. After this, 2 very tight sections with Bond etc dropping 2 us 3 on the first and then Bond and ourselves dropping 2, the rest dropping 3's and 4's- That made my night from here on we just went on to finish and took the rest of the night fairly easy.

Well that was the bad news, now the good news .... We finished 7th in the ARC category and first under 1300 cc in ARC (not bad when you take in to account that we were the only car in the under 1300 cc ARC class). But the experience gained I feel was well worth the effort. Thanks again to my navigator Ian Genn and service crew Peter Whalley, Dave Ambrose Greg Weale and Bob Lean.

HENRY (HONDA) RYMAN.

THE MAD MINI'S MAGICAL MYSTERY TOUR

Yes and a magical mystery tour it was. Jack Read and his able assistant P. Wickham set a very interesting and tricky run with more than a few surprises. The main areas used were the Coorparoo, Camp Hill, Carina and Seven Hills areas. The first part of the run was fairly simple and straightforward provided you knew all the sneaky little laneways around East Brisbane; but alas the best was yet to come. The Seven Hills area was a killer with most crews visiting the control, manned by Mrs and the young Reads, more time than they should have thus incurring a few O.D.s. The directors seemed to find all the dark twisty roads they would find in the area, some of them they even used twice. A classical example was a couple of roundabouts at Seven Hills which consisted of a large mound of earth bounded by one entrance road in one case and three roads in the other. The trick was that on the second roundabout, once you were on the access road, you had to take the fifth right (quietly please), which meant going around in circles on the roundabout a number of times and counting the roads on the right, the trick being that there was a small track between two of the access roads and was very easy to miss. They had made things interesting by picking the best twisty sections of the road and not only giving you the pleasure of driving over them once but of doing a U turn and going over them again which was quite fun, for the driver anyway.

Next the run led through Dalmoral, along Lytton road, around the block a few times at Murrarie, down Creek Road, past K-Mart, and up through Camp Hill to Seven Hills once more where there were still cars going around in circles, doing hard rights or 1st lefts; or just meditating on the instructions. This sight reminded me of a forestry rally when everybody is lost. All you have to do is sit by the side of the road and you will see cars going in every possible direction, North, South, East, West, backwards, sideways which is pretty uncommon for a night run especially a run on the bitumen in the suburbs. Then after a few more around the blocks and "number of 1st pole"s we went up Cavendish Rd. and onto Old Cleveland Rd. towards Stones Corner; then left into BOOT or Wellington St and after a straight ahead at crossroads ( I think that Jack must have had his hard hat done up to tight when he saw that one as a crossroads) and a trip up to the top of the hill, down the other side, around a tree three times, followed by a tricky question at the Coorparoo Police Station ( WHAT TYPE OF ICE) we again went to East Brisbane tired and exhausted, for a few simple questions and then back to the clubrooms. It was a very good run and apart from everybody getting thoroughly lost and confused, we all enjoyed it very much.

LEE DRUMMOND.

.....

Next month should see the publication of the first issue of the BSCC Member Services Directory. The Directory will be kept up to date according to information provided by members and published in the Magazine from time to time. If there is a service which you or your company can provide for fellow club members, please give the relevant information to the Secretary.

.....

PROGRESSIVE POINT SCORES QRC/QRRS

The following is the unofficial points scores for the top ten drivers in both QRC & QRRS after 4 rounds this year.

<u>Q.R.C.</u>		<u>Q.R.R.S.</u>	
L. Neumann	22	D. Young	30
R. Wood	19	I. Riedel	19
D. Young	18	G. Reynolds	19
G. Reynolds	15	P. McCloughlin	16
I. Riedel	15	T. Jewels	11
F. Thompson	11	J. Gwynne	11
H. Ryman	9	P. Wickham	9
P. Wickham	8	K. Topsall	7
T. Jewels	8	R. Guerin	5
A. Perrett	6	N. Trost	5
		B. McCubben	5

With DDSCC members holding top spots in both series isn't it time BSCC started extracting their digits ?

.....

CLASSIFIED ADS

WANTED :

AN INTREPID NAVIGATOR.

A novice driver would like to contact an enthusiastic and reliable navigator, preferably living on the northside to compete in a Datsun 1600 SSS that has only had 1 DNF (ran out of fuel). Equipment includes all normal rally gear including navigator equipment and maps. Vehicle is basically stock.

Driver is Bryan Dodwell who has competed in "Papuan Safari", Motorama and Shell Winter rallies. Works shift work so cannot compete all year but has not physically damaged a navigator yet.

Phone 70 9834 (ABC TV)

55 1079 (Home) 46, Hornby St. Everton Park.

Magazine road tester Brucey Mallett has sold his Fiat 128 and is now driving a Renault 12. He has for sale some spare parts ex the Fiat offered at near give away prices.

2 only 155SR13 Michelin ZX Tyres (as new) \$20.00 each

2 x Hella 55W QH Driving lights \$10.00 each (incl globes)

1 x Michelin Tube with patch \$1.00 (155 x 13)

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Contact Bruce during business hours on 52 5956 or at the clubrooms.

Laurie and Ruth Tindall advise that ALL POINT SERVICE CENTRE has changed its location to 294 New Cleveland Road Tingalpa, Tel:90 6666 (Over the hill from MAISIES PLACE on Manly Road).

Tow bar to fit SUBARU for sale. Hardly used, well under 1/2 price at \$15.00.

Contact Tony Jewels on 96 8302 (home)

or 68 0141 (business)

QUEENSLAND MOTORKHANA CHAMPIONSHIP

JACK READ WINS ROUND 3 by Greg Heath.

Jack Read emerged as the eventual winner of one of the most hotly contested motorkhanas ever seen in Queensland.

Q.M.R.O.A. expertly organized the event and it was pleasing to see over a third of the entrants were from BSCC.

Only minutes before the start of the event I unfortunately "blew" the diff in my Cooper S" but luckily Ian Rapley kindly offered to let me co-drive his very quick mini.

The car showed its potential in the first test, the Double Kidney, as bothe Ian and I recorded 32.4 sec for fastest time. Very close behind was Kev McCloy and Ian Thompson (mini) both on 32.7.

Peter Snell gave us a driving lesson in the Square Slalom with fastest time of 24.0 sec from Kev McCloy 24.3 and myself on 24.4.

At this stage I was leading by .3 sec from Kev McCloy who was 1.2 sec in front of Jack Read, and Ian Rapley was a further 2 sec away in fourth place.

Test 3 was the Eriple Garage and Andy Burgess was getting used to the bigger motor in his mini special and put down 32.8 sec well clear of Peter McCloy on 33.7 and Q'ld champ Phil Griffin on 34.2.

The Trefoil was very closely contested with Jack Read fastest on 24.6, Andy Burgess 24.8, Phil Griffin 25.0, Greg Wolski 25.2 and myself 24.3.

At the lunch break, positions were changed somewhat Andy Burgess had gone to a clear lead of 2.5 sec from Jack Read (119.1), Phil Griffin (119.2), Kev McCloy (119.9) and myself (120.0).

The second half started with the Multiple Loop. I was out to make up for lost time and scored fastest with 34.1 while Andy Burgess and Kev McCloy kindly hit poles. Ian Thompson from Toowoomba was second fastest on 35.5 then Ian Rapley on 35.9.

Bruce Biggs put on a spectacular display of driving as he held his powerful Cortina on "opposite lock" around almost the entire five loops of the test. This inspired the drivers of the other rear wheel drive cars and Simon Kabel and Lee Drummond flung their Mazdas through the poles in true rally style.

Jack Read was making no mistakes and he took out the Double Done with 33.8 well clear of Andy Burgess 34.3, myself 34.4 Phil Griffin and Peter Snell 34.6 and Greg Wolski 34.9.

The positions had changed once again, I was back in the lead, Phil Griffin second, then Jack Read, Andy Burgess and young Peter McCloy just ahead of his father.

Test 7 was the Reverse Garage and it was my turn to hit a pole, while Jack Read put down an amazing time of 29.5 sec ! 1.5 sec clear of Kev McCloy 31.0 and Andy Burgess on 31.5. It is clear to see that the Specials have an advantage over the sedans in the "reverse" events.

Jack was in the lead now and a 23.3 sec in the last event the very fast Crossed Four Points assured him of victory. Ian Rapley almost calls it quits for both of us when he lifted two wheels high of the ground in a spectacular drive.

I just beat Jack by .3 for fastest time while Peter Snell was third fastest on 23.6 and four fastest was shared by Andy Burgess and Ian Rapley on 23.7.

Kev McCloy went from 5th outright to 8th by scoring a WD in the event. The final positions were: Jack Read first(244.5), Phil Griffin (246.3), Andy Burgess (247.1), myself (249.7) and Ian Rapley (250.3). Simon Kabel won class "B" while Charles and Arthur Fredricks won their usual "C" and "D" class trophies.



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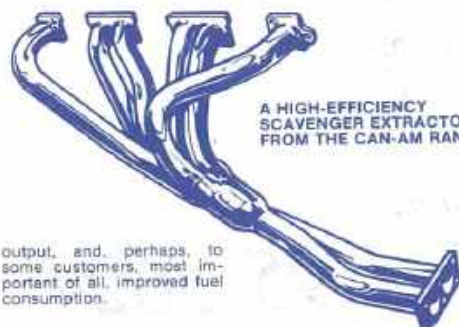
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CASTROL INTER CITY CUP RALLY - ROUND 1

Round 1 of the closed rally series was conducted on the 21-22nd June in the "Warana Country" around Mt Stanley. Heavy rain in the week prior, and adverse reaction from some of the locals added to director Hank Kabel's worries about this new "loop the loop" style event. In all, he had to change three sections from those originally planned. Early in the first division a tree felled across the road by a local, changed a short competitive to a 40 minute transport through Moore and Linville. In the third division two sections were deleted after parts of them were made impassable by the rally traffic in division 2.

From the start in Moore the first division led North to the break at Mt Stanley over some terrific rally roads made just a little greasy by the recent rains. From the Mt Stanley break, the route followed a series of loops with several roads being used twice; some twice in the one section. As it turned out, there were no passage controls in the rally so it would have been possible for a cluey navigator to short-cut here to great advantage. For a closed club rally, the event had more than its share of accidents: an XU1 rolled over (less than  $\frac{1}{2}$  Km after a quiet zone!), a mini ended up in a rocky creek more than 30 ft down after part of the steering broke and numerous people slid off the greasy roads (some worse than others).

After the barbeque breakfast back at Mt Stanley the results showed that the Datsun crew of Stylianou and Young from Toowoomba had narrowly beaten Adrian Taylor and Sid Smith in a new Honda Civic, with another Datsun (Keith Tapsall and Ross Huston) filling third slot.

All in all a great club rally and our thanks once again to the director Hank Kabel and his band of helpers.

NEIL HOWARD.

OoOoOoOoOoOoOoOoOoOoOoOoO

THE B.S.C.C. TOURING ASSEMBLY 'THE MOTOR MAZE'

If you have something planned for Saturday, 30th August, then cancel it (please, we need the ratings) or you will miss an event which is sure to be remembered, one way or the other. It is being designed to suit all members of the club. For most members, being able to enter a rally is a practical or economic impossibility so here is an event for you. It is structured in a similar manner to a rally with two divisions each with about 5 or 6 sections, but there the similarity ends (except prizes are, of course to be awarded). Firstly, the roads are, with almost no exceptions, good. Therefore it's not necessary to own a rally car complete with twin overhead door handles to win. Secondly, the event will commence (first car leaves) at 2.00 p.m. from Indooroopilly Shoppingtown car park. There will be a division break at approximately 5.30 p.m. with the whole thing over by 10.00 p.m. (for the first car), so you won't be up all night. Finally, the navigation for the event requires no aids other than a brain (most essential) and a writing device (even more essential). A knowledge of the night run regulations would certainly be useful. The navigation will include many techniques including route chart, mud map, tulips, coded route chart and possibly a couple you'll never see again.

As an added attraction it is hoped there will be a B.B.Q. at the division break, this will be somewhere near Ipswich we hope (did someone mention College's Crossing?) Don't miss the "MOTOR MAZE", but it might be a good idea to try a few expert night runs to get some practice for the navigator. Remember, 30th August.

Directors : Paul Martin & Bruce Godfrey.

THE GOULBURN VALLEY DRIVER TRAINING COMPLEX.

Along time ago, there was an article in "Wheels" Magazine about the "Goulburn Valley Driver Training Complex", which at that time had not been operating for very long at all. I read the article at least twice and thought to myself that I would like to have a look at it one day.

The chance finally come during a short holiday in Melbourne during May. I sneaked away from the remainder of the family, drove myself to Shepparton and immediately got lost looking for the complex. A helpful policeman soon straightened me out, however, and before much longer I had arrived and started looking around and asking lots of questions. The complex is officially described as "A \$ 250,000 Government backed scheme designed to produce better drivers". It is not only an advanced driving school, but offers a variety of courses designed to teach people to drive or ride ( motorcycles, stupid ! ) and then teach them to ride or drive better still. The six instructors are licensed by the Victoria Police, and teach to a standard manual based on techniques used in police driving schools, but refined for the use of the complex.

A quick resume of the available courses is as follow:

- 1- For learner drivers- car control, road law and mechanics up to licence standard.
- 2- For experienced drivers- defensive driving, finer points of car control and road law.
- 3- For primary schools- road rules and traffic sense, on bicycle, tricycles and mini bikes.
- 4- For secondary schools- car control (theory and practice), basic mechanics and road law.
- 5- Special courses- eg. towing and backing caravans, muddy conditions night driving etc.
- 6- For professional drivers- van drivers, lorry drivers, commercial travellers, etc.

The complex will also tailor a short course on any specific area required.

After I had absorbed all this, making intelligent sounds and watching some school students driving round in Renault 12s (which have been donated to the complex), the instructor mentioned that there was a " driver evaluation drive" available for \$3.00, which would highlight any specific areas of my driving technique which needed improving.

Before I had completely agreed, the instructor, armed with a large sheet of paper, was in the passengers seat of my car and we were heading on to the course.

The evaluation drive covers four basic areas - first the " traffic and road law" bit which is full of stop signs, traffic lights, keep lefts, one ways, do not enters, etc, etc.

Second, we drove on to the " advanced driving" area -see diagram, which is partly bitumen and partly smooth dirt, with a few blind crests thrown in. This is driven generally quicker than the first section, with the instructor saying beaut things like " brake hard, now " in the middle of dirt bends.

For the third stage we went on to the "anti-skid" area -see diagram again, which is very badly named as it consists of very smooth bitumen coated with some incredibly slippery goo.

The fourth and final stage involves driving into the City of Shepparton, through normal traffic conditions, and back to the complex.

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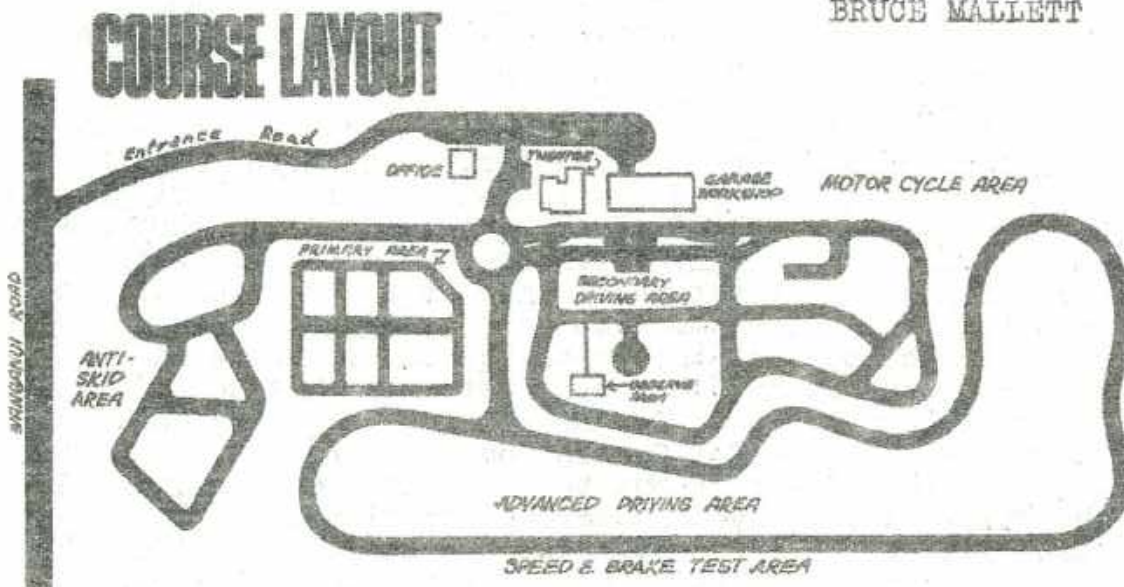
By this time my instructor had filled his sheet of paper with all sorts of crosses and other hieroglyphics, and when we stopped he discussed it with me in detail. Before leaving the complex, I was presented with a type written report which included such comments as :- "Keep windscreen clean", "Poor grip on gear lever", "No system on approach to hazard", "Rough and aggressive", "Poor use of mirrors", "Speed in built-up areas to be within the law", etc., etc.

Since leaving the complex, I have been concentration on 3 major points which needed improvement. These are gradually becoming more automatic and I feel that my general driving has improved as a result. Personally, I think the \$3.00 and 40 minutes or so were very well spent, and I would thoroughly recommend it to anybody who finds themselves in Victoria with some time to spare. It would be bloody marvellous, of course, if a complex such as this could be opened in Queensland. It cannot help but save lives and make the roads safer and more enjoyable for all of us if:-

- (a) Young people are given a really good grounding in car control road law, common sense and road courtesy before being granted their driver's licence, and
- (b) Experienced drivers can improve themselves and / or have "refresher" courses from time to time.

The complex can be contacted by writing to "Goulburn Valley Driver Training Complex", Box 1034, Shepparton, 3630 or by telephoning (058)211099.

BRUCE MALLETT



Start looking around the garage for all your old spare parts and rally equipment that you no longer need. You may be able to sell them at the club auction Night planned for Wed 30 th July. So that all articles may be catalogued, please bring what you want to sell to the clubrooms when you come to the working bee on Saturday, 26th July. If not please phone Gary Blower on 483214 (A/H) and tell him the details.

A COLD, WET, MUDDY NIGHT AROUND STANTHORPE OR THE Q.T. RALLY

I should perhaps first explain that I am writing this article not because I was the highest placed BSCC member but simply due to lack of time in trying to get someone else to do it before going to press.

No doubt if you are at all involved you will know or will know of the hassles surrounding this event before it was run. I do not intend, as a competitor, to say anything about them and will stick to the facts as I found them.

After a transport from the start at the Big W at Booval to just the other side of Boonah we commenced the first competitive still in daylight over public roads. Consisting of a series of high speed bitumen straights I felt somewhat uneasy about travelling at over 100 mph in daylight over public roads that still had locals on them. Most cleaned the section on time, although somewhat remarkably Renault winners Reynolds/Lenn screwed it up to miss the passage. The next competitive took points from everyone with Woodsy coming out best on 1 down with 10 late as being around average. It was the only real competitive of the night and included the Heads road which was as stated in last months preview the roughest road encountered all night. This section was the first time we were stuck during the night. An old fashioned log grid gave way while we were crossing and we fell into the middle of it. Coupled with a blown fuse on the same section our pace notes over the Heads Rd still only enabled us to drop 12 and to drop a passage. If anyone decides to use pace notes in the future they should make sure that they use all the correct roads. Another competitive followed, running along the NSW border with a fast descent into the EOSC where several cars were noticed to have literally red hot discs. The service through Killarney was the last to be seen of championship leaders Neumann/Best when their Honda retired with mechanical problems.

Just after the service break was a competitive with long straights, thick mud and deep water. Doing about 85 mph down this dirt road I wondered why someone had laid about 50 metres of bitumen up ahead. Splash!!! Ever been caught like that before? Didn't quite stall but was only firing on two cylinders with the exhaust six inches under water and the water coming up into the car through the bung holes. Soon we were sitting in the damn water as it came over the tops of the seats squabs. Thanks to Keith Mackay for the push out and it was unfortunate that he and driver Gordon Cottrell only lasted a few more miles when they collapsed the front end of the faithful Cortina on a really bad bump. Still on the same section we were about to pass Phil McClouglin when we hit the thick mud. Sprayed my screen, my lights, my radiator dirty Datsun !!! Every time I got past the Datsun I couldn't see a thing so I had to keep letting him pass and to use his clean lights. Still at least with the clogged up radiator the engine got into its normal working temperature. Another competitive followed which took points from most and was followed by some easy sections into the division break at Stanthorpe. And was it cold!!! Four degrees below zero and David Kortlang and I both with wet trousers, wet socks, wet shoes and cold bums.

Woodsy led with 7 points down and he was followed by three cars on 13 points, the Youngs, Ian Riedel and Wizard Wheeler Wickham ably navigated by Alan Rolandsen. The second division was a disappointment with these leading four cars cleaning the entire division so the division break scores became the final results. Only interesting section was around Freestone and was incredibly

continued/

muddy especially when we were bogged temporarily up an impassible road. When six cars clean a division in a championship rally the question must be asked " was it competitive enough? " Undoubtedly the rain preceeding the event made the rally more interesting but was this enough ? There were really only three competitive sections throughout the night, the 3rd, 4th and 7th sections in the first division. Whether this is enough to make a good event is something intending directors must ask themselves.

T.J.J.

TAPPET CHATTER

A new club has recently been associated with CAMS- the Biggenden Bush Rally Club- with Ken Trigger as President and Don Saunders as Secretary. That a car club can be successfully formed in a small town is a tribute to the enthusiasm and dedication of the members.

.....  
Rally drivers should note that from 1st January 1976 it will be compulsory for all cars competing in open rallies to be fitted with a CAMS-approved fire extinguisher.

.....  
The mailbox at the clubrooms is working well and the club is saving on postage costs as a result. Please remember to collect your mail when you arrive at the clubrooms ( not when you leave) and we'll save even more money.

.....  
Club members should note that the Secretary's new work phone number is 21 6899. Jeff is the latest club member to join the Prudential Assurance Company as a representative.

.....  
Scoop of the month is the news that Subaru (Aust.) are not entering any cars for this years " Cross".

.....  
Getting a start could be the first big problem on this years Cross.

.....  
Talking about the Cross it seems sa if Murray Coote and Brian Marsden will be fronting in Murrays latest Datsun 1200 complete with works bits direct from Japan. Unfortunately Murray will not be competing in the Warana this year as like Keith Tapsall, he will be driving for the Monaro Precision Driving Team that weekend.

.....  
Latest on Round 2 of the Castrol Inter City Cup is that Adrian Taylor in the Super Civic and Derek Young in the Mazda 1800 have tied for 1st place both down 4 points. A full report next month.

.....  
Heard a rumour that one Qld car club are giving serious thought to running Qld's first split second timing event with possible prizemoney around the \$ 5,000 mark. Wonder who that could be ?

.....

COMING EVENTS

- Wed 16 Jul Novice night run organised by Rob & Greg Trigger
- Sat 19 Jul Round 2 of the Castrol Inter-City Cup Closed Rally Series conducted by ISCC, BSCC and DDSCC invited
- Wed 23 Jul Expert night run organised by Scotty Weir & Ross Skennerton
- Sat 26 Jul Working bee at the clubrooms, 1.00 start
- Sun 27 Jul Lakeside Races
- Wed 30 Jul Auction night
- Sun 3 Aug GMSC Queensland Motorkhana Championship Round 4
- Tue 5 Aug Committee meeting
- Wed 6 Aug Novice night run organised by Lee Drummond and K.Bates
- Sat 9 Aug DDSCC Humphrey's Auto Service Rally (QRC 5, QRRS5)
- Wed 13 Aug Open night at the clubrooms
- Sun 17 Aug Interclub Motorkhana organised by BSCC
- Wed 20 Aug Expert night run organised by Allan Lawson & Garry Connolly.
- Sun 24 Aug
- Wed 27 Aug Bingo night organised by Charlie Blake & Neil Howard
- Sat 30 Aug Closed touring assembly organised by Bruce Godfrey & Paul Martin.
- Sun 31 Aug Surfers Paradise Races
- Tue 2 Sep Committee meeting
- . . . . .
- Sat 20 Sep Lutwyche Village Warana Rally (ARC5)
- Fri 5 Dec Christmas Party
- Sun 14 Dec Children's Christmas tree
- . . . . .

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