



**Brisbane
Sporting Car
Club**

MAGAZINE

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APR 1976
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MOTORHANA AND SPEED EVENT			
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POSTAL ADDRESS:

All correspondence for the club should be addressed to:-

The Hon. Secretary,
 Brisbane Sporting Car Club,
 P.O. Box 314,
 WINDYBEND 4101
 Qld.

CLUBROOMS:

BSCC Clubrooms are located on the corner of Reid and Hawthorne Streets, WOOLLOONGABBA, and are open every Wednesday from 8.00 pm.

MEMBERSHIP SUBSCRIPTIONS:

The annual membership subscription is \$15 for ordinary members and \$6 for associate members. Associate membership is offered only to the wife and children of ordinary members.

CLUB BADGES:

The following Club badges may be obtained from the Club Captain:-

Reflectorised bumper bar stickers.....	\$0.80
Metal lapel badges.....	\$1.00
Embroidered cloth badges.....	\$2.00
Chrome radiator badges.....	\$3.00

MAGAZINE CONTRIBUTIONS & DEADLINE:

All contributions for the magazine will be gratefully accepted. The deadline for contributions is on the first day of every month. They should be posted to the Editor at the club address or placed in the Editor's slot in the club mailbox in the clubrooms.

BSCC PROGRESSIVE FUND RAISING CLUB - EVENT 4

FAMILY SMORGASBOARD NIGHT

FRIDAY 14th MAY at BSCC CLUB ROOMS

The cost per person will be \$2.50. Children under 14 - \$1.50. Babies in arms FREE. Children under 5 - 50¢.

Club Rooms open from 5.00 pm for friendly refreshments.

Dress will be as you are. First sitting - 6.30 pm; Second sitting - 7.30 pm; Third sitting - 8.30 pm.

Pay at the door, however for catering purposes a R.S.V.P. would be appreciated by Wednesday 12th May.

Novel entertainment has been arranged suitable for all ages from 9.00 pm onwards.

Bring your friends - who knows they may enjoy themselves and join our Club.

REMEMBER To be eligible for the Grand Draw in November, you must attend seven out of the ten social nights. Non members are eligible for the Grand Draw as well. There is only seven events left.

oo

Event 5 shall be a Games Night at Springwood on June 18th.

EXPERTS NIGHT RUN OF A 1,000 HILLS

I think everyone knows of a few more hills in Brisbane now after competing in this excellent night run organised by Peter Wickham and Daryll Kelly. The instructions were basically quite easy and straight forward but Peter and Daryll, both being old hands at night runs, were able to find the right sort of road to trap people on. The night run went through the hills of Spring Hill, Bowen Hills, Hamilton, Red Hill, Bardon, Rosalie, Milton, Toowong and then back towards the clubrooms again via Sherwood and Fairfield. Those who hadn't seen much of Brisbane before certainly saw most of it in this night run which spread over most of Brisbane's suburbs. Some very good controls were set up with everyone losing points on the first for crossing the double line. Nearly everyone that made it to the speed traps especially Daryll Kelly's 20 kmh drive (or thrash, as most people did) through the country got caught. Allan Lawson claimed fastest time through this section (probably thought it was a special stage in the Don Capasco!) The eventual winners were Mike Leach and Simon Kabel, followed by Boyd Ovens and Peter Cox. Third were Marilyn Powell and Gary Miller and fourth home was Peter Snell and Allan Rolandsen. Congratulations must go to all the winners and of course to Peter and Daryll for organising the best night run of the year so far.

...Simon Kabel

RECENT NEWS FROM CAMS

At the last two meetings of Queensland State Council, quite a bit of discussion has taken place concerning the lack of properly qualified Stewards at Club Events. Because of the problem involved in this in relation to safety, insurance, and general correct conduct of events, the State Council decided there should be a Steward's School conducted at which those who wanted to become Stewards for their Club Events could attend.

The first night of this Stewards Training Scheme was conducted on Monday 5th April and was followed by another session on Monday 12th. A number of B.S.C.C. members attended and it is hoped that in the future a larger group of people will be able to become Club Stewards.

Members who are interested in perhaps becoming Stewards at either Club events or even Open events, but are unsure of what it involves, should talk to the Club Secretary or to the CAMS Delegate.

As a result of a Rally Panel recommendation, State Council also adopted at its March Meeting, the principle that an Odometer check be set down as a standard for use in all rallies. This standard Odometer check will be made available to Car Club Secretaries shortly, and copies of it will be available to all rally competitors from the CAMS Office.

One item that was a subject of a considerable amount of discussion at the State Council Meeting was the proposal that the organisers of Touring Assemblies provide the rally co-ordinator with maps and instructions. It was felt by some members of the Council that this would prevent problems in the future, whilst the Rally Panel felt the proposal was too hard to implement. No decision was reached on the matter.

Club members may not be aware that a Bond must be lodged with CAMS for every Rally that is conducted in Queensland. This is to make sure that Organising Committees in Rallies do the right thing particularly in relation to obtaining the necessary permissions from Police, Forestry, and various Land-Owners along the route. It was proposed by B.S.C.C. that these Bonds should also apply to Open and Closed Speed Events, and as a result, this was moved at the last State Council Meeting, however the motion was lost after a narrow vote.

A potential problem emerged with the use of Archerfield property for the Motorkhanas, with a number of State Council members feeling that overuse of the property particularly for Closed Club Events, could lead to the eventual loss of the use of the field for all events. As a result of this discussion, the matter was referred to the Motorkhana Panel and State Council will make a decision after it receives the advice from the Panel.

It was also resolved that all "specials" in Open Motorkhanas should be inspected by the scrutineering panel in regard to Motorkhana vehicle requirements and safety. It is anticipated that this inspection will take place in the very near future.

RECENT NEWS FROM CAMS.....cont'd...

If you, as a Club Member, are having any problem in relation to CAMS, or would like assistance on any matter controlled by CAMS please do not hesitate to contact me.

...Gary Connelly,
CAMS Delegate

MOTORKHANA - 4th APRIL

A Club Motorkhana was held on the 4th April at Samford and while only two weeks ago we were getting bogged in mud this time we had to have an X-Ray vision to see through the dust!

Competitors enjoyed a good number of runs on the day, as only thirteen entries were received. The events included the Multiple hoop, the Hopkirk and Crazy Square. I managed first place of the day with 106.1 sec followed by Peter Snell (176.3), Les Baron (178.4), Henry Honda (182.0) and Dave Ambrose who drove exceptionally well in the Mazda to take fifth place.

John Blake was best in Class II beating his old man and also showing that ruffles are not the only thing the Blakes win.

...Greg Heath

Is there any truth in the rumour that Charlie Blake has challenged Peter Snell to a Motorkhana - in an eight ton truck!!!????

----oooooO0000000Oooooo----

DON'T FORGET THE EASTER WEEKEND SAFARI AT LITTLE YADBA, NEAR KEMILWORTH. SEE BOYD OVENS OR ALLAN LAWSON FOR DETAILS.

----oooooO0000000Oooooo----

Heard on the vine that Brian Marsden is soon to have his own personal hairdresser - understand the terms of the contract were a bit expensive. Congratulations to Brian and Kathy!

#####

The Family Film Night held on 24th March attracted 62 Clubmembers and friends. The film shown was "The Italian Job". Thanks must go to Gary Blower for organising such a good nights entertainment. For the low, low price of just one dollar.

#####

Lee Drummond has for sale his well prepared Mazda R100 Rally Car. As many of you know this car took out 2nd in QRC 1974, and comes complete with full alloy sump-guard, super oscar driving lights and fog lights, bond roll bar and has a recently re-conditioned rear axle and springs fitted with a 4.1 ratio Japanese limited slip diff. This is a good reliable little car, well prepared and should give an enthusiastic rally driver many hours of enjoyment.

I would consider selling this car without the 4.1 ratio L.S.D. for a reduced price and could probably arrange a slightly different ratio diff than standard.

Contact Lee on 3987163 a/hrs.

"THE ALLAN LAWSON STORY"Cont'dPart 4

British Racing Green - that what you've been waiting to hear - WOW - thats progress in just three years I progressed from a Toowoomba Racing Blue Ford Flat Dash Consul to a British Racing Green MG Magnette, the car could be likned to rallying a Lancia Beta Coupe today. With a few modifications to the suspension by Howard Motors and Errol Burrows in the hot seat we went on to record wins in Toowoomba and Warwick and several Brisbane and Ipswich events went the MG way. However, as in the Consul days, a certain "Muddy Mary Murray" of Nambour was the one to beat - with Fred Murray navigating with the assistance of a school teacher as timekeeper they were to record more victories in Queensland trials in the fifties than any other trial or rally crew since. NOTE: One of these Club nights with the assistance of Allan Lawson we will invite a few of those people to a Club night - Good Idea? - Editor. The Murray's as well as competing they also put a lot back into the sport by organising trials for the Nambour Car Club and the BSCC over this period. Fred and Fred Junior made a brief re-appearance to the rally scene a few years back but the magic of the Mary Murray era could not be recaptured.

The 55 Telegraph Trial - with an entry of over 300, yes 300, had to be conducted over two week-ends. The odd numbers the first and the even numbers the second with an overnight in each case scheduled for Lismore, NSW - would you believe - a perfect weekend the first - and Flood/Rain the second - we got as far as Woodenbong - end trial - I am still waiting the announcement of the Presentation Night. I did hear through the grape vine that Stan Mosseter in a V.W. won it. I'll let you know when I get the results.

The BSCC conducted a Trial sponsored by Bowen Bridge Motors, now known as Leo Mullers - first outright to a V.W. driven by Nev Prattel, who also was to win many a trial over the next few years in the same green V.W. The average bank balance of the BSCC during this year was fifty pounds, a far cry from the clubs position today which rates as one of the most financial clubs in Australia. I remember buying a Club badge that year for four shillings; I also remember a day run to Eagle Heights and coming second to Ray Luckhurst.

My first interstate drive was just twenty one years ago - in The Bathurst Golden Jubilee Trial - for cars under 1000 cc only - at that time the standard 10 Cadet were figuring in Trial results in Queensland in the hands of Max Gault, after assesing all the cars available under 1000 cc, I traded one Flat Dash - now Toowoomba Racing Light Green on a brand new Standard 10 Cadet just seven days before we were to start from No 3 position. No 2 did not start and No 1 got lost early - we hit the front in what turned out to be a very dusty event in western NSW. At Crockwell, the half way mark, we were equal second in the field of 130 cars - but lady luck was not to stay - as early on the Saturday morning with my navigator Merv Cullen having a spell at the wheel - WAIT FOR IT - I was now the owner of a seven day old wreck. Even the cars they built in those days could not survive a roll that I lost count around the five mark.

The A.G.P. this year was held at Port Wakefield and was won by Jack Brabham in a Cooper Bristol.

...cont'd/

"THE ALLAN LAWSON STORY" - Cont'd...

For 1955 the Redex Trial, after an orgy of protests, went to Laurie Whithead of Melbourne in a V.W. This was to be the last of the world famous Redex Trials.

Would you like a little history on CAMS? Basically, CAMS as we know it, was formed in November 1953. Queensland was represented at the first meeting by Stan Mossetter of the Toowoomba Auto Club; the first Secretary was to be a certain Donald K. Thomson and was to retain this position until quite recently. Prior to 1953, Motor Sport in this country was controlled by the Australian Automobile Association which was connected to the Royal Automobile Club in Britain who in turn were affiliated with the F.I.A. The Australian Automobile Club was a loose association of national automobile clubs such as the N.R.M.A. and the R.A.C.Q. etc, - in 1953 it turned over motor sport to the body now known as CAMS.

1956 saw the continued growth of the BSCC. The first of many A.I.M. Car Sales Trials was held, the start was at Lutwyche where they still operate from today. I remember Jim O'Toole entered a car in this event and the sign on this car read "DON'T BE A FOOL BUY FROM O'TOOLE" - caused quite a stir at the start.

March 31st 1956 saw my retirement from Motor Sport due to my untimely marriage to one Joyce Taylor. This retirement was only of a temporary nature as on the last day of our fourteen day honeymoon, I bought a V.W. and entered a trial on the fifteenth day.....So Ends Part 4.....

THINGS THAT GO Bump, sHaTtEr & sLoP IN THE NIGHT

TIME - about 1.30 am, 28th March

EVENT - Castrol Intercity Cup, Round I

A certain photographer, while waiting for the rally cars to come along, was sitting near a boggy patch somewhere between 600m Bungie and Mt. Darry when the sound of an approaching car (from the wrong direction) was heard. The car turned out to be "Farmer Fred" in his ute, doing a million miles an hour. He takes off over a yump, lands in the bog, bounces out again and comes to a screaming stop, just up the road. Not content with this, he backs up, into the bog and promptly sinks to the axles. In trying to get out, he digs in even deeper. He then gets out of the car, bottle in hand, and the first thing he says "?!Z?*", All the beers spilt". The four bottles on the seat had emptied themselves all over the car, and the bottle in his hand had about an inch of beer and the rest was froth. There is no need to point out at this point, that the said farmer was "rotten as a chop". When asked why he backed up into the bog, he replied, "I saw you standing there and stopped to see what was going on!" Off he strolled into the darkness, leaving his car in the middle of the road, no doubt to wake up some poor neighbour to tow him out. Who says you competitors have all the fun.....

...Editor

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CASTROL INTER-CITY CUP ROUND ONE

Organised by the Darling Downs Sporting Car Club, the first round of the 1976 Castrol Inter-City Cup started from the Total Service Station in Toowoomba.

BSCC had the most entries with 17 of the 28 starters, Darling Downs had 8 starters, Gold Coast Tweed Motor Sporting Club had two starters whilst Ipswich's lone representative was the Charger of Power/Neilson.

Being the first rally of the season, it was difficult to pick a pre-event favourite. Defending champions Gerry Reynolds/Ian Gonn in the faithful XUI certainly looked hard to beat, but Darling Down's young brothers combination are always a force to be reckoned with. Freddy Thompson fronted in his new bodied XUI which looked immaculate in its yellow livery. Our subaru which has been fitted with a new group 2 motor, (in case anyone wondered), was out for a shakedown run while Kevin Bates and Neil Howard made a welcome return in their Lancer.

One thing was certain at the start - people certainly appeared more professional in their approach. Sponsors signs were on most cars - the cars looked well prepared and scrutineering presented no problems for anyone.

However, the actual rally was to prove differently.

The first transport took us out of Toowoomba on the Crows Nest Road where the rally proper started. Navigators had had one hour to plot the rally course which was the first map reading event we have had in Queensland for quite a while.

Most of the leading competitors cleaned the first competitive (the roads of which were lined with quite a few spectators). The next section was a different kettle of fish altogether. Jeff Tremain blew it for Fred Thompson when they dropped 25 on time and the VRC. Little did we realise just how important this section would be in the final results. Most amazing time was a clean by Ray Vandorseo and John Casey in an XUI from DDSCC. Next best was 8 late by ourselves and somewhat amazingly locals Cockburn/Young in a Hillman Hunter GT who were on their first rally. Did someone say something about local knowledge? Darling Downs crews Barry Mann/John Stockly dropped 10, the Youngs 11 whereas the best BSCC crew was Laurie Tindal and Charlie Blake on 15.

Crews worked their way to the refuel break at MacLayan where the XUI of Reynolds/Gonn succumbed to mechanical problems and retired. The XUI of Vandersee/Casey had dropped 26 since their clean on section three and were no longer leading the event. Joint leaders, down 8 at this stage were first timers Cockburn/Young in the Hunter GT, an amazing performance even though they were locals. They were first on the road and try as we could Dave Kortland and myself in the subaru, also down 8 points, could not catch them from car two on the road. However some over exuberant driving from the Hunter had left some broken lights and a slightly dinged front end. The Youngs were down 11 and this was all they were to drop for the event.

Section 8 saw the scores change with a loss of 3 for the subaru moving us to equal leaders with the Youngs on 11. It also saw the end of the fantastic run by Cockburn/Young in the Hunter GT who dropped 28. They still ended up in 8th place however, which wasn't too bad for a first effort.

...cont'd/

CASROL INTER-CITY CUP ROUND ONE.....cont'd...

So there we all are with one competitive to go and two leaders on 11 points, and the next closest on 26. So guess who made a boo-boo? Right, we dropped 9 to give the Youngs a clear win. Final positions gave DDSCC a clean sweep with the Youngs 1st on 11 points, ourselves 2nd on 20 points and Vandorsee/Casey 3rd on 26 points. Best performance by a BSCC crew was by Peter Snell and Greg Heath in Peter's new RX4 which was an excellent performance for a newly formed crew to drop 31 points and end up in 4th spot.

All in all a good navigational event that was completely cleanable but obviously biased towards local crews. Unfortunately, with the recent monopoly of fully route charted events, it appears that navigators have forgotten their map-reading skills. Maybe we need a few events of this type just to keep the navigators skills alive and kicking.

...Tony Jewels

1923 Norman Wizzard Smith in an Essex broke his own Sydney-Melbourne record of 15 hours 38 minutes by 2 hours 59 minutes. He beat police attention by arranging to carry Army dispatches on the run. This could be an idea for two (yet to be named) club members who will be setting out on a marathon journey later this year.....(you read it here first!)

CLUB CHAMPIONSHIPS AT 31st MARCH 1976

MOTORKHANA CHAMPIONSHIP:

Les Barron.....	20
Greg Heath.....	28
Lee Drummond.....	25
Henry Ryman.....	25
Peter Snell.....	24
John Blake.....	16
Jack Read.....	16
Charlie Blake.....	15
Marlene Dunn.....	14
Glen Carpenter.....	13
Simon Kabel.....	13

RALLY CHAMPIONSHIP:

Greg Heath.....	11
Peter Snell.....	11
Trevor Gynther.....	10
Iain Stewart.....	10
Fred Thompson.....	9
Jeff Tremain.....	9
Kevin Bates.....	8
Neil Howard.....	8
Peter Cox.....	7
Mike Petrov.....	7

LADIES CHAMPIONSHIP:

Ruth Tindal.....	19
Marlene Dunn.....	11
Kerry McDonald.....	11
Maria Reynolds.....	11
Noelene King.....	9

NIGHT RUN CHAMPIONSHIP:

Peter Cox.....	20
Boyd Ovens.....	20
Simon Kabel.....	19
Mike Leach.....	19
Peter Wickham.....	19
Les Barron.....	17
Allan Lawson.....	16
Alan Rolandsen.....	16
Trevor Chant.....	14
Graham Nordling.....	14

CLUB CHAMPIONSHIP:

Greg Heath.....	23
Peter Snell.....	19
Les Barron.....	17
Peter Cox.....	14
Simon Kabel.....	12
Boyd Ovens.....	11
Mike Leach.....	10
Lee Drummond.....	9
Trevor Gynther.....	9
Henry Ryman.....	9
Iain Stewart.....	9
Peter Wickham.....	9

Pat Nixon-Smith.....	11
Jan Wickham.....	11
Marilyn Powell.....	9

MOTORKHANA - 21st MARCH

Well, Sunday 21st March saw what the older members of the club would call a proper motorkhana. It was organised by Hank Kabel and son Gary and a good time was had by all.

Unfortunately, our normal motorkhana grounds were unreachable due to a rather muddied up road which was, nevertheless, explored by one club member (associate) supposedly practicing rallycross, but we won't talk about her anymore!

The event was held in a paddock? - jungle? behind the Golden Fleece Service Station in Salford and thanks to a bit of able mowing by C. Blake and myself, the area finally became our venue for the day.

Events were run in heats of three instead of the usual one against the clock idea; the winner being the one triumphant over all after the semi-finals and finals. I do feel that at least one of the three areas used was slightly slower, due to sloppy terrain, than the others but after drawing lots for starting places everybody had a fine go.

The first event saw Les Barron killing the opposition with a win on 7 pts to Peter Snell on 6. Greg Heath took third on 5 with Peter Smith Honda on 4, Steven Snell (watch out Dad), also on 4 and Marlene Dunn (watch out Henry) on 4 also. The second event saw much the same scores with Simon Kabel 3rd on 5 and Marlene Dunn tied with Peter Snell on 6 for 2nd. The next 2 events were dominated by Les Barron and Peter Snell (who else!) with a neck in neck battle for 3rd, 4th and 5th places between Peter Smith, Simon Kabel, Greg Heath and Henry Ryman. The final event was won by Peter Snell, followed by Les with Greg Heath close behind, and Marlene Dunn behind Greg, fourth place.

At the end of the day the winner was Les Barron on 29 points followed very closely by Peter Snell on 27. Third was Marlene Dunn on 17 (watch out class B cars) and tied for fourth were Simon Kabel and Greg Heath. Peter Smith, newcomer to the club, put up a good performance and took out 6th with Henry Honda. First of the big cars was John Blake in the mighty \$20 Cortina, (He cheated a little by borrowing my car and Simon Kabel's car when the \$20 wonder broke down), followed only one point behind by his father, Charles.

Our illustrious President arrived a little later in the day and entered his newest toy (Leyland P76) in the last three events and did quite well considering the handicap he had.

To give you an example of the type of events we had I will state the case of Peter Snell giving his opponents a five second start on one event. Drivers had to sit in the passengers seat of their cars with the engine running and the drivers door open. On the drop of the flag, one ran around the rear of the vehicle and into the drivers seat with seat belt fastened a scissors type of event was done, the winner being the one to complete the exercise and stop with front wheels passed the finish post. I was the starter in this event. After dropped the flag I noticed that Peter was still sitting in the passenger seat. His competition was almost ready to move off before he realised what had happened. He ran around the rear of his car with a disgusted look on his face and began the event. Lo and behold if he didn't win his heat with about 3 seconds to spare - much to the astonishment of himself, the spectators and his other competitors.

...cont'd/

MOTORKHANA - 21st MARCH....cont'd...

The last event (non scoring) was a spark plug relay. Each team has 5 drivers who line up their cars and remove one spark plug each. The first driver takes his plug and walks to the end of the paddock. On the word go he runs back to his car and replaces the plug. Taking the driver of car 2 with him he drives to the end of the paddock and lets his passenger out who then runs back to his car and replaces the plug. This carries on until all cars have been through the event. Les Barron's team, in which I competed, was running a close second to Greg Heath's team until we had to push Les's special to get it to start. It was a very good event and was exciting for competitors and spectators as well.

All in all everybody had a quite enjoyable day apart from the 30° heat.wave. We hope to see more of this type of event in the future.

...Lee Drummond

CASTROL INTERNATIONAL

Canberra competitors Greg Carr and Wayne Gregson in a Datsun 180B SSS won a hectic duel with Victorians George Fury and Monty Suffern in a Datsun 710 SSS, by 1 min 45 secs in the Castrol International Cup in the forests around Canberra on 27 - 28th March. Third were Ross Dunkerton and Jeff Beaumont in a Datsun 260Z.

MEMBERSHIP REPORT:

A warm welcome is extended to the following people who were elected members of the Brisbane Sporting Car Club at the April committee meeting:-

- Greg Addison.....Camp Hill
- Dave Berry.....Corinda
- Rod Cross.....Rochedale
- Allan Howlett.....Cheraside
- Ray Di Marco.....Mitchelton
- Rex Faldt.....Salisbury
- Trevor Gynther.....Wavell Heights
- Pat Hetherman.....Keperra
- Tony Kabel.....The Gap (Associate)
- Michael Lane.....Buranda
- Dave Metcalfe.....Kingston
- Pat Nixon-Smith.....Sunnybank
- Denise Pearce.....Thorneside (Associate)
- Mike Petrov.....Beaudesert
- Trevor Ruddick.....Rochedale
- Iain Stewart.....Taringa

In addition of the above new members brought our total financial membership to 207.



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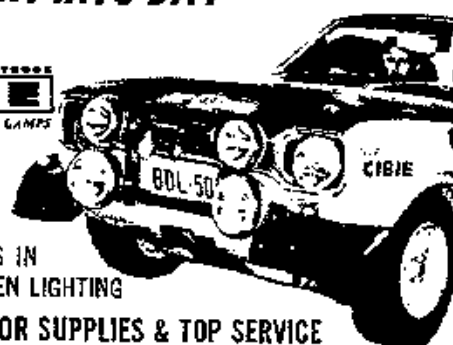
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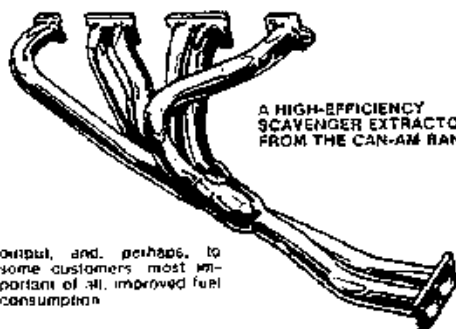
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"THE GREAT AUSTRALIAN ADVENTURE"Cont'dPart 3

November 1974, less than nine months to go before departure around Australia and still a very unserviceable vintage Citroen lay in storage at Maxim Motors. There is no doubt about a true French aristocratic lady. She will always conduct herself with the utmost decorum. This particular French Madame had always been well behaved and understood the correct station to which she was entitled. There she sat quiet, obedient, ever watchful from behind lace curtains; just like any French society lady might view the Avenue Des Champs - Elys'ees from high above the sidewalk cafes. In abbotsford rd, the lace curtains were not the painstaking work of a European peasant but came home spun a le dos rouge (red black). Quietly she sat, waiting the call that was soon to come.

Early in the month of November Jim Reddiex received a phone call from an acquaintance who suggested they should meet and discuss a promotional proposition. A time was set and so the two met at the Queensland Soccer Club. Jim Reddiex, owner Maxim Motors sat face to face with Pat Hetherman, Promotion Manager Brookside Shopping Centre; between them, two lemon lime and bitters. The conversation opened in a casual manner and then Pat asked the question, "Would a citroen G.S. tow a caravan on a long trip?" The conversation then went something like....."What do you call a long trip?"....."Ah, a really long one"....."What is really long?"....."How about, around Australia!"....."No sweat!"... .."Well"....Pat continued...."The Chesney Caravan company are very interested in a small car towing one of their vans on such a trip. The idea being that fuel costs are so increasing that it would prove the point; long tours could be undertaken with a Caravan and a small car". "They will supply the van, would you be interested in supplying the car?"....."Yes"...said Jim, "but I am going anyway"....."What with a caravan?" Quizzed Pat....."No", Jim replied....He then outlined the story of the 1923 Citroen that made the first trip around Australia in 1925 and how next year the Golden Jubilee of the said event would be celebrated by Jim and his vintage car, around Australia. Pat was stunned, he had come full of enthusiasm with a great idea and had been topped by one hell of a fantastic scheme that would surely beat them all. It was then really only a formality to marry the two ideas together and present a truely first class promotional scheme.

During that first meeting it was decided that much had to be done as quickly as possible. Here was an idea that would appeal to many major sponsors and to this end it would be absolutely imperative to start straight away with approaches.

Before the end of November the time of the year for the adventure was set; June/July; the dry season. A rough running schedule was set, a route virtually decided on, and depending on finance available, a crew of six or eight to be chosen, to make the trip.

Arrangements were proceeding quite well and the first letters and brochures were sent out. Anyone who has trodden the path searching for sponsorship will know that it is a very soul destroying pastime and one where, for every success there are at least twenty disappointments.

...Cont'd/

"THE GREAT AUSTRALIAN ADVENTURE"

- Cont'd.....

Some more expensive than others. For Jim and Pat it was to be no different; there were other forces that were very strong, working in the opposite direction. They were in the form of Governments, Prices Justification Tribunals, Import bans and Quotas, and in general a lack of confidence in the future, by all those that were charged with the promotional monies of major concerns. For much of the time things did not look very bright. Jim Reddix came under extreme business pressure due to Government decisions and was forced to make many a journey to Canberra and such. For all it was a difficult time. Something had to be done, publicity was needed.

News releases were sent out and editors approached. The group News Ltd. showed the major interest and so it was decided to stage an event where a photographer would take pictures whilst the vintage car was moved out of storage. This would stimulate two things; - Publicity for the benefit of would be sponsors; - force the hand of Jim to start restoration.

The big day arrived Friday March 7th 1975, a photographer on hand, the ageing aristocratic French lady was moved out from behind the spider web lace curtains. Flash bulbs popped, Jim and Pat posed for photographs before the French lady had had time to put on any make-up. She was rather reluctant to move and took much persuasion, after all she had been waiting a long time to come out and no one not even a World Cup Rally winner was going to hurry her. She was a true French Aristocrat, she needed time to prepare herself and when ready would do her duty without any apparent fuss or bother yet, with a style that is French and French alone.....

=o

"A MAN CALLED KABEL"

by Lawson

There was a man called Kabel
In Motor Sport he sure is abel
He bought Honour to the Kabel camp
Thrice he's been Queensland's Champ

Behind the wheel or sitting on CAMS
He's always there to lend a hand
Many a Queensland Rally Kabels Won
Many a Queensland Rally Kabels Run

V.W.'s, Corrollas and the Mighty Mazda
Hank Kabels made them magic Rally Cars
Soon the three Sons of Kabel
Will add trophies to the tabel

=o

March 1905 saw Australia's first reliability trial sponsored by Dunlop; 23 cars entered, 17 finished with NO winner - a tyre breaker to Ballarat and back was organised to find a winner - a distance of 140 miles. The winner then was an Argyle driven by Harley Tarrant, the time from Sydney to Melbourne by the way was 23 hours, 42 minutes. How about that!

COMING EVENTS:

- Tue 20 Apr Ballot for Biggenden Bush Rally
- Wed 21 Apr Expert night run organised by Ian Genn & Gerry Reynolds
- Thu 22 Apr Rally Sub-committee meeting
- Sun 25 Apr AGCC closed hillclimb, BSCC invited
- Tue 27 Apr Scrutineering for Biggenden Bush Rally
- Wed 28 Apr Table-top rally organised by Jeff Tremain
- Fri 30 Apr Biggenden Bush Rally Cabaret
- Sat 1 May Biggenden Bush Rally (QRC 1, QRRS 1)
- Tue 4 May Committee Meeting
- Wed 5 May Open Forum
- Fri 7 May Presentation of Trophies for the Total Mansfield Rally in the clubrooms, 8.00 pm start
- Sat 8 May Working Bee at the clubrooms, 1.30 pm start - organised by Lee Drummond
- Sun 9 May DDSCC Queensland Motorkhana Championship Round 2
- Wed 12 May Novice night run organised by John Blake & Ruth Tindal
- Fri 14 May Family smorgasboard night at the clubrooms from 5.00 pm onwards - full details elsewhere in the Magazine
- Sun 16 May Surfers Paradise Races (ATCC)
- Wed 19 May Expert night run organised by Boyd Ovens & Peter Cox
- Sat 22 May Renault Rallye Sportive (QRC 2, QRRS 2)
- Sun 23 May Closed motorkhana organised by Simon Kabel & Dave Ambrose
- Wed 26 May Wine and cheese night
- Sun 30 May Closed autocrosse organised by Gary Connelly
- Tue 1 Jun Committee Meeting
- Wed 2 Jun Expert night run organised by Charlie Blake & Jeff Tremain
- Sat 5 Jun Presentation of Trophies for Biggenden Bush Rally
- " " " Working bee at the clubrooms, 1.30 pm start - organised by Chris Goodreid

The views expressed in articles in this magazine are not necessarily those of the editorial staff or the BSCC.

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(SPECIALLY ABOVE)

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CONTROL KEEPERS,

DRIVERS,

NAVIGATORS,
SPECTATORS

AND

RALLY

CARS!

FOR THE LONG WEEKEND IN MAY
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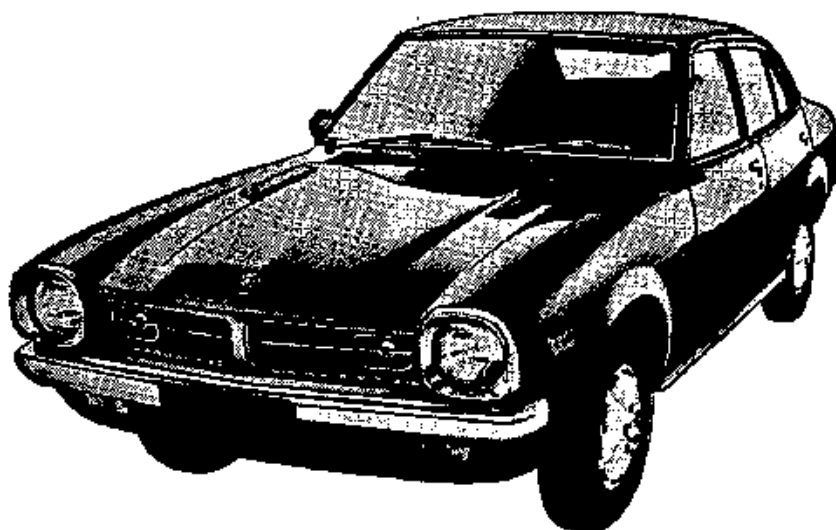
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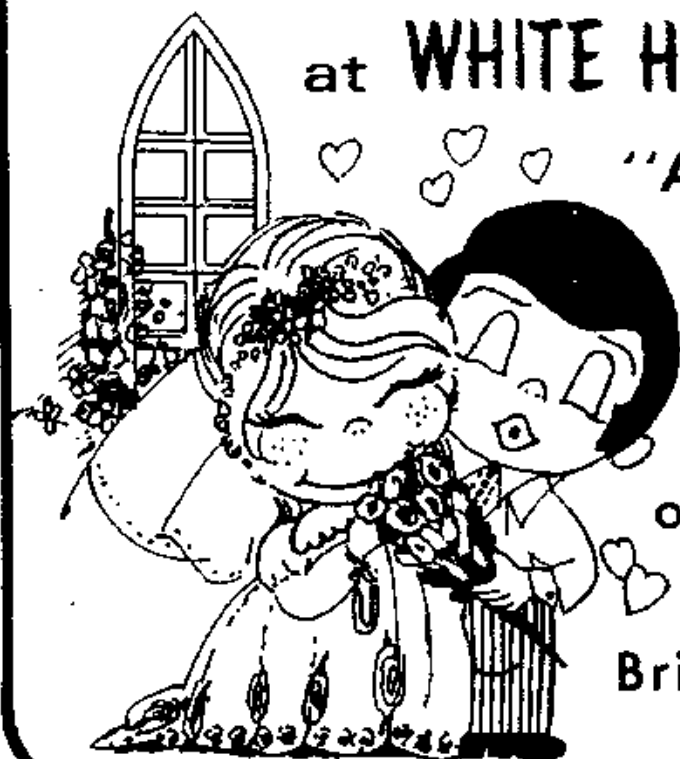
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