



**Brisbane
Sporting Car
Club**

MAGAZINE

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GENERAL INFORMATION

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CLUBROOMS LOCATION

Cnr. Reid and Hawthorne Sts
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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

Elsewhere in this months edition is a report on the Humphreys Auto Service Rally. I do not intend to reiterate what the author has said but I feel a few words on the event would not be amiss. Forgetting if we can its untimely demise I think most people agreed that the concept was correct and it would have been a top class rally on a par with anything this state has had in the past.

I do not intend to say anything more about the actual event, more the people who were competing in it. Frankly, I was surprised at the, I can only describe it as, aggressiveness of competitors in their will to win and by their lack of regard for fellow competitors. And at this stage I must state that David Kortlang and I are as much to blame as anyone. Although I have been rallying in Queensland only since 1972 I remember a time when crews would go out of their way to assist fellow competitors in trouble. Well, there were an awful lot of people in trouble in this event and boy, you were on your own. It wasn't a matter of helping to push the car in front up the muddy hills, it was "get that bloody car out of the way, we're coming through". Club spirit or camaraderie did not exist, it was a battle for survival of the fittest. With one exception. That one exception was Gerry Reynolds and Ian Genn who were the only crew that we came across all night who were showing a "sports-minded attitude". They did not help us, but that doesn't matter, the point is that they were willing to help. And for this I thank them and I am relieved to know that the attitude that they have to other competitors is not completely dead with todays highly competitive rallies.

It is unfortunate that as rallies become more competitive the camaraderie of competitors is replaced by their will to win at all costs, and that includes not assisting anyone but themselves. I am not going to make a moral judgement on whether this is good or bad for the sport, but we have to realise where we are going. A point of interest that I have on good authority is that if you stop to assist someone who has broken down, do not expect to claim any time for the delay. If the road is blocked, do not expect to claim any time for the delay. It is up to you to get around the obstacle as best you can. The only situation where you may be allowed time is if you have stopped to assist a fellow competitor who is likely to have been injured, and then you must get him to sign your route card for the time claimed and report it at the next main control. I suppose any other system is liable to be abused but it does seem a pretty hard and fast rule for any sporting contest.

Tommy Jewels

.....

Did you hear about the Irish rally driver who was having trouble with his indicators. One second they'd work and then they wouldn't, then they'd work and then they wouldn't.

Seems the same guy had to buy a new dipstick because the old one wasn't long enough.

AND NOW ITS BSCC'S TURN

Throughout the year I have been publishing previews of this states rallies. I have tried, (where possible), to emphasise the good points expected from each event and it was obvious that the various clubs had different ideas on what constituted a good event.

.... And now its BSCC's turn. Director Garry Connelly has set up what could be the best event this state has ever experienced. Not only it is being run as a fully route charted event in Queensland's best rallying country- it is also being the states best publicised motor sport event in recent years. It has the concept of the Yokohama Rally, the publicity of the Renault Rally, the prizemoney of the Humphreys and more. What more is there? Well if thats not enough how about the opportunity to compete with and compare times with the best drivers in Australia.. How about scores being relayed to Rally Control by the CMF (Army Reserve)? What about the presentation being held the same Sunday evening ? What about all those real beaut daylight special sections with the thousands of spectators ? Enough? Then how about this .

Take a look at the current ARC point scores and it will be obvious that this years Lutwyche Village Warana Rally will be the most closely contested ARC event for a long time. Ross Dunkerton & John Large are leading with 26 $\frac{1}{2}$ points. They are followed by Stewart McCleod on 13 $\frac{1}{2}$ points with George Fury. on 13 and Colin Bond on 12.

.... Ross Dunkerton will be trying not to repeat his 1974 performance of pranging in the first competitive out of Nambour. Stewart McCleod will be attempting to move up one place from his second last year, while Colin Bond who has won for a number of years now, (is it three or four years on the trot?) will be trying to make it four (or is it five?) in a row.

From N.S.W. George Kahler will again be bringing up a Mazda sponsored by the Christian Autosports Club, while surprise, surprise Dob Watson may be fronting in the ex-Boreham RS2000 Escort which must be ultra competitive on the Warana's smooth forestry tracks.

Unfortunately a number of Qld's leading hot shots will be unable to start for various reasons. Lloyd Robertson together with Murray Coote, Fred Thompson and Keith Tapsall are all driving that weekend for the Monaro Precision Driving Team. (Could it be a plot by Harry?). Still we are left with 1974 third placegetter Adrian Taylor with Qld expatriate John Suominen navigating (warming up for his Cross run with Kallstrom), in the Honda Civic.

.... Humphreys Auto Service winner Alan Hall will have his car repaired in time to make a start. Ian Riedel has to be in there for a chance with his Leach Motors XU1. Hank Kabel will be in familiar country after directing a number of Waranas and Lisle Neumann is consistent enough to make his presence felt after his Yokohama win. Our Subaru will be fitted with a new GSR motor replacing the old GL donk increasing output by 35b.h.p. (now up to 135 b.h.p., thanks to Ivan Tighe) and handling well (thanks to struts by Tony Motson). End of ad. Ray Wood will probably give the leading contenders a few surprises but unfortunately the car is not eligible to compete in the ARC category.

This is BSCC's opportunity to prove that it is still the leading club in Qld so I ask our 260 members to either compete, marshall or spectate on the night of Sept.20/21. You wont be sorry.

TONY JEWELS.

CLUB CHAMPIONSHIPS AT 31st JULY 1975

MOTORKHANA CHAMPIONSHIP

Jack Read	54
Peter Wickham	47
Les Barron	46
Daryll Kelly	45
Neil Howard	38
Glen Carpenter	29
Peter Snell	27
John Maher	23
Greg Heath	21
Matthew Read	17

NIGHT RUN CHAMPIONSHIP

Greg Weal	70
Daryll Kelly	69
Ross Skennerton	51
Peter Wickham	51
Paul Martin	47
Alan Rolandsen	44
Neil Howard	42
Bruce Godfrey	40
Scotty Weir	39
Dave Ambrose	35
Rod Mitchell	35

SPEED EVENT CHAMPIONSHIP

Peter Wickham	32
Daryll Kelly	19
Phil Box	16
Ann Thomson	15
Bruce Dalziel	11
Murray Coote	10
Greg Craig	9
Mario Carlotto	7
Glen Carpenter	7
Bill Fraser	6

RALLY CHAMPIONSHIP

Gerry Reynolds	37
Ian Genn	29
Scotty Weir	25
Ross Huston	21
Keith Tapsall	21
Daryll Kelly	20
Alan Rolandsen	20
Fred Thompson	20
Jeff Tremain	20
Greg Weale	16

WORKING BEE CHAMPIONSHIP

Daryll Kelly	30
Jeff Tremain	25
Peter Wickham	25
Neil Howard	15
Gary Blower	10
Geoff Smallman	10
Greg Weale	10
Dave Ambrose	5
Charlie Blake	5
John Blake	5
Lee Drummond	5
Laurie Garth	5
Midge Garth	5
John Hall	5
Rod Hannifey	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	45
Peter Wickham	41
Greg Weale	21
Neil Howard	20
Alan Rolandsen	17
Jeff Tremain	17
Gerry Reynolds	13
Jack Read	12
Scotty Weir	12
Phil Box	11
Glen Carpenter	11
Ian Genn	11

Note: The above scores do not include points for Round 2 of the Castrol Inter-City Cup Closed Rally Series, for which results had not been received at time of preparation.



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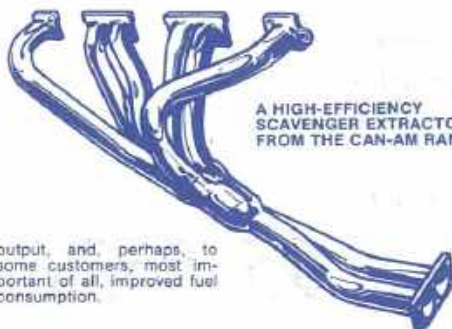
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CASTROL INTERCITY CUP - ROUND 2

Starting from the Golden Fleece Service Station Grantham, (I often wonder which car club has the most shares in that place, BSCC I think). The crews, led by Hank Kabel (How much did you pay the Director this time Hank?) headed off on one long transport. (This being brought about by the absence of EOSC 2). Casualties at the end of the transport sections were 1- L. Hyde/S. Ainscough in a Falcon 'MC', 2- G. UPTON/ P.Ainscough in a Holden 'WD', 3- Rosine Jewels/Jeff Tremain in a Subaru hit a cow, 4- the cow (didn't MC- miss car).

Section 4 saw the start of the rally proper and the fog. only two cars cleaned A.Lawson /G.Weale and Adrian Taylor/S. Smith with many others getting hopelessly lost.

Sections 5,6 cleaned by most crews, section 7, start of the forestry, four crews cleaned, H.Kabel, A.Taylor, K.Tapsall D.Kelly. Section 8, more forest, best here were H.Kabel, A.Taylor and D.Young.

Casualties at this stage were Alan Lawson/G.Weale retired with electrical problems? (Piston through alternator) and W.Black/ M.Stephensen in a T.B.N.? also retired.

Sections 9 and 10 were pretty straight forward with most cleaning. Section 11 took a few more points of crews that went the wrong way ourselves included. More casualties: C.Reeve-Smith/ H.Walker in a Citroen retired. L.Tindal/C.Blake hit a bank, then decided to tow the Citroen of Reeve-Smith back to Division end.

Then came section 13, an average speed section; which I thought went out with the ARC. We got the best penalty on this with 4 minutes early and stopping in sight of control.

Sections 14 and 15 were the best part of the rally with only three crews cleaning both sections, K.Tapsall - Datsun, R.Vandersee- Holden, and ourselves in a Civic. Adrian Taylor had a flat on the last section and had to change the tyre with an adjustable spanner, it seems that he forgot to check if he had the right size wheel brace!

Final results: D.Young/ I.Young Mazda, first, A.Taylor/S. Smith Civic, second and G.Reynolds/I.Genn Torana third.

Congratulation to the director, not a bad effort for his first rally. The breakfast after the rally was really appreciated by competitors and service crews.

HENRY' HONDA' RYMAN

.....
ROTHMANS SPECIAL EVENT CENTRE

The Lutwyche Village Warana Rally is fortunate to have at its disposal courtesy of Rothmans, the Rothmans special Event Centre which will be rally H.Q. and a press release centre stationed at Nambour during the Lutwyche Village Warana Rally weekend.

Just in case you might not notice, it is a 35 foot long caravan, 8 feet wide and weighs in at 9½ tonnes. Complete with a radio studio (4NA will be broadcasting for 2 days from Shell Panorama), it also has a teleprinter, telephones, wire photo transmitter, closed circuit TV, public address system and is air conditioned.

No Darryl it doesn't sell hamburgers !...

MEMBER SERVICES DIRECTORY

If you're looking for help in the area of audit, accountancy, taxation or management services, ROSS HUSTON of Arthur Young & Co should be able to assist you. Contact Ross on 31 3111 (work) or 49 0771 (home).

KEITH TAPSALL continues to provide assistance to all race and rally members and discounts where applicable. Contact Keith at G.P. Cars at Kelvin Grove on 56 9544; G.P. Cars are also at Chermside and Greenslopes.

For artificial insemination (of cattle, that is), contact club member JOHN SHIRLEY at Beaudesert Artificial Breeders on Beaudesert 524, or after hours on Kerry 12H.

If it's a building contractor you need, BRIAN SMITH would like to hear from you. Phone Brian on 55 0528.

ALAN RYAN of Ryan Drilling Pty.Ltd. can supply you with Detroit Locking Diffs. Phone Alan on 70 1507, or at home on 78 2930.

If you need a licensed electrical contractor, phone 49 8053 and LAURIE GARTH will be pleased to help you with your problems.

PETER O'CONNOR is an electronics wizard who wrks for the PMG. If you have any electronics problems phone Peter at home on 48 3461.

BRYAN EVANS recommends the White Horse Inn as the ideal place to hold parties, wedding receptions or other functions. Contact the White Horse Inn on 87 5721, or phone Bryan at home on 93 4455.

If you need help with an insurance problem, contact TREVOR ALLEN at the State Government Insurance Office on 33 9595, or at home on 49 8952.

For oil at lower prices, contact TONY JEWELS at Castrol on 68 0141, or phone Tony at home on 96 8302.

KEVIN BATES of Computa-Pay would like to tell you all about the payroll services his company provides. Phone Kevin at work on 21 9344.

For all types of photography - press, wedding, aerial, commercial and industrial, contact BOYD OVENS at Cortina Photographers on 56 4797.

WAL MCGREAL knows all there is to know about educational photography. Contact Wal at Hanimex on 52 5811, or at home 87 6931.

If you're looking for rally tyres at wholesale prices, contact DAVID PETHERICK of Bob Jane T-Marts on 44 4448, or phone Dave at home on 78 7864.

For watches, jewellery and the like, IAN WALL is happy to offer his assistance. Phone Ian at Val-Ray Jewellers on 21 5056, or at home on 80 5288.

PAUL RUDBACH is a welding engineer who offers consultation, inspection and supervision of welded structures, pipe lines, tanks, pressure vessels, etc. Phone Paul on 58 2267.

ROBERTS RIPPER

Contrary to what the instruction said, this night run was not "deranged by Lee Drummond" but rather checked by him. I also helped by manning a mean, nasty and sneaky control at Tarragindi. The control was set up on a small loop road which surrounded a grass island with the control ahead board being in plain sight, but nevertheless a few crews missed it or got WD's or OD's. Most navigators with a little observation saw the board without any trouble.

The run went through Annerley, through to Logan Rd. and up towards Mt. Gravatt where the director had a lot of competitors lost because they were looking for tricks that were not there; after all it was only a novice run. Next the crews went up near the Mt. Gravatt Teachers College and over to the aforementioned control near Tarragindi. Then a complete reversal, back across Logan Road to Cavendish Road near the High School.

After a few more trips around the streets of Cooparoo we returned to the clubrooms. It is good to see a good night run from a person that has not directed a run before. Good on ya Rob Trigger. Lets see some more beginners doing a good job too.

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THE WONDERFUL-WEIR AND THE SOZZLED SKENNERTON STRIKE AGAIN

Unfortunately, I had my dates mixed and didn't arrive until late, only to find an experts night run by Weir and Skennerton. There was a great deal of fog about that night and I pitied anybody trying to run a night run from undercover.

I believe the run went around the Kingston area and there were even whispers of a "NUDIST COLONY" but don't go looking for it now fellas, because it's probably gone now after all the excitement, cars and lights on the night.

There was also a few rumours about the run being too long, but I haven't heard anymore grumbles so what with the fog and bare bodies, somebody must have enjoyed themselves.

LEE DRUMMOND

.....

4BC LUTWYCHE VILLAGE WARANA RALLY COMPETITION

If you have been listening lately to Funtastic 4BC you would probably have heard details of the Lutwyche Village Warana Rally competition. With a prize of a weekend for two at the Broadbeach Hotel all you have to do is to estimate the time taken to complete the course by the winning crew in the Lutwyche Village Warana Rally.

Details are available at all Shell service stations and Lutwyche Shopping Village.

It is hoped that a large amount of entries will be received which can only keep Funtastic 4BC interested in our premier rally.

250 MEMBERS

A very warm welcome is extended to the following 13 people who became members of the Brisbane Sporting Car Club during the last month:

Arno Besse	Riverhills
Peter Campbell	Lutwyche
Brian Falkenhagen ...	Mt. Gravatt
Ian Fink	Yandina
Tom Gibsn	Bulimba
Denis Gooley	Indooroopilly
Kevin Harvey	Paddington
Bob Lean	Nundah
Alex Mellon	Corinda
Barbara Mellon	Corinda
Gary Pocock	South Brisbane
Paul Savage	Cleveland East
Mark Ward	Rosalie

That brings our total financial membership to 250, and of our 250 members 113 have joined the club this year.

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B.S.C.C. WINS INTERCLUB MOTORKHANA

After eight years, BSCC regained the coveted Castrol Annual Interclub Motorkhana Trophy by defeating one of the largest fields ever seen at a Queensland Motorkhana. 126 cars comprising of 21, five car teams, plus reserves, contested the event. Twelve clubs were represented including clubs from Toowoomba, Ipswich,ympie and the Gold Coast.

BSCC entered three teams which included a ladies team comprising of Barbara Benink (Corolla), Lynn Carpenter (Cooper), Kerry McDonald (Mazda), Carol Moore (Cooper S), Carol Stinson (Corolla) and Betty Snell (Mini). Team 1 included ex-Queensland Champions Peter Wickham and Jack Read driving the Mini Bug Special, Peter Snell (Mini), Glen Carpenter (Cooper S), myself (Cooper S) and Darryl Kelly (Cooper S) as reserve. Team 2 was Lee Drummond (Mazda RX2), Neil Howard (Cooper S), Simon Kable (Mazda RX3), Dave Ambrose (Mazda 808) and Greg Trigger (Honda Civic).

The results of the first event, the "John Wharton Amoco" Eccentric, pointed out just how competitive the contest was going to be. Over the best team score of 209.4, put down by HTCC, only a .7 sec. difference was recorded by BSCC the second fastest team, while the Honda Car Club team was only .1 sec. slower! The FTD went to B. Dunn of HTCC in his motorkhana special.

The "Barry Wraith Racing" Forward and Reverse Slalom went to BSCC team 1 in 128.1 sec. despite an unfortunate engine stall by Glen Carpenter as he spun his Cooper S around with a "front end throw" into the finish garage. Second fastest time went to the controversial combined Darling Downs Sporting Car Club and Queensland Motor Sporting Club team with 130.9 sec. Phil Griffin set fastest time of the day with 22.8 sec. to help bring the SPARC team to thirk fastest with 131.5.

The Ladies teams were having a very close contest of their own. In the Forward and Reverse Slalom the BSCC team with a score of 188.4 sec. were only 1.4 sec. slower than the Renault Car Club ladies team and just 1.5 sec. better than the HTCC ladies team.

continued/

continued/

Phil Griffin, trying to make up for the slower "B" class cars in the SPARC team, again recorded a FTD in the "Hooper Electrical" Hopkirk with 31.9 sec., but the SPARC team again only managed third fastest with 189.7 sec. while DDSCC/QMSC team skippered by Kev. McCloy easily won scoring almost 10 sec. better than the BSCC team's score of 184.9 sec.

At the half way point the DDSCC/QMSC team had a 3 sec. lead on BSCC team 1 (523.1), then came SPARC (541.2) close behind was HTCC (541.8).

DDSCC/QMSC increased their lead to almost 12 seconds by recorded fastest time of 147.4 sec. in the "Stinson Plumbers" Manoeuvring. Next was HTCC (151.5), BSCC team 1 (155.7), SPARC (156.8), Renault C.C. (157.7) and BSCC team 2 (159.8). Times of 31.6 and 31.9 by Lynn Carpenter and Carol Moore, (only .5 sec. slower than Glen Carpenter and Neil Howard in the same cars), brought the BSCC ladies team in for fastest time in the ladies section.

The "Mini Mecca" Gate Slalom, was appropriately named as Jack Read recorded FTD with 25.1 sec. BSCC team 1 pegged back DDSCC/QMSC team's lead by 3.3 sec. with a 130.9 sec. while the third fastest was shared by SPARC and HTCC (138.9). Next was MMCC (143.9), MGCC (145.7) and then BSCC team 2 and HTCC both on (146.8)

With only the "White Horse Inn" Waltz Slalom to go, the DDSCC/QMSC team had a clear 8 sec. lead on the BSCC team and our chances of victory seemed very slim. However, the decision to "go for broke" and drive as fast as possible instead of the previous "safe" type driving payed off. We managed to hit no poles and record a time of 177.3, an astonishing 18.3 sec faster than the DDSCC/QMSC team's time of 196.1 sec.

Final results were BSCC team 1 (987.0 sec), DDSCC/QMSC (997.8), SPARC (1023.6), HTCC (1069.5), MMCC (1104.6) and BSCC team 2 (1130.9).

Ladies teams results were HTCC first on 1308.4 sec., BSCC (1340.1) and Renault C.C. (1354.6). Fastest lady driver of the day was Mrs. I. Lowe (QMSC).

It is good to see BSCC break through on top in Motorkhana in Queensland and I hope that the keenness, interest and high standard that our members put into Motorkhanas will remain to enable BSCC to retain the Interclub Trophy in 1976.

GREG HEATH

A SPECIAL THANKS

Due to pressure of outside work the editorial staff of this Magazine has had to draw on the help of other club members in order to get this edition to you. I would like to thank as usual the months contributors and to give a special thankyou to Mrs Linda Coote who typed most of the stencils. At great personal risk (of loosing her fingernails) she gallantly fought her way through page after page of stencil, with no back space and a weak 'd', 'g' and 'a' on the clubs antique typewriter that should have been replaced years ago.

If you think that that was a hint you had better believe... it.

FOR YOUR CONVENIENCE HERE IS A LIST OF DRIVERS AND THEIR CARS FOR THIS YEARS LUTWYCHE VILLAGE WARANA RALLY

- | | | |
|-----------------------------------|---------------------------------|--------------------------------|
| 1- A.TAYLOR Honda Civic | 18-I.RIEDEL Torana XU1 | 34- J. GWYNNE Holden HR |
| 2- E. MULLIGAN SLR 5000 L34 | 19- H.RYMAN Honda Civic | 35- C.GOODREID Mini Cooper S |
| 3- S.MCLEOD Datsun 260Z | 20- P.MELOUGHLIN Datsun 1600 | 36- D.CROWN Datsun 1800SSS |
| 4- D.RAINSFORD Porsche RS Carrera | 21- G.KAHLER Mazda RX2 | 37- T. WRAITH Citroen GS |
| 5- R.DUNKERTON Datsun 260Z | 22- G.REYNOLDS Torana XU1 | 38- A.MELLON Escort Twin Cam |
| 6- C.BOND SLR 5000 L34 | 23- D.MCQUEEN Torana XU1 | 39- I.STEWART Datsun 1800SSS |
| 7- R.WATSON Escort RS 1600 | 24- T. GIDSON Citroen GS | 40- N.JEFFERSON Toyota Corolla |
| 8- A.LAWSON T.J.N. | 25- Tony JEWELS Subaru | 41- R.TINDAL Datsun 1600 |
| 9- B.EVANS Datsun 240Z | 26- A.PRYDE Mazda R100 | 42- K.TRIGGER Cortina 1500 |
| 10-R.WOOD Torana 3300 | 27- A.RYAN Holden Statesman | 43- D.TURTON Toyota Corolla |
| 11-Bob PIKE Datsun 180D | 28- p. WICKHAM Torana XU1 | 44- W.DLACK Mini Cooper S |
| 12-L.NEUMANN Honda Civic | 29- D.HAZELDINE Datsun 1600 | 45- RAD GUERIN Datsun 1600 |
| 13-J.REDDIEX Citroen GS | 30- M.NEATE Torana XU1 | 46- P.STRONG Triumph 2000 |
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CLASSIFIED ADS

Fred Thompson has for sale his rally winning Torana XU1 (see tappett chatter for reason why). This vehicle is a proven performer, winning outright the 1974 Stones Corner Motors Rally and the 1975 Biggenden Dash Rally.

The motor has been rebuilt and the car comes with all the necessary rally gear, halda, full roll cage etc.. ready to rally and win.

Price on application from Fred on 71 4977 (B) or
85 2007 (H).

oooooooooooooooooooooooooooo

Tony Jewels (due to strict Southern Cross regulations) has for sale his go faster goodies for Subaru's. Weber carburettor fitted with adaptator plate to standard manifold. and split exhaust system with set of four mufflers.

Also complete GL modified motor (Tighe cam, special springs bearings) revving to 8000 with total reliability.

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Motor - offers (will exchange).

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OoOoOoOoOoOoOoOoOoOoOoOoO

TAPPETT CHATTER

Scoop of the month following on from last months scoop of the month is that Subaru (Aust) are now running five cars in this year Cross. None from Queensland however.

Fred Thompson has bought for an undisclosed sum Colin Bonds 1974 ARC winning Torana XU1. He intends competing in the Cross with it navigated by Jeff Tremain.

All the Queensland entries have been accepted for the Cross , including Fred Thompson, Murray Coote, Adrian Taylor, Tony Jewels and Gerry Reynolds.

Darling Downs Sporting Car Club have already secured \$2000 for their championship rally in 1976 with more to come they hope.

Next year Yokohama Rally run by QMROA will be a two night event run in basically the same area as this years event .

Someone's wife thought that a downdraught carby was actually a dandruff carby

STOP PRESSFuss free Chermside Shopping Centre Spring Rally.

A successful Clubman/Novice Rally was run by MGCC last weekend. Very, very provisional results show that Greg Wolski from DDSCC in a Morris 1500 won narrowly from Simon Kabel in an RX3. If the organisers had a fuss free event, some of the competitors didnt. First Joe McCoach rolled his Corrolla, damaging it extensively. Bruce Absolon hit a tree with his new G-Pack Torana and Darryl Kelly apparently drove over the side of a mountain after his steering had developed a fault.

Run around the Clifton/Warwick area congratulations must go to directors Ross Moir and Ann Thomson for a well presented rally.

SHORT BUT SWEET

What must have been one of the largest fields to ever enter a Q.R.C. Rally assembled at Humphrey's Automotive Service Centre to compete in what promised to be a highly competitive and fuss free rally. The organisation was superb and all official documentation went along very smoothly.

Looking through the entry list, one would note Nigel Collier's re-entry into the Queensland rallying scene. Phil McLaughlin was unable to start due to an argument with a bike rider in the forest prior to the rally. Neil Swaysland had a big end let go in the Datsun 1600 after just completing a rebuild and the Imp of M. Reynolds expired at the bottom of the Toowoomba range with gearbox trouble on its way to the start.

First car set off at 4.00 pm, unaware of what lay ahead. The very first section was indicative of what was to come. Ian Riedel (Torana XU1) began with accelerator problems and Tony Jewels was plagued with regulator troubles. Allan Hall, (Mazda RX2) very much on form and up front in the wet conditions, dropped 5 with Ray Wood (Torana 3300) and myself (Datsun 1200) down 6. Al Hall was again fastest on section 4 down 2, and again on section 5, this time accompanied by Fred Thompson (XU1) and Ian Riedel (XU1). Ray Wood is shown as clean, but his halda read short at the end of the section and was 2 minutes early. By this stage, many of the cars at the rear of the field were having major problems negotiating the muddy and slippery roads. Not long after this stage, Allan Lawson tried to destroy a grid after suffering brake problems. It was very interesting noting the marks made by the odd "desperate" We were to contribute by trying to make a Left at T a Straight On at T. With hardly any power under 5500 rpm and with zero power under 4000 rpm I found it difficult to negotiate sharp turn offs in a smooth manner.

Fastest on section 7 was Ray Wood with myself down 5. Allan Hall, Ian Riedel, Keith Tapsall (Datsun 1600), L. Neumann (Civic 1500) all dropped 6. It was in this section that Fred Thompson was forced to retire due to engine problems after an excursion off the road.

Seven cars tied, down 3, on section 9, the section which preceded the next competitive, section 11, which had a steep climb after a THR. On this section Allan Hall went off backwards in a major fashion and suffered quite extensive damage to the RX2. It was very unfortunate as he was putting in some very quick times.

Two of the front runners completed the section, after which the hill became too slippery to negotiate. It is this section which is under protest, as penalties for WD's and MC's were retained by the organisers, so it may be some time before official results are decided.

Following are the results as they now stand:

1st	I. Riedel	Torana XU1	23
2nd	L. Neumann	Honda Civic 1500	26
3rd	H. Kabel	Mazda RX3	30
4th	R. Wood	Torana 3300	42
5th	M. Coote	Datsun 1200	46
6th	K. Tapsall	Datsun 1600	50

MURRAY COOTE



QUEENSLAND MOTORKHANA CHAMPIONSHIP

The Gympie Motor Sporting Club organised round IV of the championship at the Gympie Show Grounds on the 3rd August. Although most competitors had to drive up from Brisbane, a record 45 cars contested the event.

A light shower of rain before the start of the first event made the going very slow and slippery for the first few cars and this unfortunate handicap affected their times by almost 6 seconds. However, the slippery conditions throughout the day caused many poles to fall.

Phil Griffin went to an early lead and remained there to finish a good six seconds ahead of second place getter. I was running second for most of the day, but Jack Read made his usual comeback in the last two events to beat me by 1.5 sec. on the day. Kev McCloy brought his Mini Special home in fourth place just ahead of Ian Rapley in a Coopers S.

The championship points score now stands: Jack Read 43, Kev McCloy 41 and Phil Griffin and myself on 40. With only one round to go the championship is still wide open and a win for either Jack, Kev, Phil or myself would decide the 1975 Queensland Champion. So some hard fought competition can be expected in the fifth and final round to be held at Archerfield in October.

The Australian Motorkhana Championship is being held at the Penrith Plaza near Sydney on the 7th September. I wish the best of luck to all club members and Queenslanders contesting the event.

GREG HEATH

.

COOTE Vs WOOD Vs KELLY Vs NEUMANN Vs WARE Vs DDSCC Vs CAMS
(Or the protest free for all)

As some of you might now there are a few protests regarding the Humphreys Auto Service Rally. To be exact there were five.

The first to be heard was by Lisle Neumann against the organisers for not imposing a penalty on Ray Wood for an incorrect entry on his route card. By all accounts Sid Smith had written on his card after a section (later deleted) the words 'section impassible'. This protest was upheld and Ray Wood was debited with a ten point penalty, moving him from 1st to 6th position in the results. Although the protest was upheld the protest fee was not returned.

The second protest was heard by S.Ware who claimed ten minutes on a section because a car was blocking the road. This protest was dismissed and the protest fee was not returned although 2 mins was allowed to this crew because they had checked to see if any injuries had occurred.

The three remaining protests were all concerned with the last competitive section. Murray Coote wanted the times left in but the wrong direction deleted. Ray Wood's protest was so eloquent that I couldn't quite understand it, but it was similar to Murray's. Darryl Kelly wanted the whole section deleted, times, wrong directions and missed controls. Murray and Ray lost their protests and their protest fees were not returned. Darryl Kelly's protest was upheld and his fee was returned, his protest winning because the end of section control had left before some cars had run out of their late time limits. The late time limits were imposed however, which made Murray Coote the new winner. I understand that a counter protest and an appeal have been lodged so final results are still forthcoming. Confused? T.J.J.

COMING EVENTS

- Sat 13 Sep Working bee at the clubrooms, 1.00 pm start
- Sun 14 Sep MGCC closed hillclimb, BSCC invited
- Mon 15 Sep Control officials briefing for Lutwyche Village Warana Rally, in the clubrooms at 8.00 pm
- Tue 16 Sep Scrutineering for Lutwyche Village Warana Rally
- Wed 17 Sep Open Forum and demonstration of fire extinguishers
- Sat 20 Sep Lutwyche Village Warana Rally (ARC 5)
- Sun 21 Sep Presentation of Trophies for Lutwyche Village Warana Rally
- Wed 24 Sep Expert night run organised by Hank Kabel and Cedric Reinhardt
- Sun 28 Sep Lakeside Races
- Wed 1 Oct Family film night organised by Gary Blower. A full length colour feature movie will be screened.
- Sun 5 Oct Closed motorkhana at the White Horse Inn organised by Glen Carpenter and Greg Heath, 10.30 am start.
- Tue 7 Oct Committee meeting
- Wed 8 Oct Novice night run organised by Larry Stinson and Lee Drummond
- Sat 11 Oct Working bee at the clubrooms, 1.00 pm start
- Sun 12 Oct Queensland Motorkhana Championship Round 5
- Wed 15 Oct Presentation of Trophies for the Interclub Motorkhana in the clubrooms at 8.00 pm
- Sat 18 Oct DDSCC Castrol Inter-City Cup Round 3
- Sun 19 Oct QMSC closed sprint, BSCC invited
- Wed 22 Oct Expert night run - organisers required
- Fri 24 Oct Briefing and ballot for QRC 6
- Sat 25 Oct Closed touring assembly organised by Bruce Godfrey and Paul Martin, 2.00 pm start from Indooroopilly Shoppingtown
- Sun 26 Oct Closed motorkhana at the White Horse Inn organised by Larry Stinson, 10.30 am start
- Wed 29 Oct Draw for 160 Club
- Sat 1 Nov BSCC Open Rally (QRC 6, QRRS 6)
- Tue 4 Nov Committee meeting
-
- Fri 5 Dec Christmas Party
- Sun 14 Dec Children's Christmas Tree
-

LUTWYCHE VILLAGE WARANA RALLY PRESENTATION

Don't forget the Warana presentation evening at Lutwyche Shopping Village on Sunday 21st September at 8.00 pm. A smorgasbord will be available at a nominal charge of \$1.50. Drinks will also be on sale. Please roll up - bring your wife, girlfriend, service crew (!) friends, etc. and show your support for the sponsor.

A BOOT FULL OF RIGHT ARMS

A BOOT FULL OF RIGHT ARMS

EVAN

EVAN GREEN

ISBN 0 7269 3229 9

CASSELL AUSTRALIA

1975: 9¼" x 6½": 281 Pages: 67 Photographs

I'd like to tell you about one of the most unusual, exciting books to be published this year.

You surely know Evan Green, top rally driver and journalist. Maybe you follow his feature articles in the press. Now that writing experience is put to good use as, step-by-step, he describes that most exciting of races, the 1974 London-Sahara-Munich World Cup Rally.

Only a participant could so effectively describe this magnificent, yet terrifying, route. Each gruelling stage comes to life as hardship after hardship, problem after problem, is met and dealt with. Despite bad, almost non-existent roads, the drivers can still appreciate many of the countries they pass through; the calm majesty and beauty of Austria, peaceful oriental charm of Turkey, and harsh inhospitality of much of Africa.

Alterations made to the various cars in the race are clearly described, and will be of the greatest interest to all those mechanically minded. Green chose a white Leyland P.76 with a V8 engine, manual gear box, limited slip differential, quick steering, and air conditioning. He explains what led him to this choice, and includes photos of the engines and instrument layouts of many competing cars.

Amongst the sixty seven photographs is one of Keith Schellenberg in his 1930 Bentley 8 litre tourer. Other drivers are shown at different points along the route. We see the easy driving through the soft English countryside, then the sharp contrast of the desert sands of Algeria, with sand drifts blowing across the roads and hammering into the cars as they force their way through a hostile, featureless countryside.

It would be hard to find a more colourful and diverse group of people than these men. They varied from the English gentlemen, who relaxed and sipped sherry from fine crystal as they tore along, to that far from impoverished competitor, who decided to charter a Boeing 707 jet to get himself and his car out of an awkward situation, on to our own 'Gelignite' Jack, who believes every word should contain four letters only, and whose jokes make this book most unsuitable reading for little old ladies.

There is the additional pleasure of Green's reminiscences, as he remembers the old Redex trials, that did so much to open up Australia and encourage an interest in our outback. He also describes the previous World Cup Rally, that most exciting trip from England through to Mexico and South America.

Needless to say, the strangest things happen, from nearly tragic to highly comic. Bob Bean, having just completed the ordeal of the desert, managed to spill gas on himself, becoming, for a moment, a human torch.

Most drivers experienced car-sickness whilst map reading, fear of losing the road in the Sahara, terror at some of the speeds necessary, and extreme physical discomfort from constant cramping and insufficient sleep.

The constantly swinging fortunes, as drivers overtake or slip back, improve on or lose time, makes us realise just what a hazardous game it is, and that even with the most skilful, luck plays a large part.

You can now get this very special book at a reduced pre-publication price, and help your club financially at the same time. Fill in the form below, and you will receive, post free, a copy at the reduced price of \$8.95 (recommended retail price \$9.95). Your club will receive \$1.00 for each book ordered. Unfortunately, this offer cannot be extended beyond September 30th, 1975. It's always fun to have a few well-known signatures your library, and Evan Green will be only too happy to autograph your book, should you so desire.

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