



**Brisbane
Sporting Car
Club**

MAGAZINE

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JUL 1976

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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,
WEST END, 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 Wednesday 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.

THE GREAT BSCC STOCKTAKE:

Property officer Chris Goodreid will be carrying out a stocktake of all club equipment on Monday 2nd August. If you have any club equipment such as control boards, lights, motorkhana equipment or anything else belonging to the club; please ensure that it is returned to the clubrooms prior to this date.

CLUB CHAMPIONSHIPS AT 30th JUNE 1976:MOTORKHANA CHAMPIONSHIP:

Greg Heath.....	59
Peter Snell.....	55
Les Barron.....	54
Henry Ryman.....	51
Lee Drummond.....	41
John Blake.....	32
Charlie Blake.....	30
Glen Carpenter.....	23
Bob Carpenter.....	22
Marlene Dunn.....	17

NIGHT RUN CHAMPIONSHIP:

Les Barron.....	48
Mike Leach.....	46
Peter Wickham.....	46
Peter Cox.....	45
Boyd Ovens.....	45
Alan Rolandsen.....	43
Peter Snell.....	41
Simon Kabel.....	40
Charlie Blake.....	32
Allan Lawson.....	24
Maria Reynolds.....	24
Jan Wickham.....	24

RALLY CHAMPIONSHIP:

Dennis Brown.....	20
Chris Meadows.....	20
Trevor Gynther.....	19
Iain Stewart.....	19
Greg Heath.....	15
Simon Kabel.....	13
Peter Snell.....	15
Hank Kabel.....	12
Col Reeve-Smith.....	12
Hugh Walker.....	12

SPEED EVENT CHAMPIONSHIP:

Glen Carpenter.....	20
Peter Snell.....	17
Keith McConnell.....	13
Gary Blower.....	11
Garry Connelly.....	11
Peter Wickham.....	11
Rad Guerin.....	10
Greg Heath.....	10
Henry Ryman.....	8
Bert Topping.....	7

LADIES CHAMPIONSHIP:

Jan Wickham.....	33
Maria Reynolds.....	32
Marlene Dunn.....	22
Carol Howard.....	21
Ruth Tindal.....	20
Noelene King.....	18
Betty Snell.....	13
Lynne Carpenter.....	10
Kerry McDonald.....	10
Pat Nixon-Smith.....	10
Ann Thomason.....	10

CLUB CHAMPIONSHIP:

Peter Snell.....	32
Greg Heath.....	24
Les Barron.....	20
Peter Wickham.....	19
Glen Carpenter.....	15
Henry Ryman.....	12
Dennis Brown.....	11
Simon Kabel.....	11
Mike Leach.....	11
Chris Meadows.....	11

Thanks to the organisers of the experts night run of June 7th which was won by Lynton and Dianne Pratt who joined the BSCC that same night.

"No, we weren't told about the run or the answers, but we have been members of other car clubs and we both understand navigation runs. Most enjoyable night and are looking forward to many more."

...Lynton & Dianne Pratt

LUCKY MEMBERSHIP NUMBER JACKPOT:

So far nobody has claimed the lucky membership number prize, either because they haven't been at the clubrooms when their number was drawn from the barrel or because they didn't have their membership card with them. The following members have missed out:-

2nd June	\$2	Membership number 1120	- Peter Cox
9th June	\$4	"	842 - Cedric Reinhardt
16th June	\$6	"	914 - Joe Deamicis
23rd June	\$8	"	1722 - Ray Di Marco
30th June	\$10	"	1302 - Keith McConnell
7th July	\$12	"	1332 - Mike Petrov

The jackpot now stands at \$14 - it must go off soon!

Thanks go to Allan Lawson for a great "MYSTERY NIGHT" on June 16th. HEAPS of FUN with the knock-em-downs and the "Guess how long it takes Warren McKewen to drink a can of beer" competition.....no-one got this one right.....5 secs!!!.....although he had been practising!!

CONGRATULATIONS to Cedric and Dawn Reinhardt on the birth of their son, Deryck on 9th July. The Club should see his hereditary navigation prowess in 1992

MEMBERSHIP REPORT:

Welcome to the following people who were elected members of the Brisbane Sporting Car Club at the July committee meeting:-

Graeme Metcalfe.....Nathan
Colin Parry.....Windsor
Perry Vaggelas.....Albion

We now have a total of 240 financial members, compared with 237 at the same time last year.

Seems quite a few tempers rose and pulses pounded during the Wide Holes - cops - Horizons Rally!!!!

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OKOHAY RADIAL RALLY

In a style befitting the current Queensland Champs, which they are, BSCC clubmembers Ian Seidel and Peter Hines in the Leach Motors sponsored Torana XU1 have taken out Round 2 of the Old Rally Championship, which was run over two nights in wet and muddy conditions, which were less than ideal for the type of car they were using. Pacing themselves well they earned the additional awards of Best Performance in Division One and Division Two and did extremely well in Division Three, by being fourth best after being bogged for nearly 15 mins. Second place went to Clubman Crew of Ray Vandersee/John Casey in the M&O. Davies sponsored Torana XU1 from Toowoomba. Third place went to BSCC Clubmembers Terry Reynolds/Ian Gann in their Kendore Motors Torana XU1 to make it a clean sweep for the General in what was a most unsuitable event for the Toranas.

MINI-SPECIALS CLEAN UP
ROUND 3 OF MOTORKHANA CHAMPIONSHIPS

The first five placings went to Mini Specials in the recent championship round organised by B.S.C.C. In fact, out of the first 12 outright placings, 9 of them were "specials".

The McCloy's had their mini special going like the clappers. Kev and Peter netted 5 fastest and 5 second fastest times between them on the day and 14 year old Russell McCloy put down some exceptionally quick times as well. Their machine was wearing 14 inch wheels and some say that this was the reason they were going so quickly.

The "Lazy Eight" began the event and Kev McCloy with 25.6 demonstrated the potential of this special. Peter McCloy equaled Phil Griffin on 26.0. Henry Ryman (29.0) was quickest in Class B in his Honda. A. Wheelley (29.2) quickest in his VW in Class C, and Lyn Carpenter (29.2) was quickest of the ladies.

Phil Griffin absolutely flew around "The Star" in 25.1 with Peter and Kev McCloy more than a second slower on 26.4 and 26.9 respectively. Henry Ryman was again quickest in Class B on 27.6. Glen Carpenter took Class C with 28.7 when A. Wheelley almost came to grief lifting his VW up on two wheels. Another inch and he would have had the bug on its back. Meanwhile, a dice was going on between Lyn Carpenter, Lindsay Davies and Jan Wickham - all driving Cooper "S"s and scoring 29.5, 30.2 and 30.5 respectively.

Peter McCloy was right on the ball from then on and was fastest in the next four events. Kev McCloy was only $\frac{1}{2}$ sec slower until he hit two flags in the "Hopkirk" which put him back a few placings.

Andy Burgess (Mini Spec) and Greg Wolski (also Mini Spec) were having a good dice and constantly shared third fastest time. Phil Griffin, the only man who appeared to be able to break the McCloy's dominance, was out with gear change trouble. Peter McCloy had a clear lead of more than ten seconds on the rest of the field by the 7th event.

Peter McCloy only had to put down average times in the last two events to coast in for the win, and this he did. At the same time Peter Snell got used to his roof-less Mini and blasted around the "Gate Slalom" and the "Tee Garage" with exceptionally quick times to bring him up to fifth outright.

Burgess and Wolski finished their dice with Wolski coming out on top but by only .5 sec! Kev McCloy finished fourth, only .1 sec behind Andy Burgess!!

Class B ended in a dice between Henry Ryman and Adrian Taylor both in Hondas but Adrian driving an automatic. They netted four fastest times each, with Adrian Taylor coming out on top after a very quick run in the "Triple Garage" with a time of 33.7 only .2 sec slower than Peter McCloy! (Automatics might be "The Thing" for Motorkhanas!)

Fastest times in Class C were shared around a lot more than the other classes with two to R. Gray (VW), three to Glen Carpenter (MG), one to Lee Drummond (Mazda), one to A. Wheelley (VW) and one to B. Gramenz (Alfa sun). B. Gray took home the Class "C" Trophy thanks to Glen Carpenter's WD in the "Double Bone".

However, Lyn Carpenter kept the prizes coming into the Carpenter household with an easy victory in Class E scoring five fastest times in the process.

The action is on again in Round 4 on the 18th July at Archerfield.

...Greg Heath

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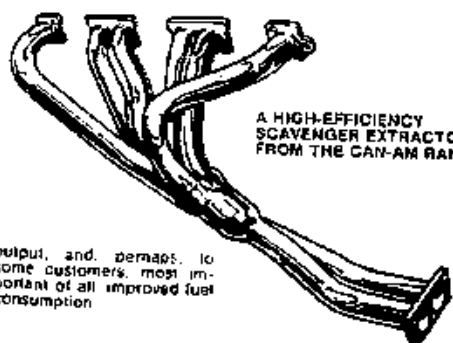
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"THE GREAT AUSTRALIAN ADVENTURE"

Cont'd

Part 6

And so the vintage lady had made it to Toowoomba and returned without any fuss or bother. All the members of the crew were elated, Jim Reddix was supremely confident; many hours of work, often late into the night, were beginning to show their worth. All that remained to do was to stock up and get all the cars together, fit the necessary extra bits and pieces, say goodbye to families and friends and head off around Australia.

One person had yet to make an appearance on the scene - all the six members of the team had been together for some while now and were quite used to each other. One man was to make quite an impression on everyone. He was a person who had been forgotten by many, yet was flown all the way from Perth to Brisbane by the kind offices of T.A.A., he was of course a Mr. Greg Davies. Greg was the sole surviving member of the pair from W.A. who had become the first men ever to drive round Australia and that was way back in 1925.

All arrangements had been made, the plane arrived, Jim had gone to the Airport to meet him and.....no sign of Greg. A search was made - telephone calls went back and fourth and no Greg. Now it must be understood that Greg Davies is not a young man. In his correspondence he had said that it was not really necessary to meet him at the airport, but really, to have left him unattended would not have been very courteous. Several hours passed then into Maxim Motors strolled an elderly gentleman with an air of confidence about him, "Gooday" he said. "Where is Jim Reddix?". "That is me", replied Jim, "We expected to meet you at the airport". Greg replied, "I know I saw you, but I told you that I would find my own way here and that is what I have done, where is this car of yours?" Such was the strength of character of this gentleman who in his younger years had made Australian history.

It was quite a nostalgic setting as this man from the West recalled the times that he had so many years ago. The next evening there was a naming ceremony that was held at Maxims, Abbotsford Rd. The champagne was poured over the front of the car and so the Old French Lady now resplendant in her new outfit was given a name, BUBSIE TOO.....the drape was removed to reveal the proudly set plate in front of the radiator.....BUBSY 11.....Ah well words often get miss spelt these days.

And so the day arrived when the big event would start and still many people really did not believe that it could be done. But in Brisbane that morning, the 19th June 1975, six men got out of bed to start a trip that would not allow them to spend a night in a bed for the next two weeks.....

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"WIDE HORIZONS-BURLEIGH HEADS 1000 RALLY" ... cont'd/...

At the end of division one Allan Hall/Bruce Mallett were in the lead, down 25, with a 3 point lead to Ian Riedel/Peter Hines, 28; Lloyd Robertson/Rod Browning and Peter Wickham/Alan Rolandsen equal on 31.

Best performances in division two were a reflection of the efforts displayed in division one. Three sections had clear cut single crew winners - they were: Section 9, Coote/Marsden down 6; section 11, Hall/Mallett down 3 and section 13 were Reddiex/Sked a clear two minutes quicker than the next competitor.

Only 21 crews started out from Warwick for division three. They left the control point in the order in which they were placed after points had been calculated for the first two thirds of the event. First crew away was Hall/Mallett, who had a handy lead, being down only 38 points, from Danny/Rosemary White, down 53, closely followed by Wickham/Rolandsen, 56, Thompson/Kortlang, 63, and Hank and Simon Kabel on 65.

Clubman and Novice competitors were well represented by Trevor Gynther/Iain Stewart, going very well in the Fiat 125S, down 73; and Ruth Tindal/John Blake, heading for the mixed crew award.

A quiet drive from Warwick to Nerang Forest, via Boonah, Beaudesert and Canungra let crews unwind before the final 6 competitive stages in the Gold Coast area. Sections 2, 3 and 4 of the second division were a repeat of sections 8, 9 and 10 of the first division but such was the survival instinct of the crews still running that the times set the first time around were not attained. Rad Guerin/Scotty Weir drove extremely well on section 8, with a very creditable 1 point penalty, but it was not quite enough to take the special award for the aggregate total over the two runs of the very slippery 2.05 km. Seventeen crews lost 2 on this particular stage. The last competitive stage (Thank heavens, said many crews!) was a repeat of the very first of the rally, but this time it was run in reverse. Hank and Simon Kabel showed that Mazdas are made of sterner stuff by being best, down 3, with Hall/Mallett and Perrett/Pugh keeping them honest only 1 minute behind. Guerin/Weir and Reddiex/Sked dropped an unseemly amount (14 points) due to rear end and front end damage respectively. Greatest disappointment of the rally was probably the 65 point loss suffered by Danny and Rosemary White who broke a ball joint, in this last competitive, whilst being well placed and the extent of the loss put them over their late time limit and they had to be excluded from the results. Danny offered the directors his entry fee for next year, he enjoyed the event so much.

Final results for the rally may not be known for some time due to protests over a particular section (section 6, division two), but regardless of such protests the outright winners are very safe and can now go out on a spending spree.

In summary one can only say it was a rough and tough event, maybe more cautions could have been noted in the instructions but it was a difficult area to run a championship rally. Here's hoping the roads are better next year because the promotion effort was tremendous and deserved greater appreciation.

1st Outright - A. Hall/B. Mallett - Mazda Capella.

Awards are listed on page 8

Well known female navigator? (sporting new haircut) caught out with "Iron Man" in MG Midget.....

Builders are finding it hard at the moment to cut on overheads! One builder we know (who peddles a yellow Datsun) collected a weeks timber in the work truck - in one hit!!!

SPORTSMEN OF THE MONTH must be Laurie Tindal and Charlie Blake who ensured the passage of cars past their own disabled Cortina in the Wide Horizons Rally. Seems these type of characters are a dying breed in Qld Rallying.

CONGRATULATIONS to Hank and Simon Kabel on their excellent performance in the Townsville Rally.

Hear about the Cooper S peddler during the Wide Horizon Rally who missed the corner while busy waving to his wife.....Threatening words of abuse were heard to come from the hot seat.

"RUTHIE BABY" Tindal didn't have to use her triangles when the back end of her Datsun came adrift during the "Iron Man Night Run". She had a Big Blue Flashing Light - courtesy of the boys in blue.

A certain swinging photographer caught in his "jocs" - supposedly playing it cool!!!

"WIDE HORIZONS-BURLEIGH HEADS 1000 RALLY"...cont'd from page 7

AWARDS:

- 1st Classified: F. Thompson/D. Kortlang - Torana XU1
- 2nd Classified: H. Kabel/S. Kabel - Mazda RX3
- 3rd Classified: J. Reddix/G. Sked - Citroen CX2200
- Equal P. Wickham/A. Rolandsen - Torana XU1
- 1st Recognised: R. Guerin/S. Weir - Datsun 1600
- 2nd Recognised: B. McCubben/J. Stolz - Torana XU1
- 3rd Recognised: P. McLoughlin/G. Clark - Datsun 1600
- 1st Clubman/Novice: T. Gynther/I. Stewart - Fiat 125S
- 2nd Clubman/Novice: R. Tindal/J. Blake - Datsun 1600
- 3rd Clubman/Novice: R. White/D. Winters - Ford Capri

Hear about the latest exploit of the Clubs Bearded Wonder (Warren McKewen) - seems he rearranged some of the panels on the Torana as a result of a late night meeting with a mythical Moo-Cow!!

WANTED - Anonymous spies to pass on any tit bits or gossip about anything or anyone. Just slip a note in the Editor's box and he'll do the rest.

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Our thanks to the people who responded to our request for articles in the May issue. Please keep them coming.

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"IT AIN'T LIKE IT WAS BACK HOME"

(A Pom's Plaintive Pronouncement)

by Pete Smith

I left fair Albion four years ago - although I must admit that my destination at that time was Auckland, however I met the incredible Miss Stevens one day while I was in her cabin putting my trousers on, and *cherez la femme* I became a resident of beautiful Brisbane. I'd spent nine years off and on (more on than off) navigating in the UK and to quote Robert Graves when I left I thought it was "Goodbye to all that", however when I was in England for a holiday last year I did one event in a very fast 1800cc 16 valve Escort, we came 13th out of 150 and I realised how much I enjoyed hurtling round with someone of dubious talent, the odd vomit notwithstanding. So allowing a few months for the idea to germinate in my mind, I joined the club in January and by way of the excellent navigational classes put on during March, I made my introduction to Australian Rallying.

In the UK there are two main streams of rallying, - Road events and Stage events, and these are organised on four levels of importance, - Closed events, Restricted, National and International. Road events are limited by law to an average of 30 mph but the organisers fiddle this unmercifully by having say, an 8 hr 240 mile event of which 1 hr is a rest and various quiet zones are at a low average leaving the competitive sections on at anything up to 60 mph. For such a tight little Isle, the roads vary enormously, Wales really is very tight and bendy. The last event I did in Wales was in a 1293cc Cooper S developing about 103 bhp geared down to do no more than 90 mph flat out, acceleration was phenomenal. Conversely East Anglia and the "Civilized" bits near London can be very fast indeed, the Romans being masters of all they surveyed, built roads in almost dead straight lines and the modern roads follow the same lines, although I should ther'e wider now and the white lines have been repainted. On club events the route instructions will probably be given during the night, usually at the end of each quiet zone the route for the succeeding competitive and quiet zone will be given out at your departure time. On the more serious Restricted and National events the whole route (defined by map references) is given out at the start about 2 hrs before the off so one can get the whole route on the maps. This leaves you free to strap yourself in so tightly that your eyes bulge and to spend the whole night calling up the bends. This is especially handy in fog or on ice and doubly so on fog and ice. Many's the doubtful driver who treats top with horror when he can't see further than the bonnet simply because he doesn't share your faith in the Ordnance Survey. Club stage events are run in daylight as the competitive part of the course is off the public highway, the tracks used are farm roads, disused airfields (thanks to Hitler we have plenty of them), quarries, the grounds of stately homes and best of all the roads of the Forestry Commission - in fact anywhere a car will run. This was taken to its logical conclusion a few years ago when the Swedish Rally of the Midnight Sun had a stage down a coal mine.

I'm looking forward to doing my first Australian event and to acclimatise myself; the staggering Miss Stevens and I took the route of the Total-Mansfield and had a practise. The big differences are the scales of the maps, working in kms (what a bind) and the fact that the maps haven't been amended in 4000 years so that they're about as relevant as an airline dinner (You know what ther'e aiming at but the final result is a bit off-putting). So a compass (unheard of in England) is essential. I think the biggest danger once something goes wrong is to fob it off as a map error, it is plain however that a good navigator is worth far more here than in England - so where does that leave me?

COMING EVENTS:

Sat 17 Jul Working bee at the clubrooms, 1.30 pm start

Sun 18 Jul IWMAC Queensland Motorkhana Championship Round 4

Wed 21 Jul Motor sport movies at the clubrooms
Presentation of trophies for QMC 3 during the evening

Sun 25 Jul Closed motorkhana at Safford starting at 10.30 am -
organised by Simon Kabel and Dave Ambrose

Wed 28 Jul Novice night run by Col Young and Barry Torrens

Sun 1 Aug NISCC Hoodlu sprint, BSCC invited

Mon 2 Aug BSCC stocktake - all club equipment to be returned to
the clubrooms prior to this date

Tue 3 Aug Committee meeting, 6.00 pm start

Wed 4 Aug Expert night run organised by Simon & Tony Kabel

Sat 7 Aug DDSCC Humphrey Memorial Rally (QRC 5)

Tue 10 Aug Magazine compilation night at the clubrooms, 7.30 pm
start

Wed 11 Aug Open night at the clubrooms (Exhibition Wednesday)

Sat 14 Aug Tour of Brisbane progressive dinner in aid of the BSCC
entrant in the Miss Queensland Motor Sport Quest - full
details elsewhere in the magazine

Sun 15 Aug BSCC Interclub Motorkhana

Wed 18 Aug Family film night at the clubrooms

Sat 21 Aug MCC Open Rally (Novice and Clubman)

Sun 22 Aug Closed Autocross at Beenleigh

Wed 25 Aug Novice night run - organisers required

Sun 29 Aug Surfers Paradise Races (AFIC)

Wed 1 Sep Warana Rally entries close 5.00 pm
Expert night run organised by Alan Rolandsen

Fri 3 Sep BSCC Cabaret, includes ballot for the Warana Rally

Sun 5 Sep Closed motorkhana organised by Keith McConnell

Tue 7 Sep Committee meeting, 6.00 pm start

Wed 8 Sep Warana Rally night at the clubrooms

Mon 13 Sep Control officials briefing for the Warana Rally

Tue 14 Sep Magazine compilation night at the clubrooms, 7.30 pm
start.
Warana Rally scrutineering

Wed 15 Sep Motor sport movies by courtesy of Barry Wraith

Thu 16 Sep Warana Rally scrutineering

Fri 17 Sep Warana Rally

Sat 18 Sep Warana Rally

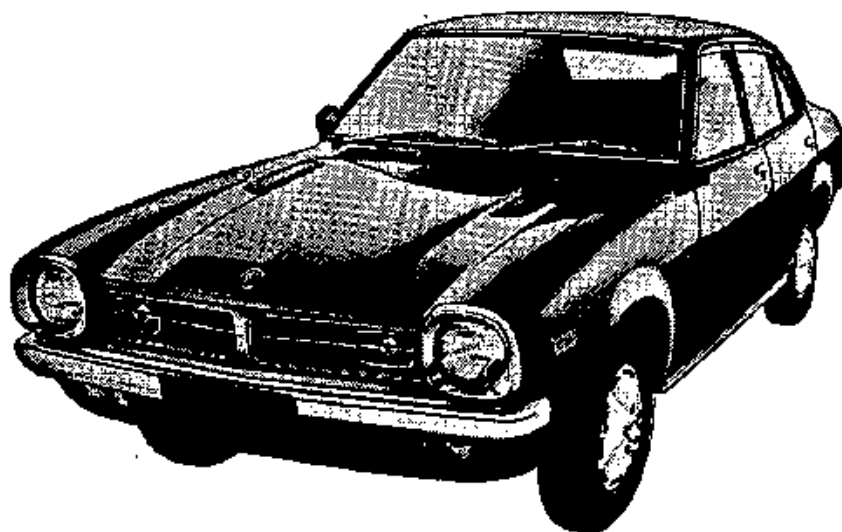
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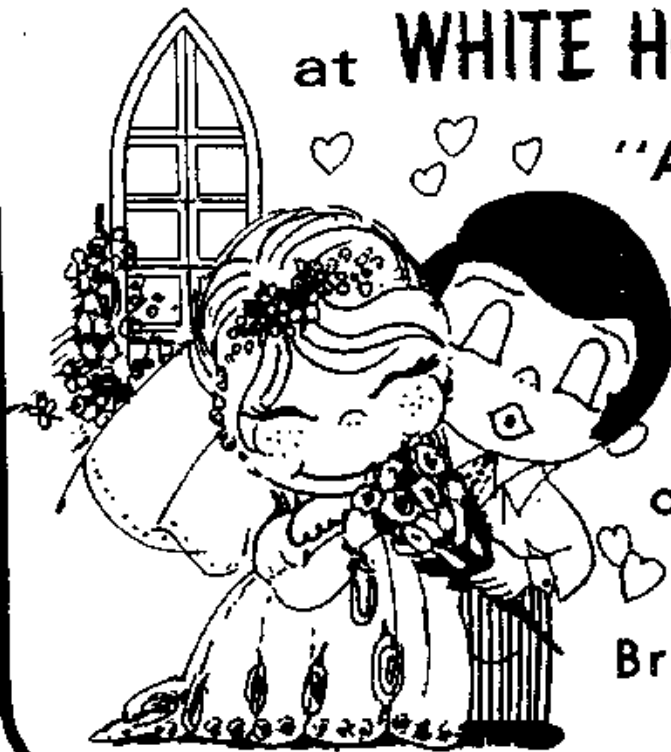
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