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SEPTEMBER 1975



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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.

As is usual around this time another successful Warana Rally is over for another year. Elsewhere in this edition Bruce Mallett has written about the event but I could just like to congratulate Garry Connelly and his helpers on making this rally worthy of the title "Australian Rally Championship" round.

The rally proved many things, not the least of which is the fact that BSCC is still capable of running the best rallies in the state, (did someone say whole of Australia?) Members should rightly feel proud to belong to such a club.

It also proved that Queensland drivers still have a long way to go to match the regular championship drivers, Dunkerton, McLeod, Watson, Bond, etc. Unfortunately our greatest hope, Adrian Taylor had mechanical problems so we will have to wait until next year before we have another crack at the Southerners.

The rally also proved that we have some good potential in the state in Alan Hall who was not too far behind the leaders at the end, taking out 4th, A.R.C. and 5th, outright. While mentioning Queensland drivers I must also congratulate Peter (one point) Wickham who would have finished much higher if he hadn't been held up in the dust of slower cars. The fact that a novice(?) driver can take 6th, A.R.C. and 7th, outright beating all but one of this states classified and recognised drivers surely points to a revision of our grading system. As a matter of interest three unclassified drivers finished in the top five Queenslanders home. If we are to have a grading system, let us have one that is of some use in keeping the faster drivers in front. I know it is a difficult problem but fast novice drivers have enough to contend with, without having to worry about passing slow classified drivers in the dust.

The Lutwyche Village Warana rally also proved that we need more practice in this type of event, especially navigators. It was surprising the number of navigational blunders that were made by crews and on this type of event a minute lost down a wrong road can't possibly be made up.

Last but not least the rally proved that an A.R.C. event can be run without a protest being lodged, because if you don't give anyone a reason to protest they can't. My only protest was at the price of Victorian beer at the presentation - 70¢ per can.

TONY J. JEWELS

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It appears that two of the Datsuns in the Warana were lucky to get started. First Ross Dunkerton had the gearbox of his 260Z all over the floor of Lutwyche Shopping Village during scrutineering on Friday evening, then later in the evening Bryan Evans noticed strange noises coming from the rear of his 240Z. A new differential was hurriedly flown up from Sydney and fitted in a late night session. Unfortunately, unlike Ross who went on to win the event, Bryan ran out of engine oil (thats never stopped you before, Bryan) and retired gracefully during the Samford daylight sections.

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Club member Ross Skennerton is now working at Olbis Industries. A rally section has been opened in their store at Ipswich Road, Oxley, and Ross will be pleased to assist any club members looking for Haldas, lights, helmets or any other essential rally bits.

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LUTWYCHE VILLAGE WARANA RALLY. 20th September, 1975

Starting from Lutwyche Shopping Village at 1.00p.m. on Sat., this years Warana Rally was, in my opinion, even better than in 1974. The rally commenced with four daylight competitive sections, which I personally do not agree with or approve of, but they certainly dragged in thousands of spectators.

At the first break in Nambour, at the completion of Saturday's daylight running, the scores showed Bond 10, McLeod, Dunkerton and Watson 11, Mulligan 12, Lawson, Wood and Jones (Galant) 13, and Swaysland, Hall, Riedel and Jewels all down 14. Unfortunately, two Queensland entries with potential for outright placings retired during this division, Adrian Taylor (Civic) and Bryan Evans. (240Z)

Into Division B, section 2 allowed 19 mins. for 23.90KM. A minor 'OOPS' left Alan Hall and myself with the rear wheels hanging in space, and if it wasn't for a very welcome lift and shove by Henry Ryman and Laurie Garth we would be there still. "Thanks, fellas". This resulted in our losing 10 for this section compared to 4's, 5's & 6's by other serious competitors.

Section 4, 31.90 KM. in 26 mins. had 5 very rough creek crossings in 0.5 KM., otherwise was good and fast. Both Datsuns dropped 3, Bond 4, and Mulligan, Watson, ourselves, Peter Wickham and Ian Riedel 6.

Section 6 was again a fast 46.40 Km. in 35 mins., and took 6 from the Datsuns and Watson, 7 from Bond, 8 from Mulligan, and 9 from Alan Hall and Henry Ryman (Civic).

Section 8 was a Garry Connelly endurance special- 108.60 KM. in 100 mins with 6 pages of instructions. One instruction, (SO past minor track on R, then THR downhill-possible passage control) saw a few competitors overshoot the THR and we picked up 2 (I think) places on the road. The same thing happened further on when a hard to see TR @ T was closely followed by a TL @ T, and we moved further up the field when 2 cars turned right at the TL @ T instruction. Later in the section (at 97.24 KM.) there was a TML & KL through a floodlit spectator point. Memo spectators - those of you who stand on the outside of a hard left are VERY BRAVE. At the end of the section, Watson in the flying Escort had dropped 7, McLeod on 8 picked up one on Dunkerton, we dropped 16, David Jones in the Victorian Galant 17, Bond 19 and then retired, Mulligan 21.

I have mislaid my instructions for section 10, the last competitive in Division B, so I'll give scores only. Dunkerton fastest on 2, Mulligan McLeod, Watson and Alan Hall (phew) all on 3, with swags of others on 4 and 5.

At end of division B, total scores were - McLeod and Dunkerton in those incredible 260Z's tied on 35, Watson 37, then a gap to Mulligan 55, Jones 56, Hall 58, Lyle Neumann 63, Ryman, Jewels and Wickham on 66, Ian Riedel on 67, George Kahler and Rod Van der Stratten (another interstate crew) in a Mazda RX2 on 68, Phil McLoughlin going consistently on 69, Hank Kabel on 73, and the others following.

Division C, section 2 allowed 19 mins for 23.40 KM., and included 4 KM. of "BONEY"?? uphill road. (Garry Connelly's description, not mine). The 2 Datsuns tied on 1, Watson 2, Mulligan, Jones, Hall and Wickham on 3, with Jim Reddiex / Greg Sked, Kabel, Riedel, Kahler and Jewels all on 4.

Section 4, 36.45 KM. in 29 mins., all on smooth and fast forest roads, saw the 2 260Z's tied again on 3, Watson dropped 5, Mulligan and ourselves 6, and Jones and Wickham 7.

Section 6 was a long 70.63 KM. with only 55 mins. allowed, Quite rough in parts and sprinkled with black cattle. I think it was this section in which Hank Kabel and Cedric Reinhardt claimed that a horse jumped onto the bonnet of their RX3?? Sounds like the same bunyip which rolled Rad Guerin and Scotty Weir in the Yokohama Rally earlier this year. At 64.15 KM. we discovered that

our Mazda would not fit sideways across a grid - leaving a driving light on the railing was the only damage. Dunkerton picked up his rally winning point on this section, dropping 3 to the 4's of McLeod and Watson. We were next fastest on 7 (pewh again) with Mulligan on 8.

Section 8 was a bit slippery and cut short from 39.70 to 22.45 with 20 mins. allowed. Datsuns 2 each, Watson 3, (He must have been getting incredibly frustrated by now), Mulligan, Jones and ourselves on 4, Tony Jewels and Rad Guerin on 5, with hordes on 6.

Between sections 9 and 10, (both transports,) the field was held for scoring, grouping and to allow more daylight driving.

Section 11 was run in daylight and was a smooth, beautiful mind blowing blast of 8.96 KM. in 7 mins. Alan Hall was properly warmed up by now and we dropped 2, along with Mulligan, McLeod, Dunkerton, Watson, Allan Lawson (mobile again), Jones, Riedel and McLoughlin. Neumann, Reddiex, Kabel, Kahler, Gerry Reynolds, Bruce McCubben, Jewels, Allan Pryde and Wickham all tied on 3. This was one of the best rally sections I have ever been on. - fantastic. (Or should I say FUNtastic?).

The field then transported back to Nambour for a meal break, then through Mooloolaba and Caloundra back to Beerburrum for a repeat of the previous day's last daylight section. It was in this section this time through that we came fairly close to a head-on with a frightened lady driving a purple Fairlane - 'nuff said about daylight running? Once again Alan Hall shared fastest time along with McLeod, Dunkerton, Watson, Riedel and Wickham, with the remaining serious competitors dropping one more on 4 late.

Final Scores were - A.R.C. 1. Dunkerton 49, 2. McLeod 50, 3. Mulligan 82, 4. Hall 83, 5. Jones 86, 6. Wickham 100, 7. Jewels 101, OPEN 1. Watson 56, 2 (equal) Kabel/McLoughlin 112, 4. Neumann 129.

My congratulations to Garry Connelly and the others on the organising committee, on an excellent event. The only improvement I can suggest is to have Foutex instead of imported Victorian beer at the presentation evening.

BRUCE MALLETT.

NEW MEMBERS

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

- Grog Cushway.....Hawthorne.
- Ian Day.....Camp Hill.
- Kerry McDonald.....Annerley.
- Carol Stinson.....Indooroopilly.

Membership now stands at 254, of whom 117 have joined this year.

 New stocks of lapel badges have now arrived, and can be obtained from the Club Captain for \$1.00 each.

 A welcome to the committee is extended to Dave Ambrose, who has stepped in to fill the vacancy caused by Paul Trevethan's resignation.

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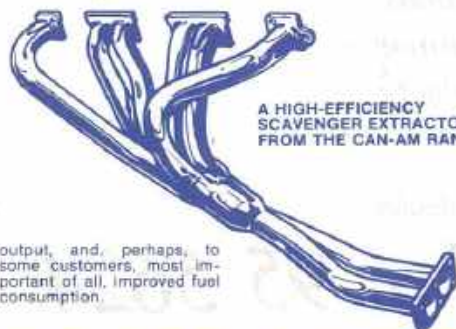
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AUSTRALIAN MOTORKHANA CHAMPIONSHIPS.

The Australian Motorkhana Championships were held on the 7th. Sep. at the Penrith Plaza outside Sydney. Unlike Q'ld. motorkhanas the event was held on bitumen. The entry of 91 cars saw competitors from QLD., NSW., Vic., S.A., W.A. AND A.C.T.

Datsun Car Club of N.S.W. organised the seven event program. The events were as follows: Triple Garage, Forward & Reverse Slalom, Tee Slalom, Hopkirk, Opposite Garages, Multiple Loop, Double loop. Times around 31 secs. for the Triple Garage put down by the majority of competitors were shattered by the four wheel steering specials of Dennis Trigg from N.S.W. and Terry Goodacre from Vic. The average times for the forward and reverse Slalom on the grass by Q'lders. is generally around 23 secs., but on the bitumen the fastest time was 16.5 secs. The Tee Slalom provided much spectator excitement as smoke poured from the competitors rubber. Last year in the Aust. Championships at S.P.I.R. only a few competitors finished the Hopkirk with a flick turn into the finish garage, while this year more than 15 competitors used this method. This shows the standard of competition has increased considerably.

After over half the competitors had completed the last set of 3 tests the N.S.W. Police deemed fit to close the event due to some minor detail in the Speedway Act in N.S.W. Close communication with Police and neighbouring community when conducting an event is a must to ensure that this does not occur in Q'ld. motorsport.

After C.A.M.S. approval, the Championship was decided on the four events completed by all competitors.

Terry Goodacre from Vic. in his four wheel steering Subaru special emerged as 1975 Australian Champion. Dennis Trigg, 1974 Aust. Champ came 2nd, while Gynne from Vic. in his production Cooper 8 with fiddle brake took third place just ahead of Phil Griffin, the best placed Queenslander. Another Queenslander featuring in results was Arthur Frerichs who took 1st. in class D.

John Maher driving Jack Read's special came 9th. outright, while Jack Read, Glen Carpenter, Charles Frerichs and myself unfortunately added penalties to our scores thus placing us further down the field.

GREG. HEATH.

THE DUTCH DISASTER

BY H&S KABEL.

Well - What a night run and a half, the Kabel's had in store for us. Competitors were issued with 2 photocopied maps of the Brisbane and Albert Shire and directions read thus: End of Section at closest intersection to the crossing of a line drawn between the K of Kingston and the M of Mt. Gravatt Capalaba Rd. and th M of ----- and so on - Talk about complicated. At times I thought it was necessary to have magnified map readers for eyes to follow the map - especially after a few biro marks had appeared on the page. There were questions on route - just often enough apart to stop one plotting ahead, and a question at the end of Section. It was a bit different to what we are used to and after being frustrating, quite enjoyable. I believe a couple of new comers to the club won it - and it was their first night run!

COMMONWEALTH BANK TO SPONSOR ROUND 7.

The final round of the 1975 Queensland Rally Championship, organised by the Brisbane Sporting Car Club, will be run on Nov. 29 - 30. To be known as the "Get With The Strength Car Rally 1975, this event will be sponsored by the Commonwealth Banking Corporation, who have donated prizemoney totalling \$1,500.

Designed as a drivers' rally with no navigational hazards, the 600 km event is expected to attract entries from Queensland's top drivers. A large number of Clubman and Novice competitors are also expected to take part, as a sizeable proportion of the prizemoney, expected to total more than \$2,000, has been allocated to the less experienced crews.

The event will be directed by Jeff Tremain, but the credit for obtaining the support of the Commonwealth Bank goes to Assistant Director Fred Thompson. The other members of the organising committee are Dave Ambrose, Brian Gemmell and Peter Whalley, with Carmel Tremain as Event Secretary.

The "Get With The Strength Rally" will utilise Zone 7, but many of the roads selected have never been used before in Queensland rallies. A feature of the event will be a 30 km daylight special stage on private property south of Brisbane on the Saturday afternoon. Spectators will be well catered for throughout the event.

Persons interested in competing, assisting as control officials or spectator marshalls or merely watching the event can obtain further information by phoning Jeff Tremain on 38 4858.

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HELP REQUIRED DEPARTMENT.

Alan Hall and Bruce Mallett intend travelling Southwards on or about October 24th, to have a "puddle around" in the K.L.G. Rally of the hills to be run on October 25th.

Any club members or other interested persons who would like to come along at their own expense and act as service crew, general "lookers on" or cheer squad are more than welcome.

Those interested please contact either Alan or Bruce during business hours. Alan - 25 1426, Bruce - 52 5956.

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Those of you who drive cars with those beautiful safety oriented rear heated windows, which allow you (among other things) to see where you have been on cold nights, BE WARNED. The Australian Government classifies these heated rear windows as Luxury Items, so if you are unfortunate enough to break one, you will be charged 27½% sales tax on your replacement window.

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By the time you read this it will all be over, but, did you know that in the Southern Cross this year Garry Connelly is navigating for a rather rapid Oriental Gentleman who apparently does not speak any English? I hope that Garry has learnt Japanese for "right, left, help" and any other essential words before the start.

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B.S.C.C. ROAD TEST No. 7.

DATSUN 130 B SSS.

Test car supplied by IRA BERK, VALLEY.

Recommended Price- \$4,823.10, on the road.

Due to circumstances which were (almost) beyond my control, the Datsun was not driven over my usual "road test route", but was used instead for a total of 612 KM. (380 miles) of motoring which could be considered fairly normal use. It included business use, weekend "running around", a brisk trip up to and around Toowoomba/Warwick area, and enough dirt roads to determine the handling under these conditions.

The car was picked up from Ira Berk's Valley showroom early on Friday afternoon, and after the usual fiddling with seats and mirrors was used for the afternoon with no problems, except for some difficulties in finding second and third gears occasionally in the notchy, 5 speed gearbox. The VERY audible buzzer which sounds whenever reverse is selected was quite annoying, and I still cannot think of any reason for it to be fitted, but it shouldn't be too hard for an owner to disconnect.

The engine in the SSS is a twin carburetor 1,770 c.c. unit which develops 110 b.h.p. (S.A.E.) at 6,000 r.p.m., and maximum torque at 4,000 r.p.m. I found in practice, that although the engine appears very strong and pulls the vehicle along in a very acceptable fashion, most of the driving seems to be done using no more than 4-5,000 r.p.m. Beyond that the engine becomes quite noisy and acceleration appears to taper off.

A quick under the bonnet check on Saturday morning revealed that the oil level was much lower than recommended, and as there was no evidence of any leakage on my garage floor, I can only assume that the car had been delivered in this way. A visit to the nearest GTX stockist fixed this problem, and the oil level remained O.K. for the remainder of the weekend.

On smooth bitumen, I found the handling to be very good indeed. The car can be braked hard and late into corners, then powered through very neatly and quite fast. Too much power tended to bring out the back, but this was only very mild and easily corrected. The standard 165x14 radials (Dunlop "Aquajets" on the test car) gripped well but squealed extremely loudly under harsh cornering treatment.

On the dirt, a gentle right foot was needed on both brake and throttle to avoid getting the car completely sideways. After a bit of practice, I found that the SSS was a lot of fun, although time could be wasted with the tail out in full bore oversteer slides if the throttle was not treated with enough respect. When pointing straight ahead the Datsun put the power to the ground with no tramp and very little wheelspin, so acceleration away from dirt corners was quite rapid.

Looking at the interior of the car, it appears to have an abundance of equipment and standard "Japanese plastic" everywhere. Ventilation and heating are quite good, instruments are O.K., (speedo, with tripmeter and tenths, tachometer, with red line beginning at 7,000 rpm!!, fuel guage and temperature guage). I would prefer an oil pressure guage rather than a warning light, however. The rear seat has room for kids or squashed adults, and entry is easier than on other two door coupes tested. The seats are cloth with vinyl edging, and although one club member (who shall remain nameless), claimed that the cloth upholstery looked like "an offcut from a discarded yak's blanket", the seats are quite comfortable. A nice touch is the tilt adjustment for the whole seat. Surprisingly, the handbrake is a twist and grunt and pull affair mounted under the dash - not what I expected from people who have been making successful rally cars as long as Nissan. There is a good sized, lockable glovebox plus odds and ends pockets under the dash and in the console, the wipers have a sweep and pause setting - top marks, but the switch is on the dashboard, not on a column stalk - not so good. Top marks also to the

seat belts - inertia reel units mounted well back and low, so the webbing is bearing on your shoulder and holding you in the seat on rough going.

Driving away from Brisbane on Saturday evening, the Datsun settled down to an easy, natural cruising speed of 140 kph. At this speed the car was quiet enough to allow normal conversation or listen to the radio without increasing the volume. There was little wind noise and the car felt comfortable and safe. Some thoughtful person had fitted a pair of small Bosch driving lights to the test vehicle, and these gave quite adequate light for these cruising speeds. With these turned off however, the standard lights were not up to the job.

As long as the road surface stayed smooth and level, the Datsun was a pleasure to drive. A bit of experimenting soon showed that an easy 160 kph was available in 4th. gear, while the best speed achieved was an indicated 175 kph. One quite dangerous fault became apparent later in the evening, - if reasonable care is not taken when switching from high to low beam and vice versa, the dipswitch will spring into the parking light position, effectively leaving the car without lights. This happened to me twice, and left quite a nasty taste in the mouth.

Although the sales brochure states that the vehicle has "European type hard suspension", once we changed to a minor, but still quite good, bitumen road with tighter corners and uneven surface, the inadequacies of the suspension became obvious. The front suspension seems to be too soft to deal adequately with bumps at any respectable speed, and these intrude quite harshly into the driving area, whilst bumpy corners tend to throw the car off line. As a result, driving quickly becomes hard work, both for driver and passenger, and smooth precise progress is almost impossible. Slowing down causes the car to become quite pleasant again, but is this why people buy a 5 speed sports coupe?

The Datsun, although a good open road touring car, is not really at home in heavy traffic, the automatic version would be perfectly satisfactory for this use, nor is it really what is required for fast, enjoyable driving on secondary, twisty bitumen roads. One feature which I considered excellent was the overall fuel consumption for my 612 km. weekend - 24.9 mpg or 11.35 litres per 100 km. This shows the value of the high 5th. gear.

If you require a vehicle with good pose value, excellent cruising ability, good fuel consumption and you don't mind watching the true Europeans disappear over the horizon when conditions are less than ideal, then the 180 B SSS could be your car.

BRUCE MALLET.

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You will all no doubt be pleased to know that John & Julie Shera are the proud parents of Emily Shera. Unfortunately for John, Emily chose to arrive on Saturday, 20th. September, thus effectively stopping John from spectating during the Warana Rally.



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THE SUN TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY PREVIEW.

I hope that this magazine will be out to you before this rally is over. Being a competitor has severely restricted my spare time and consequently this edition is somewhat late (again).

In writing this preview I could talk about the overseas drivers, Mikkola, Kallstrom and Aaltonen but I'll let Racing Car News do that. I'll concentrate on our clubs entries which is what this magazine is all about. (Besides I don't know enough about the Scandinavians).

Brisbane Sporting Car Club has members in no less than seven cars competing in this years Cross. Starting at car 15 is our own Garry Connelly navigating for Kenjiro Shinozoka in a Mitsubishi Lancer GSR. Having placed second outright with Joginder Singh last year Garry must be one of the best navigators for this type of event. Starting at car 29 is Adrian Taylor navigated by DDSOC's Sid Smith driving a Honda Civic. At 39 is Murray Coote and Brian Marsden in their latest Datsun 1200. At 33 is Alan Lawson and Greg Weale in their new Mazda RX3, while at car 62 the Annand & Thompson Subaru A22 driven by yours truly will be navigated by David Kortlang from the Renault Car Club. BSCC's Tony Best will be navigating for Tom Hayden from Moura in the RX2, while immediately behind at car 74 will be Fred Thompson and Jeff Tremain in their new ex HDT Torana XU1.

Not a bad turn out by the club when you consider that each entry must be costing around the \$1000 mark. The very fact that the event costs so much is one reason why we had to go looking for more sponsorship. Unfortunately (for us) the works Subarus are taking all the budget allocation that we thought we could get from A & T. We are left however with an all expenses paid 4WD service unit with driver and some spare parts. We also received some assistance from most of Brisbanes "TOTAL" dealers, Toyo tyres, (who have recently released their Z3 radial Wintertread in Queensland), and Winch Industries of Moorooka. I hope we won't be needing their electric winch which is fitted to the front of our service unit. If I could spell the name of the Japanese fella who has built Adrian Taylor's donk I would, but I can't so I won't. Anyway the donk sounds like a Twin Cam Escort (can't be bad), and apparently goes like the proverbial rocket. There is absolutely no truth in the rumour that the same guy built the motors for Kamikaze pilots, great getting there but not so good getting back.

Murray Coote and Brian Marsden are genuine, true blue, fair dinkum, bonzer, you beaut, private entrants (I think). Murray has imported some factory bits for his Datsun 1200 which proved their worth on the Humphrey's Auto Centre rally. After his stint with the Monaro Precision Driving Team and his pit crew work with John Wharton at the Hardly Ferocious he must be right in the mood for competitive driving.

Alan Lawson and Greg Weale have had a little more time than for the Warana to prepare their Mazda RX3. Sponsored by the Valley Centre Alan has arrangements with channel 7, Fantastic 4BC and radio 4KQ for relaying reports back from Port Macquarie. It is rumoured that Alan's motor is a factory prepared unit which should make it a flyer.

Tony Best, currently points leader in the QRC is navigating for Tom Hayden in a Mazda RX2. Tom competed in this year's Yokohama Rally, gaining 5th place in the recognised series.

Last but probably not least is "Straight Ahead" Fred Thompson & "Jolly" Jeff Tremain, our own club secretary. Fred has recently acquired Colin Bond's 1974 A.R.C. winning XU1. Somewhat remarkably he has been seeded behind Tom Hayden and is the last of the Queensland entries. I have not heard what Fred is going to do about the front sub-frame of the XU1 which in its usual strengthened form is illegal for the "Cross". Starting from this position (74) is a big disadvantage however if you're a quickie like Fred.

CLUB CHAMPIONSHIPS AS AT 31st. AUGUST 1975.MOTORCARRA CHAMPIONSHIP

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

SPEED EVENT CHAMPIONSHIP

Peter Wickham.....	43.
Daryll Kelly.....	26.
Greg Craig.....	17.
Phil Box.....	16.
Ann Thomson.....	15.
Glen Carpenter.....	13.
Bruce Dalziel.....	11.
Bill Fraser.....	11.
Murray coote.....	10.
Rad Guerin.....	10.

WORKING BEE CHAMPIONSHIP

Daryll Kelly.....	30.
Jeff Tremain.....	30.
Peter Wickham.....	25.
Gary Blower.....	15.
Neil Howard.....	15.
Greg Weale.....	15.
Geoff Smallman.....	10.
Dave Ambrose.....	5.
Charlie Blake.....	5.
John Blake.....	5.
Lee Drummond.....	5.
Midge Garth.....	5.
Laurie Garth.....	5.
John Hall.....	5.
Rod Hannifoy.....	5.
Ivan Holmes.....	5.
Ray Luckhurst.....	5.
Bruce Mallett.....	5.
Jeff Richardson.....	5.
Alan Rolandsen.....	5.
Henry Ryman.....	5.
Kev. Watts.....	5.
Peter Wethereld.....	5.

NIGHT RUN CHAMPIONSHIP

Greg Weale.....	79.
Daryll Kelly.....	78.
Peter Wickham.....	58.
Paul Martin.....	57.
Ross Skennerton.....	51.
Neil Howard.....	50.
Dave Ambrose.....	46.
Alan Rolandsen.....	44.
Bruce Godfrey.....	40.
Scotty Weir.....	39.

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.

CLUB CHAMPIONSHIP

Daryll Kelly.....	45.
Peter Wickham.....	40.
Greg Weale.....	22.
Neil Howard.....	21.
Jeff Tremain.....	18.
Alan Rolandsen.....	15.
Glen Carpenter.....	13.
Gerry Reynolds.....	13.
Jack Read.....	12.
Ian Genn.....	11.
Scotty Weir.....	11.

Note: The above scores do not include points for Round 2 of the Castrol Inter-City Cup Closed Rally Series, for which results have still not been received from I.S.C.C.

COMING EVENTS

- 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. Q'land Motorkhana Championship Round 5.
- Wed 15 Oct. Presentation of trophies for the Interclub Motorkhana in the clubrooms at 8.00 pm.
- Sat 18 Oct. BSSCC 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 & 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 25 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
-

NOTES ON COMING EVENTS....

It would be really great to see a bigger roll up at the next working bee on Saturday 11th. Oct. We are hoping to complete the exterior painting, so bring paint brushes, etc. If sufficient members can make the effort we will also be laying another slab of concrete under the clubrooms. 1.00 pm start, please.

Roll up at the clubrooms on Wed. 15th. Oct. to see the victorious BSCC team presented with the inter-club motorkhana trophy. This is the first time we have held this trophy since 1967.

The motorkhana at Archerfield on Sun. 12th. should be a beauty. Any one of 3 or 4 drivers can take out the Qld. Championship depending on the results of this round. Organised by BSCC, there will be ample hamburgers and refreshments on sale, so roll up and have a good day.

On Sunday 19th. Oct. BSCC are invited to compete in the QMSC closed sprint meeting at Lakeside. Those of you who fancy yourselves as Bathurst winners in 1976 could do a lot worse than having a bash at Lakeside before you take on Brock & co. If you don't want to compete come out, bring your sandwiches and support the club members who are running.

For something a bit different from the usual, get your entries in for the closed touring assembly on Sat. 25th. Oct. Starting from Indooroopilly Shoppingtown at 2.00 pm., and finishing at Wivenhoe pocket at approx. 10.00pm., the entry fee includes a bar-b-que tea at Wivenhoe during the meal break. For more details see Bruce Godfrey or Paul Martin.

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* REASON: NO
* CONTRIBUTIONS !
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* IT BETTER BE
* FULL
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* NEXT TIME !
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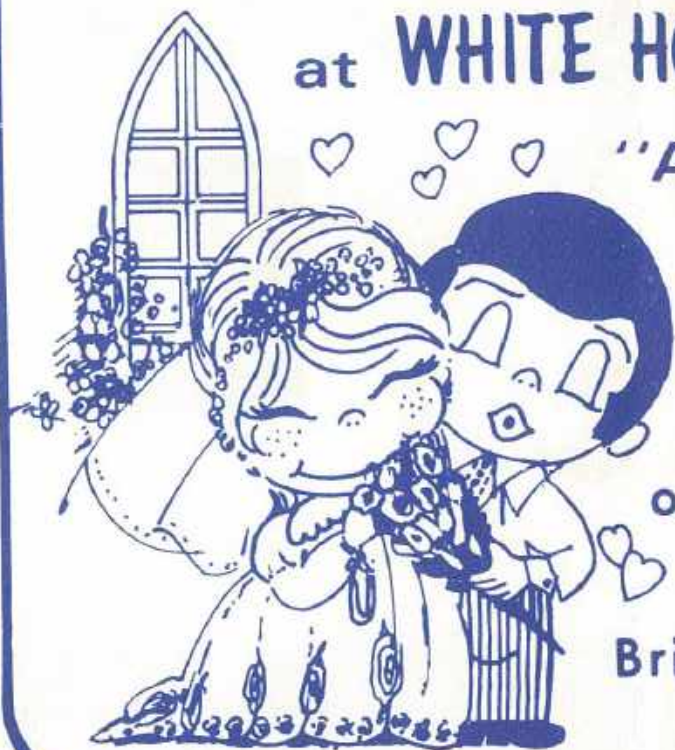
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