

FEB 77



**The  
BRISBANE**

**Sporting Car Club**

**MAGAZINE**



1977 OFFICE BEARERS

PHONE NUMBER  
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| CHAIRMAN.....              |                |          |               |  |

POSTAL ADDRESS

All correspondence for the club should be addressed:

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

CLUBROOMS

BSCC Clubrooms are located on the corner of Reid and Hawthorne Streets at 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 to the wife, fiance and/or 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

## MEMBERSHIP REPORT

The end of 1976 saw the Brisbane Sporting Car Club with a record membership of 295 financial members consisting of 255 ordinary members, 28 associate members, 5 life members and 7 honorary members. At this rate we will soon pass the 300 members mark.

At the end of January membership stood at 57 - 39 ordinary members, 6 associate members, 5 life members and 7 honorary members, considerably fewer than at the same time last year.

A warm welcome is extended to the following people who became members of the BSCC since the last issue of the magazine:

|                        |                       |
|------------------------|-----------------------|
| Steve Ballard.....     | Herston               |
| Trevor Fitzgerald..... | Corinda               |
| Bruce Fullerton.....   | Kenmore               |
| Alf Grant.....         | Yeronga               |
| Gary Jackson.....      | Coorparoo             |
| Lone Jensen.....       | Woodridge (associate) |
| Alan McCormell.....    | Corinda (associate)   |
| Malcolm McConnell..... | Corinda               |
| Mark McCormac.....     | Milton                |
| Cam Moody.....         | Kenmore               |
| Mick Norris.....       | Slacks Creek          |
| Neil Taylor.....       | Alexandra Hills       |
| Colin Wilton.....      | Waterford             |
| Peter Wintour.....     | Mansfield             |

## MEMBERSHIP SUBSCRIPTIONS

Members who have not yet paid their subscriptions for 1977 are reminded that membership fees become due on the first day of January in each year.

Please pay your subscription to the secretary on any Wednesday night at the clubrooms, or if this is not convenient a cheque can be posted to the address shown on page 1.

The membership subscription for 1977 remains unchanged at \$15.00 for ordinary members and \$6.00 for associate members. Associate membership is offered to the wife or husband or children under 17 years of age of ordinary members.

Members living more than 250 kms from Brisbane pay only \$10.00 for ordinary membership.

Members who joined the club from October 1976 onwards, i.e. those with a membership number of 1382 or higher, obtain their 1977 membership for half of the above rates.

Don't become an ex-member - renew your membership NOW !

## MISSING PERSONS BUREAU

If anyone knows of the whereabouts of any of the following people please ask them to get in touch with the secretary :

Kevin Bates  
Les Johannesen  
Eldon James  
Mike Lane  
John Maher  
Garry Whybrow

EDITORIAL

Following hasty negotiations on the floor of Her Majestys Theatre I've taken over the editorship from Boyd Owens who ceremoniously handed over the stencil correcting fluid to me after the December issue was produced.

Apart from the usual cry for material (6 metres of lined curtaining material would be fine) I feel I should say at the outset that if an English editor is unacceptable to my Australian readers (after all I am a guest in this lovely country) I will reluctantly hand over the reins to any other nominee. However should I continue to edit this volume I crave the readers indulgence for differences in phraseology, terminology, archieology and any other ology's you can think of.

The magazines terms of reference will remain the same, that is everyone will look at the back page to see whats on and use the rest for such duties as stuffing up holes in boats, straining the fat off of chips and other 'bush'uses we shant enlarge upon.

Now comes the new editors first winge, which is after all his perogative if not his duty. So winge No.1 is the slack and off hand way one is dealt with in motor accessory shops. Now I'm not expecting the staff to grovel while dusky maidens pop peeled grapes into my mouth (although I shall certainly frequent any shopp that offers these services) but considering that there sole aim is to extract as much money from me as possible the service offered is over-familiar in the extream.

Having dealt with the public myself I know that 90% of the people who come in are either time wasters/barmy/on the run from the police/sheltering from the rain/or after periodicals exposing fleshy tints (heavens above I almost forgot to put the n in tints) but this is no reason for familiarity to breed contempt, rather let unfamiliarity breed respect and wait until you've got the suckers money before speaking to him through a crowd of Chico roll crumbs.

Pete Smith

1977 NAVIGATION SCHOOL

Navigating's a peculiar business and theres nothing like experience and practice to increase competance. However for those new to the art and those experienced navigators who dont think they know it all I can heartily recommend the Navigation School which will be held in the clubrooms at 2000 hrs on March 7th, 14th and 21st. Last year it was excellant and most of the class of '76 can now be seen Hanging on/calling out directions and distances/unwrapping drivers sweeties/brewing tea/and praying, all at once as if to the marnner born. The only thing they dont check is your resistance to navigators sickness, just ask Daryll (I'll have to get this dry cleaned again) Kelly.

MARCH 26/27th NOVICE RALLY

NO LIMIT TO ENTRIES :

75% BITUMEN !!

290 KMS COMPETITIVE MOTORING DOWN WARWICK WAY !!!

EXCELLANT PRIZES !!!!

KALUMNA St

Regulations available now from Mrs. Kabele, 118 Kaliumna St, The Gap

Q.406, 173.....I intend to have a go with Mrs Smith in my un sumpguarded Civic so if I can - YOU CAN.

N.B. - SPECIAL \$50 PRIZE FOR MOST SUCCESSFUL NAVIGATION SCHOOL ENTRANT.

BRISBANE SPORTING CAR CLUBOFF ROAD RALLY19 DECEMBER 1976AN EXCELLANT DAYS MOTOR SPORT

This was the clubs first Off Road Rally since the adoption of the Off Road members a few months ago. Originally scheduled to take place on Nov. 14th bad weather caused its cancellation, but a week of sunshine guaranteed its taking place today.

The course ran for 40kms through the property of Hardboards of Australia Ltd and the competitors were split into 5 classes, 2 wheel drive upto and over 1600cc, BAJA Buggies, 4 wheel drive vehicles and sports and touring.

Apart from odd views of the BAJA (pronounced BA-HA Im informed) 1000 which takes place across California and Mexico, and which has been won in the past by the vastly talented A.J.Foyt, this was my first introduction to the sport - so I ask the indulgence of those members 'In the know' while I convey my impressions.

I'd learnt a few days earlier of the two different types of vehicle produced specially for the sport, "Choppers" which are VW saloons variously cut about with metal panels replaced by fibreglass, and "Toads" which are the beach buggy type creations surmounted by a vast roll cage and toting a ginormous VW motor at the rear.

When I arrived at the base camp which nestles in the hills only a few kilometres from the Ipswich road the cars were just setting out on their 'slow' reconaissance lap. First impressions were of how un-VW-like the engines sounded, the normal strangled chuff-chuff exhaust note replaced by the booming, blipping throttles of a competition motor. The running of the event on the actual day was in the capable hands of Jeff Tremaine and Alan Lawson, I took Alan around ahead of a gaggle of control officials who he placed in their positions, the marshals handed out cards as proof of passage but one competitor at least came up with an interesting variation as I shall recount later.

Back at the base as the competitors champed at the bit and dispareged each others welding I spoke with the driver of car No.9 Ed Turnham, who was entered in his Cheetah 'toad'. Ed produces these vehicles on a "semi-professional" basis and he's obviously proud to participate in Australia's fastest growing motor sport. His car, very smart in aerial search yellow carried the message for Overlander Magazine on its flanks. The cockpit is as narrow as can be and still accomodate two people (I immediately think of the 'Mosquito' aircraft which was so narrow that the pilot and bomb aimer had to sit slightly staggered so as to allow sufficient elbow room), to protect the occupants a steel frame of similar thickness to the Story bridge is built over the cockpit and pontoons run along each side. I'm not an expert on VW suspension but I think twin Bilstein shock absorbers at the rear and single massive ones on the front are an addition. The engine sits exactly the rear axle and set as low as possible, I presumed that the Bilsteins would kill any roll oversteer so the car would understeer into bends and oversteer mightly out as the considerable power caused the rears to lose grip. The massive rear tyres on Ed's car were of chunky block pattern and produced by Gates in the USA.

At this point my enthusiasm had been considerably warmed, and it was with keen anticipation that I drove off to where Peter Cox was due to take some snaps about  $\frac{3}{4}$ 's of the way round the magnificent circuit.

TWO LAPS BEFORE LUNCH

Trouble struck some competitors very early on in the event, such is the testing nature of the event that any defect in the machinery makes itself known at once, and the tales of woe before lunch were as follows, Graham and Dawn Neville's Tow'd retired on the second lap, Stephen Blackburn and Theo van Doore's Kelpie had gearbox trouble, Kevin White and Lee Evan's Chenoweth lost a wheel, John and Micheal Sauer's T/Frame disappeared as did Greg Chalk and Ian Baker's Tow'd. Conrad Blackburn and Lone (pronounced Launa) Jensen struck a bank and following competitors said that their car provided a valuable pointer as to the roads direction ! Cedric Loy and Pat McCreery blew the head gasket on their Diahatsu, Eric and Selana Bond had trouble before lunch but ran afterwards and Ian Bond and Marianne Fahey did not start.

I joined Peter Cox in a very steep creek crossing which fortunetly had only a little water in it. We waited for about 10 minutes then the bellowing approach of a toad heralded the appearance of Jim Adness and Bill Daley who slid gently into the water and rocketed out, the Cheetah swinging from side to side as the fat rear tyres scrabbled for grip amongst the sand, dust and treeroots. Seeing that the cautious approach into the water was the thing to do, I decided to take a picture of the next car from a very low level and get the car rearing in the air with water pouring off of the wheels. However, when Colin Leavey and Peter McNeven arrived in the Tow'd they were doing about a thousand miles an hour and covered me in wet sandy muck, not only that but they almost removed all I hold dear (My wallet was in my left pocket). It took me 15 minutes to clean the camera, I thank God I had my mouth shut. Peter Cox laughed so much I thought he'd need an oxygen tent. I made myself scarce before the next car arrived and crossed the creek and walked up the track. The original track had been washed away at some time and the new piece of road was narrow and closely lined with trees, the slim projectiles looked very vulnerable as they skipped and slipped with the rear wheels inches from disaster. Further on, on a long (but rough) downhill straight, Cedric Loy (Who I'm sure wont mind me calling him a man of mature years) came hurtling long in the big tyred but tiny Diahatsu 4wd, the small white silent car looking almost ghostly as it sped past trailing a big plume of dust. The last car through was the gallant Hank Kabel and Pat Hetherman in the Mazda RX3, the only Sports/Touring car entered and looking gigantic in comparison.

THE LUNCH BREAK

At the halfway the positions were as follows, 1st Ed Turnham/Paul Watkinson 2mins, Jim Adness/Bill Daley 3 ms, Dave Gardiner/Peter Hamlyn VW Baja 5½ms, Gary Wolfe/Ed Hopkins 9ms, Colin Leavey/Peter McNeven 17ms and Hank Kabel/Pat Hetherman 22 mins.

Hank thought that the track was a bit rugged for normal rally cars and that the toads were digging out the creeks with their rear wheels. In fact he'd lost 4 minutes (!) winching the Mazda out of a creek on the second lap, coincidently Hanks name on the side of his car has worn away till reads YANK. His navigator Pat, had made pace notes on his way round (try that in a toad) and he was busy making his 70mph ScRAWL into something more readable. Whilst commiserating with some, congratulating others and admiring the lovely ladies a big cheer went up as Ken White drove in at speed with his offside front wheel missing. He'd done about 16kms as a tripod and the brake was worn half away, I understand it understeered on left handers.

THE AFTERNOON RUN

After a glass of G.I. lime Alan and I set off with a gaggle of officials again. We had a good belt through the woods but has the map hasn't been updated since 1860 (when the first survey was done by stone aeroplane) we ended up where we'd come from so we were forced to spectate instead. A gaggle of us including the junior Kabels, Greg and his languid beauty and Lee Drummond walked down to the creek crossing where I'd spent the morning. The first 3 toads crashed through then Gary Wolfe and Ed Hopkins Cheetah jumped in to the creek but gearbox trouble or clutch slip made their exit an exercise painful to watch, also their right front wheel was dangling free of any steering and the car gently nudged into the bank, requiring much too-ing and fro-ing to get out. Hank was next and the Mazda scabbled out looking pretty desperate. The final car through was the Bond's VW Baja running after a morning's problems. I saw the car pull into the passage control and Selena (God Bless lady navigators) tried to give the control official a card (vice versa is the normal thing), after a moments hesitation he shoved the card into her hand, she gave a squeek of surprise and Eric belted the Baja down the track. I went down to the finish where I saw a white haired trembling Henry Honda (will he survive 6 months marriage?) and the competitors arrived back, Hank being delayed once again by the creek crossing. The final results were as follows;

|     |                                    |        |
|-----|------------------------------------|--------|
| 1st | Jim Adness/Bill Daley Cheetah      | 4m §   |
| 2nd | Ed Turnham/Paul Watkinson Cheetah  | 5m     |
| 3rd | Dave Gardiner/Peter Hamlyn VW Baja | 8m §   |
| 4th | Gary Wolfe/Ed Hopkins Cheetah      | 22½m   |
| 5th | Hank Kabel/Pat Hetherman Mazda RX3 | 46½m § |

(§ denotes class winner)

It was very refreshing to hear Jim Adness say he'd only won because Ed had had some trouble, still Ed wasn't looking too displeased with his creations in 1st, 2nd and 4th places. To gain an impression of what its like to travel in a toad at a competitive speed Jim took me for a 10 minute blast through the woods. To start with we had the performance with the crash helmets, everybody present (all those who wanted to see if your editor would faint with fright) asked if I wanted an helmet and I said "No" hoping someone would insist that I wear one, however no one did so I had to squeek up and borrow a bonedome with goggles. I clambered in and squeezed away from Jim's elbow, the stout frame surrounded us (a reassuring sight) and the lack of space meant that the gauges were hung from the frame in front of us. Jim started the engine and apart from a generous amount of noise and the dials springing to life there wasn't the vibration I expected. We turned into the forest and WHAM, WHAM, WHAM Jim shot through the gears, the rough mountain road, all ruts and gibbers snaked left and right climbing steeply. The Cheetah was sensational at ironing out the bumps, all the irregularities could be ignored and the car just pointed into the corner, to cope with all this stress the front wheels were going through massive changes of inclination, rising and falling, one moment almost the whole of the wheel was visible and then it disappeared. The car was neutral into corners and  $\frac{3}{4}$  of the way round Jim poured on the power and the back slid round, the car adopting huge angles of sideslip. Less it be assumed that Jim was taking it easy, on one right hander we headed staunchly for a big tree (at least it would have stopped us disappearing over the edge) but just as I got the words "Our father which art in..." out Jim collected the car and we just nudged two enormous logs on the right instead. We stopped to inspect for any damage (I didn't like to enquire how much a tyre cost - the figure would probably look like the UK's trade deficit) then we returned. Going downhill the oversteering tendencies were much more pronounced,

the best corner of them all was a third gear righthander that we entered at enormous speed. Jim crouched and tip-toed round, making very small steering corrections as centrifugal force fought momentum.

I left shortly after as the blushing competitors lined up for the official results and a look at the prizes, I swear I left so soon after my ride because I had to phone Channel 7 with the results and not because of any more personal problems.

A bonzer days outing and Alan Lawson has a fund of plans to make the next one even better, so this is one event no club member should resist in future.

Our heartfelt thanks to Hardboards of Australia, and if your going to spectate and you smoke for BSCC's sake bring peppermints instead.

Ed.

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I see that the manager of the biblical football has been sacked, serves him right for keeping a Lot in reserve.

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Why wouldnt you deal with a builder who used a ruler made of ice ?  
He was only interested in temporary measures

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FOR SALE....FOR SALE....FOR SALE....FOR SALE.....FOR SALE....FOR SALE

BRUCE MALLET AT 224 5211 (business hours) has for sale the following articles.....

- 1 Map Board
- 3 Rally Romers
- Assortment of maps
- 2 Pencils
- 1 Helmet

A complete navigators kit (apart from the plastic bags) for only \$20

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LEE DRUMMOND at 398 7163 offers

MAZDA R100 RALLY CAR, BOND ROLL BAR, ALLOY SUMP GUARD,  
NEW MOTOR AND SUSPENSION + OTHER EXTRA'S.

\$1200

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ATTENTION - THIS MEANS YOU !!

The clubs property officer, Mr Mckewen has offered to "reduce me to a jelly" if I dont put a word in BEGGING PEOPLE WITH CLUB PROPERTY TO RETURN IT . So if you've got any flags, control boards, stakes, bunting or Valerie Goodbody (38-24-36) the clubs tea lady whose been missing since 1958 (and its only 2200 now) please bring them back as the cupboard is looking bare.

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MIKE DRUMMOND AT 371 2447 HOME  
372 2744 or 372 2987 WORK

1965 CORTINA RALLY CAR...IDEAL BEGINNERS CAR.....  
All set up with CAPRI GT CLOSE RATION GEARBOX and CLUTCH, TRIPMASTER,  
ROLLBAR, SUMP GUARD, TWIN FUEL TANKS, LAMINATED SCREEN, SUSPENSION  
UPRATED, ALTERNATOR plus Spare Screen, struts, panels etc included.  
PRICE..\$800, but will haggle.



|   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|
| S | U | R | T | E | E | S | F | Z | T |
| L | L | I | H | P | O | A | W | B | D |
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| F | I | T | T | I | P | A | L | D | I |
| A | H | I | Z | S | B | W | T | C | R |
| Z | G | A | H | H | E | T | H | A | A |
| G | T | I | A | M | E | H | C | F | C |
| I | F | M | O | R | A | O | N | L | S |
| O | S | T | E | W | A | R | T | L | A |
| H | U | L | M | E | G | N | O | O | P |

Since the world Championship began in 1950 there have been 15 World Champions, all their names are within this puzzle. Names may run forwards, backwards, up, down or diagonally. The editor will be pleased to give a worthwhile prize to the first correct entry opened on Saturday 5th March.

Pete Smith  
15 Laurel Street  
Woodridge  
Q.4114

N.D.S.C.C. RALLY - 22nd JAN. 1977

This event was a closed Rally (B.S.C.C. Invited) of 300 km run mostly over the forestry roads in the Gallengowan area, N.W. of Jimna. With route-charted competitives and mapped transports it was a good opener for the season, with a few of the "quickfoots" out for a run including Murray Coote taking his new beast ( a very quick 120Y) out for its first outing. Other crews in this category included Lloyd Robertson/Tony Best

in a SLR 5000 and Rod Browne/Lloyd Mellor in a Datsun 1600. The event got under way from Strathpine Motors at 4pm with a transport and meal break at Kilcoy to the start of the first competitive up the Monsildale Road, The rest of the rally was run in Forestry, mainly on good roads, although a little rough in places.

Although this was the first rally in which I've actually completed (I was sitting in the hot seat next to John Barr) I think that the times were very competitive for a club event. After a total of 12 sections, 6 of these being competitive, Murray Coote/Brian Marsden finished 1st down 33pts, followed by Rod Browning/Lloyd Mellor on 39 pts with our own Ruth Tindal/John Blake in Gower Agencies Torana XU1 down 73 pts in 4th place (These results are not official). All in all a good rally which I think was enjoyed by the majority of competitors.

Many thanks to Paul McLoughlin and his team from the N.D.S.C.C.

BOYD OVENS

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### CLUB NIGHTS

#### JANUARY 19th OPEN NIGHT

The 1977 club night season got under way quietly with an evening for cracking tubes and conversing. The lucky and beguiling Marie Reynolds is driving an Honda Civic under the auspices of Bennett Honda/Adrian Taylor. An anonymous little bird (Alan Lawson) told me Adrian was changing his affiliations but he kept a straight face when he told me so it cant possibly be true.

#### Jan 26th "Family Film Night"

The film "Race with the devil" should have been a bit frightening for the kids but my observations of the front 3 rows didnt show any signs of distress. It was the sort of film only "Hollywood" can do properly, by the finish Nevada was knee deep in smashed cars and assorted dead bodies and (a 1970's touch) at the finish our heroes were left in a very dire predicament. One wonders why the 'badies' didnt shoot the 'goodies' tyres but if the Indians in 'stagecoach' had had the sense to shoot the horses John Wayne might still be only a midnight cowboy. Also during the night we had the 1976 championship awards presented:

Peter Snell - Club Champion 1976 "You've got to be in it to win it, in fact you've got to be in it to learn".

Ruth Tindall - Ladies Champion "Started every rally we could, finished every rally we could."

Les Barron - Night Run Champion

Dennis Brown } tie-Club rally Champion(s)  
Simon Kable }

Glen Carpenter - Speed Event Champion

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#### Feb 2nd Expert Night Run "Blake's Baffler"

The route went "Out around the back" Ennogere/Sanford way, the correct course taking about 40 kms. I had a look at the instructions and they appeared to be continually turning 1st right, I'm surprised no-one emulated the OOZLUM bird and disappeared forever.

Big Ed's Column

First a cautionary tale. My much admired Honda Civic has suffered a couple of deaths in the front shock absorber department. I was never too keen on the standard shockies (that dull thud was Adrian Taylor fainting) so I first tried to get some Bilsteins but when they rebuffed me I ordered some Koni's. These arrived (and at hideous expense) I obtained the Koni inserts for my front struts. However when we came to fit them we couldn't make out how the old insert came out, a few phone calls bought the hideous news that shortly before I'd obtained Yonda Honda the factory had gone over to one piece shock absorbers which couldn't be dismantled, so now I've got to get some old struts and old Honda's arnt too plentiful in the wreckers. I've placated Mrs Smith (! dirty bugger) by telling her the Koni's cost as much as a night at the theatre, what I didnt tell her is that the theatre is in New York and the cost included the air fare!

I suppose a fair proportion of club members saw the television production of "Wheels Car of the Year" award. Certainly the best car won but didnt the big stuff look gormless on the rough and I dont think I'd care to navigate for the Wheels testing staff. The production wasnt crash hot either, driving isnt "Fun, fun, fun", driving is watching Iqbal score a century then taking your Mother-in-law to see eccentric Aunt Edna who used to dance with sailors in the 1920's, also, apart from the lady singer who was OUTstanding the comedians were'nt and the toothpaste adver of a compere should be led back to Jackie's House where he belongs.

Are there any other club members interested in rebuilding old cars? I'm currently dismantling a 1951 Jowett Javelin, a lightweight (21cwt) car with torsion bar suspension and a 1½ litre flat four engine, they won there class in prestige saloon car races and as a car there far superior to Riley RME's etc. of the same era. The project is anticipated to take at least a year and then when we need two cars I can use the Jowett while the incredible Mrs Smith is relegated to the Honda.

What an exciting thrash round the mountain the 1979 World Championship Australian Grand Prix will be if it takes place at Bathurst. Imagine John Watson in a Ferrari flat-12 twitching left-right through the tight ess-bend a little before the main straight, or the first lap as the 24 fastest cars and drivers in the world come streaming down Conrod straight before they all stand on the brakes and WANG..WANG. WANG past the pits. What we should do is hire a van to carry the necessary equipment and get a few keen club members (me for one) to set up a BSCC camp so we can live together under canvas for the two days of practice and the race itself. If anybody else is interested (if it comes off that is) perhaps we could start a list.

Now this may seem a strange subject for a motor magazine but being sporting motorist I presume we're interested in power and torque so I'd like to draw your attention to mens long socks. Now after a long day wearing my longies they are both twisted to the right and I presume that its because of the torque effects of my leg muscles, however my boss must have funny legs because his socks twist round in opposite directions, I've tried making sudden turns to the left but muscielash makes my socks lean over even more, one answer that springs to mind is that socks are like bath water and that they turn in different directions in different hemispheres, if anybody has made a study of the subject north of the equator the editor would be delighted to hear from them.

## HOW TO RENEW YOUR ROAD EVENT LICENCE

The cost for a road event licence for 1977 is \$9.00, which includes a copy of the CAMS Manual.

CAMS requires that applications for issue or renewal of all licences be endorsed by the Secretary of the Club. This of course cannot be done until you have paid your membership subscription for 1977.

Licence fees are paid directly to CAMS and not to the Club Secretary. For those members who are unable to attend the clubrooms on a Wednesday night to have their applications endorsed, one of the following procedures may be adopted. Either :

- (1) Post your completed CAMS licence application form (together with your 1977 club membership subscription if not already paid) to the Club Secretary and it will be endorsed and posted back to you, or
- (2) Post the completed CAMS licence application form, photograph, expired CAMS licence and licence fee (cheques made payable to CAMS) (together with your 1977 club membership subscription if not already paid) to the Club Secretary and it will be endorsed and posted onto CAMS. CAMS will return your new licence by mail.

## CAMS DINNER

The 1977 CAMS annual dinner will now be held on Friday 25 February. If you are interested in attending please contact Chris Goodreid who is organising the BSCC contingent.

## CONTROL OFFICIALS REQUIRED

Gold Coast Tweed Motor Sporting Club are organising the Shell Monaco & Shell Nerang closed Rally on 5th/6th March 1977, and have asked the assistance of control officials from the club.

If you are interested in manning a control on the night, please either contact the director, Robert Dunn, on (075) 39 8844 during working hours, or advise the Club Secretary, or place your name on the notice at the clubrooms.

## NAVIGATOR GRADINGS

CAMS have advised that from 1 January 1977 navigators will no longer be graded in the same way as rally drivers. Experienced competitors (drivers or navigators) will, however, be prevented from competing (as Driver or Navigator) in novice events.

## SUB-COMMITTEE MEMBERS REQUIRED

To aid the smooth running of the club, various sub-committees have been formed to look after the running of the various aspects of club activities. A list of the sub-committees and their Chairman is published on Page 14.

The club is always looking for volunteers for these sub-committees. If you would like to assist in any way, please contact the Chairman of the appropriate sub-committee.

## CHANGES TO RULES

A number of minor changes to the Rules of the Club were passed at the Annual General Meeting in November. In detail:

- (1) Rule 2 (a) (v) is amended to read as follows:  
"Any person 17 years of age or over shall be eligible to make application for Ordinary Membership."
- (2) The first sentence of Rule 2 (a) (vi) is amended to read as follows:  
"The wife or fiancée, and/or child or other relative under 17 years of age, of any Ordinary or Life Member shall be eligible to apply for Associate Membership."
- (3) Rule 6 is amended to read as follows:  
"Any member whose subscriptions for any one year remains unpaid on the first day of April in that year shall cease to be a member of the club."
- (4) Rule 31 is amended to read as follows:  
"The president, Vice-president, Honorary Treasurer, Honorary Secretary, Assistant Honorary Secretary and Club Captain shall be the office bearers of the Club and shall be elected each year at the Annual General Meeting of the Club and shall hold office until the following Annual General Meeting when they shall be eligible for re-election."
- (5) The second sentence of Rule 44 is amended to read as follows:  
"The committee may appoint other officers for special duties for such purposes and on such terms as the committee may think fit."

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## THE CLOSED OFF-ROAD RALLY ON SUNDAY 13 MARCH

As I believe I've made clear on my report of the last Off-Road Rally I was vastly impressed by what I saw, the quantity, quality and quickness of the cars and the bravery, skill and grit of the drivers. We have graciously been allowed to use Hardboards of Australia's property at CAMIRA and there's plenty of scope for excellent spectating but remember we're on a good behaviour bond so don't do anything silly. To reach the course turn left (this presumes most club members will be travelling Brisbane-Ipswich) off of the Ipswich Rd at Gales onto the OLD LOGAN ROAD. After a couple of miles the road becomes a dirt one and then turn first (?) right over a cattle grid (it will be signposted on the day) and its a further few miles to the course. Come along, bring your grub, bring the kids on leads, leave the dogs at home and be impressed like I was.

# 1976 CLUB CHAMPIONSHIPS - THE FINAL RESULTS

## MOTORKHANA CHAMPIONSHIP

|                      |     |
|----------------------|-----|
| Greg Heath.....      | 123 |
| Peter Snell.....     | 112 |
| Les Barron.....      | 92  |
| Lee Drummond.....    | 89  |
| John Blake.....      | 67  |
| Keith McConnell..... | 56  |
| Glen Carpenter.....  | 52  |
| Henry Ryman.....     | 51  |
| Charlie Blake.....   | 49  |
| Steven Snell.....    | 46  |

## NIGHT RUN CHAMPIONSHIP

|                     |     |
|---------------------|-----|
| Les Barron.....     | 114 |
| Peter Snell.....    | 107 |
| Peter Cox.....      | 90  |
| Boyd Ovens.....     | 90  |
| Simon Kabel.....    | 75  |
| Alan Rolandsen..... | 75  |
| Charlie Blake.....  | 70  |
| Ruth Tindal.....    | 63  |
| Mike Leach.....     | 57  |
| John Blake.....     | 51  |

## RALLY CHAMPIONSHIP

|                     |    |
|---------------------|----|
| Dennis Brown.....   | 28 |
| Simon Kabel.....    | 28 |
| Hank Kabel.....     | 27 |
| Jeffi Tremain.....  | 25 |
| Peter Snell.....    | 24 |
| Greg Heath.....     | 23 |
| Trevor Gynther..... | 21 |
| Iain Stewart.....   | 21 |
| Chris Meadows.....  | 21 |
| Murray Coote.....   | 21 |

## LADIES CHAMPIONSHIP

|                      |    |
|----------------------|----|
| Ruth Tindal.....     | 37 |
| Maria Reynolds.....  | 36 |
| Carol Howard.....    | 23 |
| Jan Wickham.....     | 23 |
| Betty Snell.....     | 22 |
| Marlene Ryman.....   | 21 |
| Noelene King.....    | 13 |
| Ann Thomson.....     | 13 |
| Lynne Carpenter..... | 12 |
| Pat Nixon-Smith..... | 10 |

## SPEED EVENT CHAMPIONSHIP

|                      |    |
|----------------------|----|
| Glen Carpenter.....  | 64 |
| Peter Snell.....     | 56 |
| Keith McConnell..... | 45 |
| Greg Heath.....      | 29 |
| Gary Blower.....     | 22 |
| Maria Reynolds.....  | 21 |
| Bill Frasert.....    | 18 |
| Henry Ryman.....     | 15 |
| Simon Kabel.....     | 12 |
| Ruth Tindal.....     | 12 |

## CLUB CHAMPIONSHIP

|                      |    |
|----------------------|----|
| Peter Snell.....     | 37 |
| Greg Heath.....      | 26 |
| Simon Kabel.....     | 22 |
| Les Barron.....      | 20 |
| Glen Carpenter.....  | 17 |
| Keith McConnell..... | 16 |
| Hank Kabel.....      | 12 |
| Dennis Brown.....    | 11 |
| John Blake.....      | 10 |
| Peter Cox.....       | 10 |
| Boyd Ovens.....      | 10 |

## ADVANCE DETAILS OF THE CLOSED AUTOCROSS AT BEENLEIGH ON FEBRUARY 27.

The course is about 500 metres long and it is eminently suitable for cars without sumpguards (such vehicles have performed very well in the earlier autocross's organised by Glen Carpenter). To reach the course take the Beadesert Rd out of Beenleigh and EITHER 11kms OR 11 miles out of Beenleigh (taking the distance from Beenleigh centre) turn LEFT on SHAW POCKET ROAD and the course lies about 600 metres further on. The event starts at 10.00 am when competitors cars will receive a safety check. So if your lady friend is keen to have a go but the motorkhana flags confuse her this would look ideal.

## COMING EVENTS

- Wed 16 Feb Expert night run by Pat Hetherman & Cedric Reinhardt
- Sat 19 Feb Working Bee at the clubrooms starting at 1.00pm
- Sun 20 Feb IWMAC Queensland Motorkhana Championship Round 1
- Tue 22 Feb Special Committee Meeting starting at 6.30 pm
- Wed 23 Feb Bingo night at the clubrooms
- Fri 25 Feb CAMS Dinner
- !Sun 27 Feb Closed Autocross at Beenleigh starting at 10.00 am organised by Glen Carpenter.
- Tue 1 Mar Committee Meeting starting at 6.30 pm
- Wed 2 Mar Wine and Cheese night at the clubrooms  
Admission \$2.00 for Gentlemen and \$1.00 for Ladies
- Sat 5 Mar GCTMSC Shell Monaco and Shell Nerang Closed Rally, BSCC Invited, Supp Regs now available from the Secretary
- Sun 6 Mar MGCC Closed Hillclimb, BSCC Invited
- !Mon 7 Mar Navigation School in the clubrooms starting at 8.00 pm
- Tue 8 Mar Off-Road Sub-committee meeting.
- Wed 9 Mar Novice Night Run by Larry Stinson & Keith McConnell
- !Sun 13 Mar Closed off-road event at Camira organised by Allan Lawson
- !Mon 14 Mar Navigation School in the clubrooms starting at 8.00pm
- Wed 16 Mar Ladies Night at the Clubroom  
Entries close for the Mountains and Lakes Rally
- Sat 19 Mar Working Bee at the clubrooms starting at 1.00 pm
- Sun 20 Mar HTCC Queensland Motorkhana Championship Round 2
- !Mon 21 Mar Navigation School in the clubrooms starting at 8.00 pm
- Wed 23 Mar Expert night run by Greg Weale and Dave Ambrose
- !Sat 26 Mar BSCC Mountains and Lakes Rally (Novice)
- Wed 30 Mar Clubnight at the clubrooms
- Sun 3 Apr Lakeside Reces
- Tue 5 Apr Committee meeting starting at 6.30 pm
- Wed 6 Apr Presentation of Trophys for Mountains & Lakes Rally

Those events marked with a ! are explained fully within the magazine

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