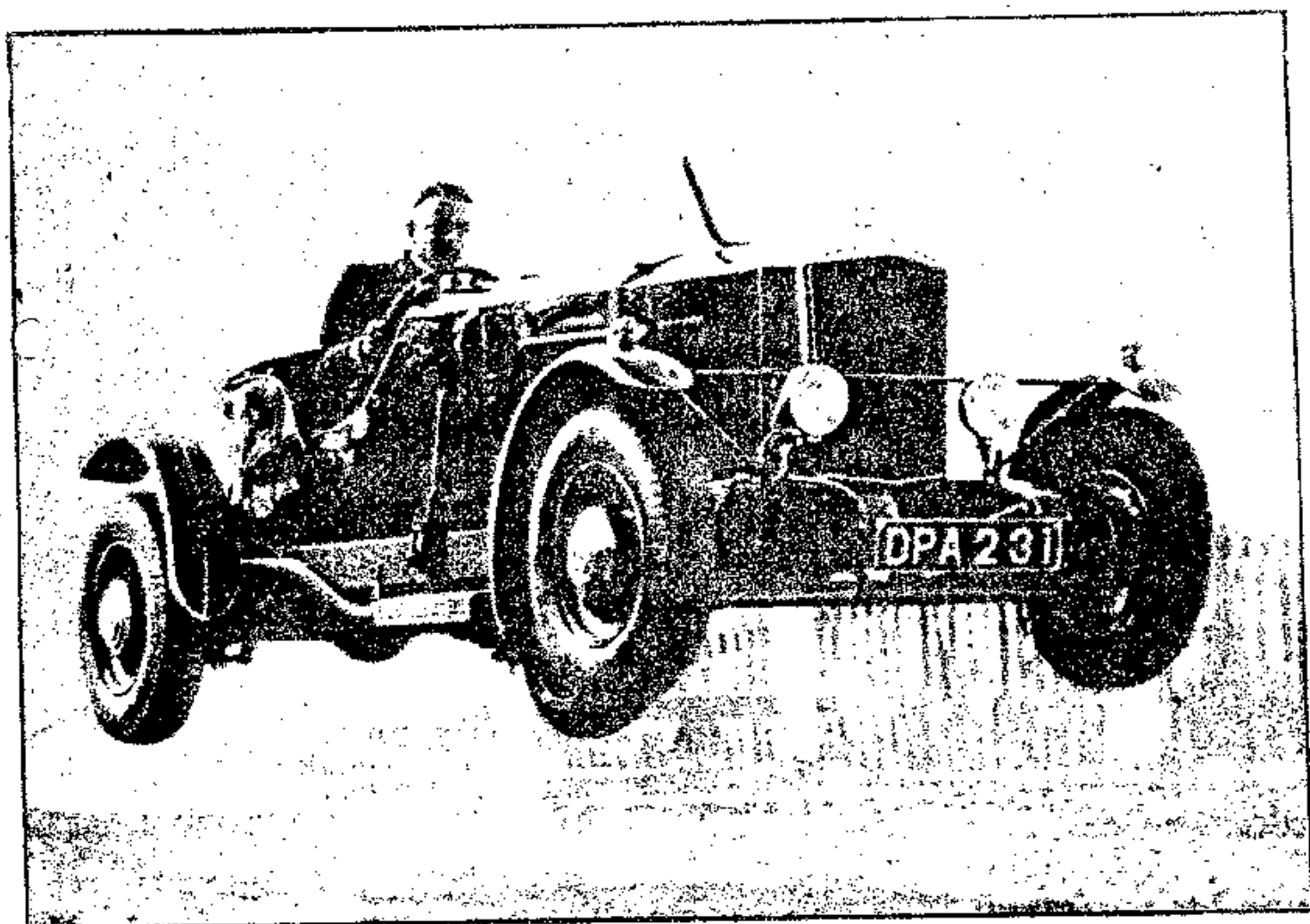


The Brisbane Sporting Car Club

MAGAZINE

CAMS AFFILIATED

PRICE 20c



- APRIL 1977 -

Registered at Brisbane for posting as a periodical - Category B

1977 OFFICE BEARERS

		<u>Phone Number</u>	
		<u>Home</u>	<u>Work</u>
PATRON			
PRESIDENT	Chris Goodreid	355 6016	33 4547
VICE PRESIDENT	Garry Connelly	275 1497	221 6899
IMMEDIATE PAST PRESIDENT ..	Gary Blower	48 3214	
HON. SECRETARY	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	Hank Kabel	30 2617	343 4344
HON. TREASURER	Charles Blake	38 2693	
CLUB CAPTAIN	Glen Carpenter		370 6576
COMMITTEE ...	Dave Ambrose		
	Lee Drummond		
	Allan Lawson		
	Warren McKewen		
	Graham Neville		
	Boyd Ovens		
	Larry Stinson		
	Barry Torrens		
	Greg Weale		
	Colin Young		
CAMS DELEGATE	Garry Connelly	275 1497	221 6899
HON. AUDITOR	Neve Johnston		
PROMOTIONS OFFICER			
PROPERTY OFFICER	Warren McKewen	355 1086	
REGISTRAR	Gary Blower	48 3214	
<u>BUILDING SUB-COMMITTEE</u>			
CHAIRMAN	Gary Blower	48 3214	
<u>FINANCE SUB-COMMITTEE</u>			
CHAIRMAN	Charles Blake	38 2693	
MAGAZINE EDITOR	Peter Smith	208 1721	275 2255
<u>MOTORHANA & SPEED EVENTS SUB-COMMITTEE</u>			
CHAIRMAN	Larry Stinson		378 1274
<u>OFF-ROAD SUB-COMMITTEE</u>			
CHAIRMAN	Graham Neville		52 2595
<u>RALLY SUB-COMMITTEE</u>			
CHAIRMAN	Allan Lawson	57 3261	
<u>SOCIAL SUB-COMMITTEE</u>			
CHAIRMAN			

POSTAL ADDRESS: All correspondence for the Club should be addressed:

The Hon. Secretary
Brisbane Sporting Car Club
PO Box 314
WEST END 4101
Brisbane

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 \$15.00 for ordinary members and \$6.00 for associate members. Associate membership is offered to the wife, fiancée 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

Editorial

Reading the English magazines my wife gets for me from the excellent newspaper shop opposite the little Church near the Crest Hotel, I have noticed recently a sharp increase in the number of rally competitors "getting the chop", or not to put too fine a point on it, being killed.

One of the reasons is that the UK state forests in the North of the country have roads laid out in a grid plan, so speeds of over 100 mph on the steeply cambered loose surfaced roads are easily on. However, whilst Queensland's state forests do not have the same element of sheer speed, they do have some pretty horrifying drops and (far more seriously) an almost complete lack of spectators, only recently in England the Chequered Flag Lancia Stratos had a monumental shunt and the driver and navigator would have been burnt to death if some very brave spectators hadn't dragged them out.

One area where our members are rather exposed to injury is in the Off Road Rallies at Camira, have the organisers contemplated having a couple of blokes from the St. John's Ambulance (or similar) on hand?

As is obvious from the competitor/miles factor, a really serious accident is a very rare affair but it beholds competitors to check their rollcages (professionally made we hope), seatbelts and to ensure that all the heavy painful bits in the car like spare wheels, wheelbraces, screwdrivers cannot come and savage them in the event of an up and over. If the car should do a nasty however, the quickest way out is through the big hole up front where the windscreen was.

Bon Voyage !

Big Ed

MAJOR FORTHCOMING EVENT - THE LUTWYCHE SHOPPING VILLAGE RALLY

Garry Connelly still requires volunteers for the following duties on Queensland's only round of the Australian Rally Championship, to be held on MAY 7 & 8th. CONTROL OFFICIALS - phone 221 6899 and ask for Julie or Desley, SPECTATOR CONTROLERS AND OFFICIALS TO ASSIST AT START AND FINISH - phone Garry at 221 6899, LADIES to help with CATERING at the SUNDAY NIGHT prize giving (to be held at Lutwyche Shopping Village) phone ALAN LAWSON 52 2994.

AUSTRALIA'S TOP RALLYING TALENT DESERVES YOUR HELP

Entry list includes Colin Bond (RS2000), Greg Carr (RS2000), George Fury (Datsun 710), Dean Rainsford (Saab 99EMS), Ross Dunkerton (Datsun 260Z), Adrian Taylor (Civic), Jim Reddiex (Citreon), Coote (Datsun), Ron Marks (Datsun 120Y), Bob Watson (Datsun 120Y), Gary Mecak (Porsche), Doug Stewart (Lancer), Danny Bignall (Datsun 260Z), Dave Morrow (Gemini), plus local aces KABEL/REIDEL/JEWELS/VANDERSEE and a possibility of Wayne Bell in the Holden Dealer Team Gemini.

The rally cars will be on display Saturday Morning at Lutwyche Shopping Village, the rally begins at Midday Saturday and finishes about 10am Sunday, traditional areas in the Kenilworth Forest will be used, your distant friends who wont be assisting the organisers can obtain full spectator details at the start.

The Sunday Night prizegiving party WILL NOT be an event where the competitors outnumber the organising club members, we dont HOPE you'll be there we EXPECT you to be there.

ANOTHER FORTHCOMING EVENT - CLUB MOTORKHANA - 15th MAY

This may seem an odd event to give such prominence but the event is part of the Tamborine Show and it is the ONLY RING EVENT SUNDAY, so unless we want to look a load of prunes we must send at least 50 entrants. To get to the showgrounds follow the signs to ST. BERNARDS HOTEL and keep your eyes open (The hotels about 3 miles past it). Entries close at 10am on the day and it starts at 10.30. phone Lee Drummond 398 7163 for details.

THE B.S.C.C. MOUNTAIN AND LAKES RALLY
APRIL 26/27 th

Charley Blake pulled the rabbit out of the hat with this novice event run over 400 kms starting in Brisbane and centering on Aratula.

Heavy rain in the weeks before the event caused some problems but 27 crews made it to the start and set out at 1630 on the competition. BSOC members included Jewels/Garbett (Subaru), Watson/Herrod (Ford), Harrison/Ovens (lancer), Ryman/Morris (Datsun), Milner/Ashcroft (Alfa), Bailey/Coleman (Alfa), Kiss/Ronner (Cortina), Goopy/Whiteman (Cortina), & T.Kabel/Pelly in Hanks very smart new Mazda 323.

As always in Queensland if it isnt mud its dust and on an event like this which intermingles people of vastly different experience and talent the latter does cause problems. Also Marlene Ryman and Dave Morris suffered from gear selector problems leaving them stuck in the woods for 20 mins, what the clubs rougher elements made of that I can only leave to your imagination.

At the first Division break the top ten were as follows:

- 1) R.Petty / D.Richardson Gemini 10pts, 2) R.Reid/R.Burbridge Datsun 12
- 3) T.Kabel/L.Pelly Mazda 20, 4) J.Gardner/P.Ainscough Ford 25,
- 5) P.Goopy/B.Whiteman Cortina 27, 6) J.Watson/T.Herrod Ford 31, 7) A.Whiteside/J.Mitchell Datsun 33, 8) G.Harrison/B.Ovens Lancer 34,
- 9) T.Bailey/J.Coleman Alfa 36, =10) A.Anson/I.Helsdon Holden 37,
- =10) D.Milner/S.Ashcroft Alfa 37, =10) L.Low/P.maroney Torana 37.

However on the second half a lot of high hopes evaporated in the tall grass around Aratula. Clarrie Harrison/Boyd (No Im not writing a report) Ovens were booked for speeding, and of the 24 cars which started Division 2 only 14 were qualified as finishers.

To discover what happens to people on their first rally lets put one novice crew under the spotlight:

Tim Bailey and John Coleman had entered in the family Alfa to gain experience for when their Datsun 1600 is ready. When I spoke to them on Wednesday night they were still bubbling over with enthusiasm, rating the event as "very enjoyable" even though the lack of a Halda made distances to two decimal places rather an academic exercise. As a lot of people found the navigating on the second division was harder than on the first. Tim & John dropped 36pts on the first division and then a quick 26 on the section of the second division which they did before calamity befell them. The Alfa, more used to setting remarkable averages on the bitumen, took to the dirt by suffering a brake master cylinder which seized on, an annoying calamity but nothing like it would have been had it seized OFF! two young men who'll definitely be back for more.

Your Editor unfortunately couldnt do the event because of the continuing saga of Yonder Honda's shock absorbers (If I live a 1000 yrs in this lovely country I'll never call them "shockies") of which full details are in Big Ed's column. There was no way Mrs Smith (whose quite respectable on dirt roads, although when things get interesting and she starts saying WHO-O-O-A, WHO-O-O-A I lean forward in my belts and get under the dashboard) was driving me on dirt roads with no shockies (damn!) shock ansorbers so we did a control instead. We went in a palatial VW Kombi complete with (Or Komplete Mit for our German readers) a mistress mattress in the back, 3hrs we spent peering into the gloom (I was looking for Tasmanian Devils will my wife is partial to sailors) and only 11½ cars came by. The ½ car was messrs Anson/Helsdon in their Holden who obviously didnt like the look of me and drove straight past. The most exciting thing was when one of the Torana's (Who had worn all his brakes away) came past at unabated speed squealing like a pig and smelling hot. Then Marlene and Dave came in with Dave looking puffed from his exertions and that was that.

An A1 event, well done Charles (I do wish someone would make a howling mess of an event so your editor could put the boot in, its so unlike me being nice all the time)

Results overleaf

1.	A. Whiteside/J. Mitchell	Datsun	113
2.	R. Reid/R. Burbridge	Datsun	128
	R. Haywood/M. Bates	Torana	128
4.	L. Low/P. Maroney	Torana	130
5.	R. Petty/D. Richards on	Gemini	134
6.	J. Watson/T. Herrod	Ford	148
7.	A. Anson/I. Helsdon	Holden	177
8.	R. Jewels/P. Garbett	Subaru	183
9.	P. Hutchison/J. Roughan	Lancer	198
10.	M. Ryman/D. Morris	Datsun	226
11.	T. Kabel/L. Pelly	Mazda	301
	C. Harrison/B. Ovens	Lancer	Retired
	D. Milner/S. Ashcroft	Alfa	Retired
	T. Bailey/J. Coleman	Alfa	Retired
	P. Kiss/L. Ronner	Cortina	Retired
	P. Goopy/B. Whiteman	Cortina	Retired

Hello a word from the director hisself:

I'd like to thank everyone associated with the Mountains & Lakes Rally for making it the success it was, especially the control officials and poor Lee Drummond who suffered two punctures whilst chaffetring me about. I would also single out the Ladies who produced the results with such commendable speed and accuracy.

Charley Blake

The 2nd Round of the Queensland Motorkhana Championship was held by the Holden Torana C.C. recently. Despite the presence of heavy clouds rain didnt mar the event, although the grounds firm texture at the beginning of the day had gone a little mushy by evening, the event was held just off of the Mt Gravall - Capalaba Road about 1km from Old Cleveland Road. The Results were as follows:

1st O/A	M. McCloy	Mini Special	Class A	A. Taylor	Honda Civic
2nd	L. Sutherland	Renault Special		H. Ryman	Honda Civic
3rd	A. Taylor	Honda Civic		P. Clydesdale	Fiat 500

Class C A. Frericchai Renault 16
A.C. Ferret Renault 16
L. Drummond Mazda

(I'm sure these cant be their real names but the awful telephone line makes me think my informant was on Gr oote Island or somewhere)

The Ladies award went to the charming Marlene Ryman.

The next round of the QMKC is to be held in Toowoomba by the Darling Downs S.C.C., all the clubs stars will be there including (I should think) Adrian (The Million Dollar Man) Taylor.

Recent Clubnights

March 9th A night run which proved successful for Smion Kabel/Donna Francis who lost 10 points compared to D. Corcoran/T. Bailey (20), M. Boothby/D. Wood (30), T. Fitzgerald/W. McConnell (40), K. Fitzgerald/D. Coleman (50) and P. Hoveing/W. Bentley (60) completed the first half dozen. One of the most spectatular and breathtaking events I've ever done, Simon Kable confided to ne afterwards.

March 16th This was Ladies night and several Ladies were in attendence, much good humoured banter and friviolyty was in evidence and that well known club member, Miss Tootsie Wootsie of Hampton Park, said "Dahling it was simply too, too much" and a girl couldn't ask for more than that.

March 23rd An Expert night run organised by Greg Weale and Dave Ambrose, in an in-depth interview about the event Dave Ambrose did state that the route went "out there somewhere" squashing for once and all the rumour

that night runs start and finish in the bar. Pressed closely Mr Ambrose said "Watch out me arms going numb", (As one may have gathered the editor received no results for the last event).

30th March The rare 5th Wednesday of the month saw a crowded and congenial clubnight highlighted by the surprise presentation of two films brought along by Garry Connelly. They were two Mitsubishi films, one about the 1976 "Southern Cross" and the other about the 1976 "East African Safari", both events in which the Mitsubishi Lancers scored resounding successes. The films avoided the worse excesses of the American Productions where the only names heard are of the films sponsors, whether they came 1st or 21st, but the Mitsubishi films were as impartial as the Castrol productions which are models of objective reporting, and exciting camera work.

6th April Saw a General Meeting and the presentation of trophies for the Mountains and Lakes Rally. Chris Goodreid and Jeff Tremain chaired the meeting before a veritable throng of members, They informed us of the clubs plans and threw the floor open for members comments. I said that the floor looked rather nice considering its age and that well known club member Miss Tootsy Wootsy of Hampton Park said everybody was wearing Indigo this autumn. Charley Blake was of the opinion that it wasn't what it was and Daryll Kelly dropped his loose change on the floor, however, Daryll being Daryll nobody noticed. The prize giving is covered in some detail in PART 2 of the continuing story of the Mountains and Lakes Rally.

13th April Lee Drummond's paper chase proved to be an event designed to bring a smile to the weary and a gleam in the eye of the jaded. 14 competitors set off into the heart of darkest Brisbane seeking the elusive pawns in Mr Drummond's game. As I type this the final results are shrouded in secrecy but next months edition will contain the full story.

Here EX ED presents his Dirty Raincoat column:

Rod "Rocket" Cross who last year campaigned a Cortina has put together a Mazda R100 and he is putting his destiny in the hands of Boyd "The Flasher" (and at this point Big Ed hastens to assure people that that is how Mr Ovens describes himself) Ovens and they are all set for the Biggenden Bush Bash.

Trevor Ruddick has put the "Little Red Cit" out to pasture and built up another Citroen 1220 (?) Club. Seems he is trying all sorts of things to make it go round. Corners.

Boyd Ovens

LONELY HEARTS CORNER,

The adorable and effervescent BRUCE UPCHURCH is looking for a reasonably experienced Rally Driver with Car for whom he can navigate. Bruce is mechanically competent and has lots of experience (including Internations) in New Zealand. Aspirants phone 31 2591 (if not there leave a message).

Forthcoming Event - THE BIGGENDEN BUSH RALLY

As announced last month this event starts at 1300 hrs on Sunday 24th April and finishes about 12 hours later, this is of course the Anzac Day long weekend and the whole idea sounds quite splendid, it will certainly give us spectators plenty of opportunities for photography and when the girlfriends mother says "Your taking my Brandee on an all night rally you dirty beast" you can say "Cool it chick, this gig blows by 1 ack emma, your bud will be in snoozeville by 3 of the clock" and if she understands that she'll understand anything. Start at Biggenden Cricket Ground where spectator details will be available, Division breaks at Childers and Dallarnil. ADDENDA-In the above mothers quote insert NOT after Your

April Road Test - MAZDA 323

What better car to introduce the magazines newest feature than Brisbanes newest car.

The Mazda 323 is the sort of sensible unflamboyant design that is selling like hot cakes at the moment. The car I drove for 375 kms was the five door version with the rear seat that was foldable in whole or part. Not the sort of car to inspire dreams of demolishing the kings at Bathurst or of adrenalin raising average speeds between A and B, but the sort of car to live with year in and year out. However as Motor Club members we dont want a dull old tin box so how does the 323 seem to a sporting member of a motorclub ?

To look at it reminded me of the small Citroen Club, the car was in a very attractive metallic gold, I noticed the wheels with the very small embellishers (You can keep your chrome soup tureens plastered onto each wheel), the stylish matt black mirror and a front grill which combines aggressivness with the ability to be easily cleaned without serrating ones finger, I also noticed with regret the side protectors along the body, which, whilst not being banged about by stupid people outside the supermarket usually take up rusting underneath as a hobby.

As to the inside of the car, usually I'd say "Bung in two bucket seats a tacho, oil pressure and water temp guages and you can burn the rest" but public opinion seems to be against me. However even before Mrs Smith commented favourably about it I thought that the trim with matching seats door panels and dashboard was very restful on the eye, quite a welcome to climb aboard.

The doors tend to pop open on being touched and their generosity in opening can catch the unwary (Thats what the side protectors are for !), they also close with the minimum of fuss, not quite like pre-war railway carriages but similar. The rear hatch needs opening with a key from the outside which can be awkward if your loaded with paper parcels on a wet day. The bonnet has an automatic latch which is a good point. Inside the engine compartment everything falls readily to hand although the deep recesses the plugs live in would have to be cleaned out before removing the plugs. The oil filter is buried a bit but its not too big and can be reached adequately.

The seats are deep and (a bit too) soft, they allowed a vast amount of adjustment and even at my favourite angle with the arms in the Cor-mum-its-Stirling-Moss position the seat wasnt fully back and there was AMPLE room for someone to sit behind me, I cannot express the gratitude with which the latter point was met, I hate having to drive like Nervo the contortionist because me boozy mates are in the back.

The steering wheel was a sporty leather example which was the right size and miles ahead of your thin plastic rubbish, most controls were on the right hand stalk, 2 speed wipers, washers, indicators, headlamp flasher and headlamp dipper. The latter was an unfortunate point because with the indicators and wipers going its rather easy to become confused, all the other light switches are on the left stalk where I think the dipper should join them. In front of you are two easily read dials comprising speeds with two Odometers (one zeroable) and a combined petrol guage and water temp., I really miss a tacho and oil pressure guages but I dont suppose the vast majority of buyers would look at them anyway. Other controls are placed in easy proximity and comprised heated rear window, choke, cigarette lighter, heater/demister, radio and a clever rear switch to unlock the rear hatch. Included in the idiot warning lights are what seems to be a quartz halogen one for the HRW which when in use fills the car with an unearthly blue glow. The proximity of the odometers to the centry of the dial tends to distort the figures into a wave which leads to a bit of eyeball juggling at first.

As I've said the driving position is very good, good pedal angles with plenty of foot room and the gearlever controlling the notchy and precise gearchange falls readily to hand. On the move one notices the slight vagueness of the ball and nut steering in comparison with rack and pinion

systems. Also to give the car a long legged approach to long trips its quite highly geared and at much under 60 kmph in top one feels constrained to change down. The indirect gears are a bit noisy but surely the cars outstanding feature is the complete and total lack of wind roar at speeds approaching its terminal velocity (The windscreen being bonded to the body must make a substantial contribution in this respect) the only sound audible at a decent rate of knots being a healthy, muted roar from the engine - perhaps this IS a car for putting up healthy averages between A and B.

Mrs Smith and I took the car down the highway to visit Aunt Bessie at Mermaid Beach and we returned via Burleigh Heads, Mudgeeraba, Upper Mudgeeraba, around Mt Wunburra and via the new Advancetown Dam road to Beechmont and up through Canungra. This route comprises just about every conceivable option of bitumenised road, main drag (and how aptly named), winding main road, a very twisty ascent and then a frightening flit downhill on a narrow, bumpy grotty piece of road which suddenly transmogrified into a series of sweeping, smooth surfaced medium bends.

On the highway it was much like anyother good car since the Jowett Javelin came out in 1949. This period of our trip was enlivened by a dead caravan which lay on the road like a stricken elephant. The Chrysler car towing it had had its rear wheels yanked about 2 feet into the air by its fallen charge, a definite touch of the "Where'd yer pack me jockets" for the inhabitants. The radio proved well able to provide "The Goons" at 110 kmph, the volume having to be increased slightly.

The real meat of the test was the journey home, amidst intermittent showers we headed up the range, the cars high gearing necessitating a lengthy sojourn in 2nd gear. On the slippery but safe ascent the car showed a slight understeering tendency into the corners and a spot of roll oversteer coming out. We swung round the bends the (standard) Goodrich radials gripping well and being commendably quiet. Trish kept an eye on the road as it darted up the hillside to warn me of approaching traffic and we indulged in a little charging about, exciting the corners with a twirl of opposite lock. A trap for the unwary were the curved wooden bridges which gave a little grip to the back wheels as they pushed the car, but the front wheels adopted huge angles of slip which one had to quickly wip off before the increased grip on the tarmac sent one bonging off the guardrail.

The descent off the range was a different kettle of fish, the road was narrow, deep in leaf mold and the trees filtered the dying daylight so that it was in that intermediate stage when it seems to be as black as your hat but the headlights make little difference. Plainly it was rather dodgy, any vagueness in the steering had disappeared by now and I kept the car in third with the occasional heart stopping fast burst downhill in top. The brakes were a trifle overserved, the initial application had to be a gentle greasing of the pedal but once the anchors were biting the speed could be sucked down very quickly indeed, the car showed no tendency to emulate other rear wheel driven cars by locking its rear wheels. Suddenly we burst out of the woods onto the sweeping bends of the new Advancetown Dam Road. On 100-110 kmph constant radius bends the car proved stable but it really lacked the power to do anything about the front tyre scrub. On some long bends the car could be set up and once on its way Mrs Smith and I could have boiled an egg and played a game of Scrabble had we so desired. The rest of the trip was enlivened only by a pair of headlights which lacked sparkle, they led to one ghastly moment when a 90 left popped up and I had to brake in a gentle curve before twitching round, a nasty moment the Mazda got me out of - a car that does suffer fools gladly.

My final test was on a private bitumen road and amidst a series of hair-pin bends the rear axle was proved to be excellently located, try what I could I couldnt detect any axle tramp or hop.

To sum up, the best small car I've driven as regards wind noise and a first class rear axle assembly. Its very nicely appointed and with rack and pinion steering; slightly lower gearing and a bit more torque it'd be a world beater. As it is the base model, which contains every asset

apart from two doors and a collapsible rear seat is (at the time of writing) the 2nd cheapest new car in Brisbane, and THAT is something to consider.

Car by courtesy of HANK KABEL, STONES CORNER MOTORS, 1 CLEVELAND STREET, STONES CORNER, BRISBANE. (397 2193 A/H 30 2617)

Continuing the CONTINUING STORY OF THE MOUNTAINS AND LAKES RALLY.

A dreadful rally for John Watson / Trevor Herrod who would have won if Trevor hadn't incurred penalties for losing his route card, it would also have been the first major award for Laurie Tindall's old Cortina.

Don Milner and Sandra Ashcroft suffered a touch of the dreaded Directors, after being 10th at the division break they suffered from navigational and car problems, but after struggling to the finish in time to qualify as finishers Charles forgot to put them down.

At the prize giving the awards were presented by John Gower of Gower Agencies the main sponsors of the event.

The final word on the event must go to young Mr Kable who received his award and said "I'd just like to thank the organisers and my father for lending me the car."

The past month saw wedding bells for Peter (our man on the phone) Whalley, Mrs Whalley receives our hearty congratulations whilst for Mr Whalley we are struck dumb by his good fortune.

Well done to Lee Drummond who at a recent speed event won the Peter (Look at my hairy chest) Wherrett Advanced Driving Trophy.

The event which every year gets the biggest entry list of any event in Queensland, the "Interclub Motorkhana" is rumoured to be held on bitumen this August, an interesting move, can the drivers of Specials get their little beasts to break away quickly enough to win? If anyone can scare up a Midget or Sprite they'd best bring the metal polish with them.

Be prepared for the London - Sydney Marathon which is due to arrive in Brisbane towards the end of September, present plans see the cars parked overnight in King George Square and we're going to need some forceful types to persuade the hoons to leave the lights alone, the aforesaid Forceful Types will presumably be fed and watered (!) through the long night hours by platoons of obliging lady helpers (nudge, nudge). It would be a nice touch if we could get speakers of the entrants native tongue, I can organise Russian/Hindi/German & French and if you know any agreeable people who can speak either Polish/Turkish/Spanish/Dutch etc, etc, etc start buttering them up now.

Do you know why sealions clap their flippers at the circus?
their giving their seal of approval.

MEMBERSHIP REPORT

No less than 28 people joined the Brisbane Sporting Car Club during the last month. A warm BSCC welcome is extended to:

Sandra Ashcroft.....Kedron (associate)
David Ashwell.....Stafford
Max Boothby.....Everton Park
John Bowley.....Wavell Heights
John Coleman.....Wavell Heights
Wayne Day.....17 Mile Rocks
Frank Doimo.....Zillmere
Bruce Jones.....Geebung
Peter Keasey.....Woodridge
Ian Kubler.....Nundah
Ricky McDonald.....17 Mile Rocks (associate)
Don Milner.....Kedron
Stan Mossetter.....Blamoral Heights
Roger Paynter.....Jindalee
Ross Perry.....Aspley
Peter Phillips.....Mt Gravatt
Gregory Rech.....Toowong
Luke Ronner.....Springwood
Tom Smethurst.....Kenmore
Barry Stapleton.....Everton Park
Paul Street.....Enoggera
Tom Trubshaw.....Grange
Kim Venning.....Corinda (Associate)
Robert Walker.....Aspley
Kay Wilson.....Clayfield
Keith Wilson.....Clayfield
Peter Wilson.....Salisbury
David Wood.....Everton Park

Membership for the year now stands at 254 financial members, and at the current rate of expansion it appears that we will soon pass the 300 members mark.

THE BIRDS AND THE BEES

Saturday afternoon working-bees have been very poorly attended in the past, so to give all club members an opportunity to participate in getting the insides of the clubroom looking presentable working bees will be held EVERY THURSDAY NIGHT during the month of May from 7.30 pm onwards. There is much work to be done and most of the material is available, all that is required is YOUR time for an hour or so. With the cooperation of all members, our clubrooms will soon be a place we can all be proud of.

SAVE YOURSELF \$2

Many club members would now be aware of the existence of the fortnightly publication "Australian and Overseas Motor Sport Reporter". The club has arranged with the publishers for club members to obtain subscriptions to Motor Sport Reporter through the club for only \$13.50 per annum (Instead of the normal \$15.50). To take advantage of this offer, just advise the Club Secretary.

The clubs property officer Mr Warren McKewen (star of Japanese Television - and you think I'm joking) is normally a placid, kind hearted sort of a chap. Only the other day I saw him in the Botanical Gardens picking a few late Gladioli, however one thing that makes this mild mannered man of muscle erupt is the SIGHT OF HIS EMPTY CUPBOARD. To save this poor white haired twitching wreck of humanity from any further wastage please return your CONTROL BOARDS, CONTROL LIGHTS and anything else you've got, its only a few days to the BIG RALLY and so far we've got 1 control board for the event, this means someone very quick on their feet will be needed.

BIG ED'S COLUMN

(The Incredible) Mrs Smith and I spent the 4 days of Easter staying at O'Reilly's Guest House in the Lamington National Park, each day we went for a walk and in our travels we encountered many different kinds of terrain. I was using a soft, smooth soled Hush Puppy whilst my wife had some rib soled walking shoes. On normal surfaces (Smooth graded paths, dry rock, deep grass) the shoes showed little difference in handling, both understeered to a certain extent and this aided stability in and out of fast bends (8-10 mph), on good surfaces traction was equal, both shoes refusing to spin. However, on tricky surfaces (Crossing creeks, steep slippery gradients etc) my smooth but grippy sole proved to be marginally better. The rib sole reached its nadir crossing Canungra Creek East when Mrs Smith said "W-O-O-O-P-S" (SPLASH !!). The only drawbacks to my sole were a tendency towards oversteer downhill and the need to reduce power uphill because of footspin. The final word belongs to Mrs Smith who said "I'd lide to det a dair of poo's lide dat - ASHOOO"

Now to the meat of this months meander. I really must apologise for last months apology. I was apologising for typing Mike Dywers gearbox as a close ration one and whilst thumping out last months edition I inadvertently put CLOSE RATION again. Now this was obviously a mistaken apology, an apology indeed for which apologies are offered. What I meant to say was that Mike Dywers car has a CLOSE RATION gearbox and not CLOSE RATION as I mistakenly put last month. Clear ? Good !

(The Incredible) Mrs Smith follows the news quite closely and after India's surprise General Election she said "Whats the Indian position ?" - I tried to explain but my right stegoccyx got caught in her left armpit and it took the Kingston and Slacks Creek fire brigades to separate us (after they'd thrown a bucket of cold water over us first of course).

I've always been rather proud that Honda didnt need to advertise the Civic but recently I see that they've taken the slide into the abyss of commercialism. At least they don't have a moronic youth warbling about freedom but I do miss the Miss with the big outlook on life.

THIS MONTHS COMPETITION The editor will be pleased (nay delighted) to offer a substantial prize which will grace any home for the first correct entry opened on Saturday 14th May. The address for entries is 15 Laurel Street, Woodridge, 4114.

The following sentences contain the jumbled names of 15 makes of car currently being sold in Brisbane. The following letters are surplus

B D E F G H I L M N O P R S T U Y
3 1 1 2 1 3 2 9 4 1 2 1 0 2 1 0 1 1 1 0 1 6 Letters are only used once

Sailors are amazed by Sally's bits and peices, horrible Matelots are always trying to feel them, "O-O-O-O-A" she's went to say "Double Dirty Drongoes, my fruit is not for fondling", "Viva L'Emporer" they decide to verhost.

Results of the recent Castrol International were as follows:

1st	Greg Carr	/	Fred Gocentas	Escort RS 2000
2nd	Bob Watson	/	Wayne Gregson	Datson 120Y
3rd	Wayne Bell	/	Neil Faulkner	Gemini
4th	Murray Coote/		Brian Marsden	Datsun 120Y

The Second TOWNSVILLE PACIFIC FESTIVAL RALLY is coming up and I cannot do better than quote the official handout:

"Come to the warm and friendly tropics in the winter
The week before the rally is the week of the Townsville Pacific Festival. Come early and join in the fun. Make it a holiday and enjoy the sightseeing and reef fishing of North Queensland."

The event is of 650 kms duration, it starts and finishes in Townsville and its being held over the long weekend of JUNE 11/12th. the event secretary is Sharyn Kelly, P.O.Box 298, Hermit Park, Townsville 4812.

COMING EVENTS

Wed	20 APRIL	Open night at the clubrooms
Sun	24 APRIL	BBRC Biggenden Bush Rally (QRC 1, QRRS 1) ***
Wed	27 APRIL	Expert night run by John Blake & Ruth Tindal
Tue	3 MAY	Committee meeting starting at 6.30 pm Scrutineering for Lutwyche Shopping Village Rally
Wed	4 MAY	Family film night at the clubrooms
Thur	5 MAY	Working bee at the clubrooms starting at 7.30 pm
Sat	7 MAY	Lutwyche Shopping Village Rally (ARC) ***
Wed	11 MAY	Novice night run by Noel Lawson & Tony Kabel
Thur	12 MAY	Working bee at the clubrooms starting at 7.30 pm
Sun	15 MAY	Closed motorkhana ***
Wed	18 MAY	Open night at the clubrooms
Thur	19 MAY	Working bee at the clubrooms starting at 7.30 pm
Sun	22 MAY	DDSCC Queensland Motorkhana Championship Round 3 Closed off-road event at Camira - details to be advised
Wed	25 MAY	Expert night run organised by Peter O'Connor
Thur	26 MAY	Working bee at the clubrooms starting at 7.30 pm
Sat	28 MAY	DDSCC Open Rally (QRC 2, QRRS 2)
Wed	1 JUNE	Social night at the clubrooms
Sun	5 JUNE	MGCC Queensland Hillclimb Championship
Tue	7 JUNE	Committee meeting starting at 6.30 pm
Wed	8 JUNE	Novice night run organised by Tim Bailey

*** Details within magazine

ooo000ooo