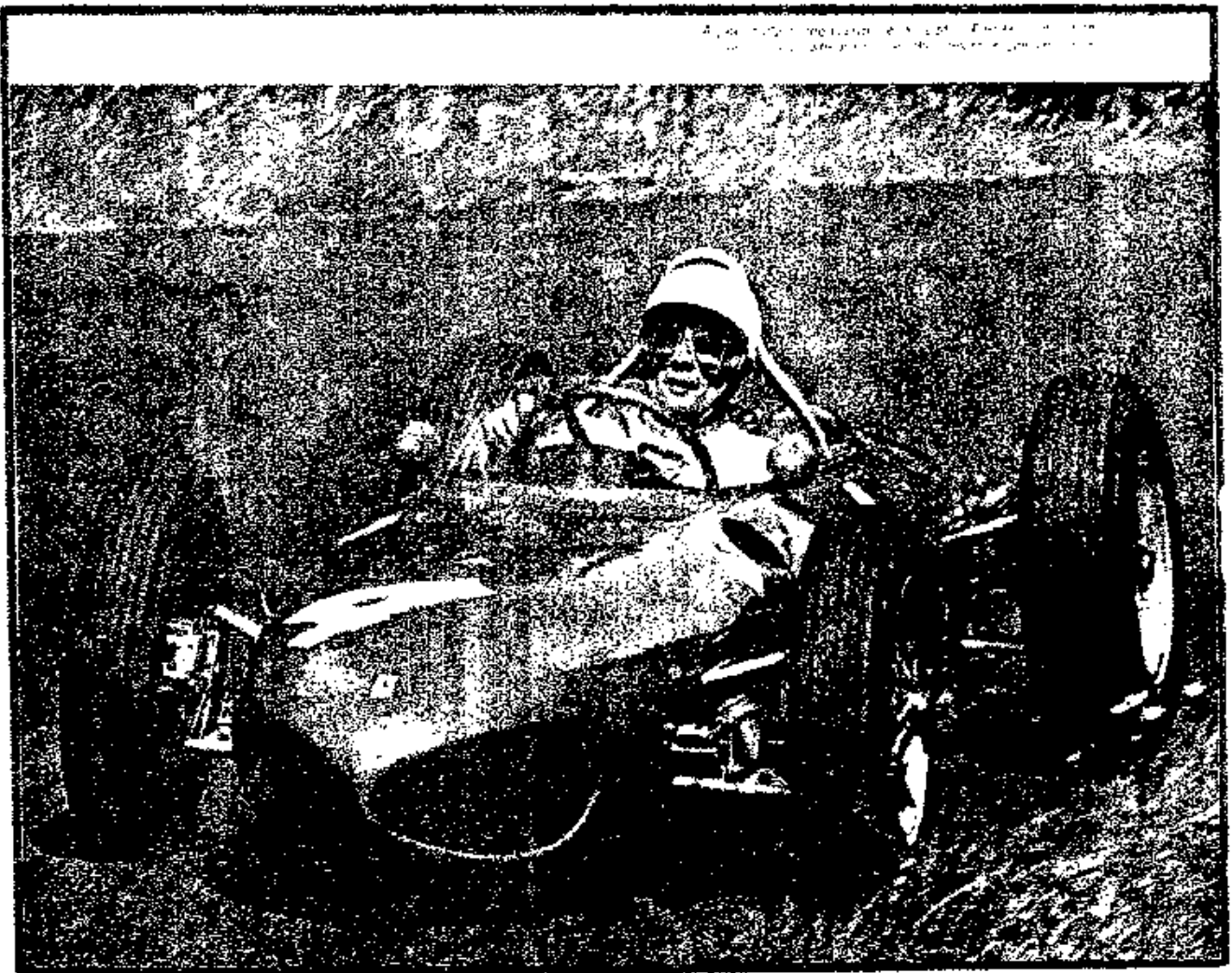


# The Brisbane Sporting Car Club

## MAGAZINE

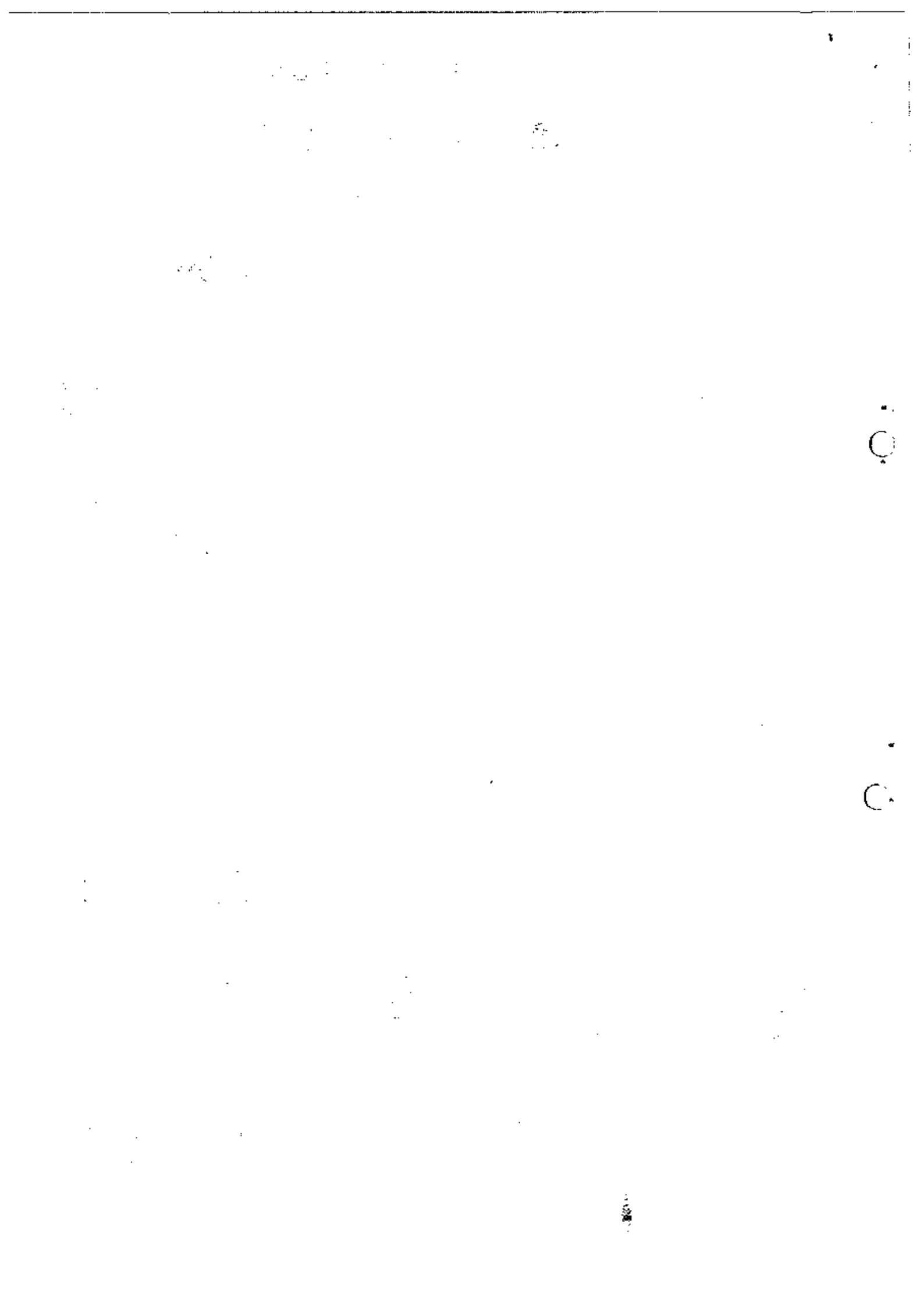
CAMS AFFILIATED

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Registered at Brisbane for posting as a periodical - Category B

- - - JUNE 1977 - - -



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

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Brisbane Sporting Car Club,  
P.O.Box 314,  
WEST ENL. 4101  
Brisbane

CLUBROOMS

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

MEMBERSHIP SUBSCRIPTIONS

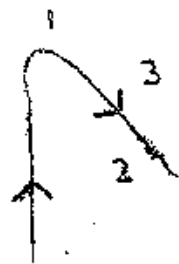
The annual membership subscription is \$15.00 for ordinary members and \$6.00 for associate members. Associate membership is offered to the wife, fiancée and/or children of ordinary members.

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

Two months ago I pointed out the inherent dangers of a competitive sport that takes people at high speed between solid, unbendable objects. Recent observations in the Samford forest have brought to mind the dangers to spectators, they put their life and limb in jeopardy and by doing so they put Rallying in Australia in danger too, for if a serious accident occurred, the government would descend upon us like a ton of bricks, in a big public show of protecting the public interest. Queensland is like the UK was 10 years ago, at a forestry section it was a case of "The right crowd and no crowding", but the sport has exploded in popularity, and now the RAC International attracts 2 million spectators in its 5 day course, and many of them have no conception of how fast, and how far a car goes when it leaves the road. They stand in the stupidest places, blocking escape roads and actually standing on the road itself, sometimes in 2 ranks leaving the speeding driver no room for error, thereby making victory not a reward for the fastest but the most callous. In the Samford forest, in the final few bends before the end of the first competitive, I saw, for the first time in Australia, great mobs of spectators who had no conception of the danger they were putting themselves in.



Barring mechanical failure which makes a lottery of the whole thing, accidents principally occur in the following three spots: 1/Understeer, straight on, 2/Spin off to the inside of the corner, 3/Two wheels off the edge and Wallop! In the Samford forest all three spots were thick in spectators despite the fact that those standing in "3" were on a steep downward slope 'sheltering' behind the charred stumps of burnt out trees. If a heavy car like a 260Z had burst a tyre at the apex it would have collected at least 10 people. Samford is close to Brisbane and run in daylight, therefore it attracts all the thrill seekers, so, please, next year lets have proper spectator control, not just a few 'volunteers' with armbands, howabout some of Wormalds bigger lads, with orders that if the onlookers aren't up a bank or behind a sizeable tree "move them on". If we fail to do this, the B.S.C.C. may have to cultivate an interest in Old Tyme Dancing, because we won't be doing anything else on a Saturday night.

#### MAJOR FORTHCOMING EVENT

The editor (in this Jubilee year) is delighted to announce that the 3rd of JULY sees another Off Road Rally at Camira. Those with Elephantine memories will recall the editors paeon of praise after spectating at the last club event in December. For the intelligent spectator a splendid day out, DO bring, 1/ the bird, 2/food and drink, 3/Camera, 4/Elephants foot umbrella stand (the Editor will pay good money for a reasonable one). DO NOT bring 1/Matches, 2/Cigarette lighters, 3/The intention of leaving any rubbish, 4/The urge to stand somewhere stupid (see above), 5/Lu Lu (Although Pearl's a darn nice girl). From Brisbane: Turn Left up Old Logan Road at Gailes Station, continue along till the road turns to dirt then follow the signs, (I believe the road is the first on the right to the property of Hardboards of Aust.)

#### This Months Cover

It was 50 years ago, in 1927, that the Nurburgring was first used for the German Grand Prix, since then its 14 - 17½ mile course has been seperating the men from the boys. Three of the greatest races of all time were run there, Nuvolari in an old Alfa Romeo beat the Mercedes and Auto Unions in 1935, Fangio's Maserati 250F swept past the desperate English duo of Hawthorn and Collins in 1957, and Moss defeated the Ferrari's in an underpowered Lotus in 1961. Today, the girls who drive Grand Prix cars find the 'Ring' too much of a challenge for them, and they've gone to the safe autodrome at Hockenheim.

Our picture shows Phil Hill in fruitless pursuit of Moss in 1961, his 1½ Litre, V6 Ferrari on the limit of adhesion as it sweeps between the hedges.....We may never see their like again.

The Lutwyche Shopping Village Rally - 1977

The following are the competitors times that the editor deems of interest to his readers: (only competitive sections are included)

<u>Division 1</u>		<u>Control 2</u>		<u>Control 4</u>			
1)	Taylor/Smith	Civic	1	5)	Carr/Gocentas	RS2000	-
2)	Fury/Suffern	Datsun	1	10)	Dunkerton/Beaumont	Datsun	-
3)	Coote/Marsden	Datsun	1	12)	Bignall/Bousefield	Datsun	-
5)	Carr/Gocentas	RS2000	1	1)	Taylor/Smith	Civic	1
6)	Stewart/Faulkner	Lancer	1	2)	Fury/Suffern	Datsun	1
7)	Jones/Pearson	Lancer	1	3)	Coote/Marsden	Datsun	1
8)	Riley/Hope	Galant	1	4)	Rainsford/Mortimer	Saab	1
9)	Watson/Gregson	Nissan	1	6)	Stewart/Faulkner	Lancer	1
10)	Dunkerton/Beaumont	Datsun	1	7)	Jones/Pearson	Lancer	1
12)	Bignall/Bousefield	Datsun	1	8)	Riley/Hope	Galant	1
13)	Vandersee/Young	Torana	1	9)	Watson/Gregson	Nissan	1
14)	Mulligan/Mallett	Datsun	1	11)	Morrow/Shepherd	Gemini	1
18)	Swaysland/Hall	Datsun	1	13)	Vandersee/Young	Torana	1
26)	Bird/White	Lancer	1	14)	Mulligan/Mallett	Datsun	1
34)	Cutts/Trevethan	Datsun	1	15)	Jewels/Tremaine	Subaru	1
4)	Rainsford/Mortimer	Saab	2	16)	Brown/Ryan	Datsun	1
15)	Jewels/Tremaine	Subaru	2	18)	Swaysland/Hall	Datsun	1
16)	Brown/Ryan	Datsun	2	22)	Kabel/Kabel	Mazda	1
19)	Ruddick/Kelly	Citreon	2	23)	Reddix/Sked	Citreon	1
22)	Kabel/Kabel	Mazda	2	26)	Bird/White	Lancer	1
23)	Reddix/Sked	Citreon	2	27)	Riedel/Moir	Sunbird	1
27)	Riedel/Moir	Sunbird	2	28)	Mann/Thomson	Datsun	1
28)	Mann/Thomson	Datsun	2	30)	Gynther/Tindal	Fiat	1
29)	Meadows/Sherc	Mazda	2	32)	Ryan/Genn	Torana	1
30)	Gynther/Tindal	Fiat	2	34)	Cutts/Trevethan	Datsun	1
32)	Ryan/Genn	Torana	2	37)	Peel/Dwyer	Datsun	1
38)	Cross/Ovens	Mazda	2	41)	Lonsdale/Lonsdale	Cortina	1
39)	O'Connor/Paulsen	Torana	2	45)	Harvey/Ward	Datsun	1
41)	Lonsdale/Lonsdale	Cortina	2	47)	Kelly/Bridge	Golf	1
44)	Reeve-Smith/Walker	Datsun	2	53)	Whiteside/Mitchell	Datsun	1
45)	Harvey/Ward	Datsun	2	54)	Handford/	Torana	1
47)	Kelly/Bridge	Golf	2	59)	Walsh/Byrne	Torana	1
49)	Jones/Both	Renault	2	61)	Reid/Burbridge	Datsun	1
53)	Whiteside/Mitchell	Datsun	2	62)	Harrison/Garth	Lancer	1
54)	Handford/	Torana	2	19)	Ruddick/Kelly	Citreon	2
59)	Walsh/Byrne	Torana	2	29)	Meadows/Sherc	Mazda	2
61)	Reid/Burbridge	Datsun	2	38)	Cross/Ovens	Mazda	2
62)	Harrison/Garth	Lancer	2	44)	Reeve-Smith/Walker	Datsun	2
37)	Peel/Dwyer	Datsun	3	48)	Hazeldine/Istria	Datsun	2
48)	Hazeldine/Istria	Datsun	3	49)	Jones/Both	Renault	2
11)	Morrow/Shepherd	Gemini	7	39)	O'Connor/Paulsen	Torana	4

Positions at the end of Division 1 were as follows:

=1	5)	Carr/Gocentas	1	=18	4)	Rainsford/Mortimer	3	61)	Reid/Bur	3	
	10)	Dunkerton/Beaumont	1		15)	Jewels/Tremaine	3	62)	Harr/Gar	3	
	12)	Bignall/Bousefield	1		16)	Brown/Ryan	3=41	19)	Rudd/Kel	4	
=4	1)	Taylor/Smith	2		22)	Kabel/Kabel	3	29)	Mead/She	4	
	2)	Fury/Suffern	2		23)	Reddix/Sked	3	37)	Peel/Dwy	4	
	3)	Coote/Marsden	2		27)	Riedel/Moir	3	38)	Cros/Ove	4	
	6)	Stewart/Faulkner	2		28)	Mann/Thomson	3	44)	Reev/Wal	4	
	7)	Jones/Pearson	2		30)	Gynther/Tindal	3	49)	Jone/Bot	4	
	8)	Riley/Hope	2		32)	Ryan/Genn	3=52	48)	Haze/Ist	5	
	9)	Watson/Gregson	2		41)	Lonsdale/Lonsdale	3=54	39)	O'co/Pau	6	
	13)	Vandersee/Young	2		45)	Harvey/Ward	3	56	11)	Morr/She	8
	14)	Mulligan/Mallett	2		47)	Kelly/Bridge	3				
	18)	Swaysland/Hall	2		53)	Whiteside/Mitchell	3				
	26)	Bird/White	2		54)	Handford/	3				
	34)	Cutts/Trevethan	2		59)	Walsh/Byrne	3				

Division 2

Control 2

= 1	1	Taylor/Smith	1
	2	Fury/Suffern	1
	5	Carr/Gocentas	1
	6	Stewart/Faulkne	1
	8	Riley/Hope	1
	9	Watson/Gregson	1
	10	Dunkerton/Beaum	1
	11	Morrow/Shepher	1
	12	Bignall/Bousefi	1
	27	Reidel/Moir	1
=11	3	Coote/Marsden	2
	4	Rainsford/Morti	2
	7	Jones/pearson	2
	13	Vandersee/Young	2
	14	Mulligan/Mallet	2
	16	Brown/Ryan	2
	18	Swaysland/Hall	2
	22	Kabel/Kabel	2
	26	Bird/White	2
	34	Cutts/Trevethan	2
	54	Handford/	2
=27	15	Jewels/Tremain	3
	19	Ruddick/Best	3
	23	Reddick/Sked	3
	28	Mann/Thomson	3
	29	Meadows/Shera	3
	30	Gynther/Tindal	3
	32	Ryan/Genn	3
	39	O'Connor/Paulse	3
	41	Lonsdale/Lonsda	3
	47	Kelly/Bridge	3
	53	Whiteside/Mitch	3
	59	Welsh/Byrne	3
	61	Reid/Burbridge	3
	62	Harrison/Garth	3
=17	44	Reeve-Smith/Wal	4
	45	Harvey/Wood	4
	48	Hazeldine/Istri	4
	49	Jones/Both	4

Control 8

=1	2	Fury/Suffern	1
	3	Coote/Marsden	1
	6	Stewart/Faulkn	1
	12	Bignall/Bousef	1
=5	7	Jones/Pearson	1
	26	Bird/White	1
=9	11	Morrow/Shepher	2
	32	Ryan/Genn	2
=11	14	Mulligan/Malle	3
	27	Reidel/Moir	3
=13	18	Swaysland/Hall	4
	30	Gynther/Tindal	4
=16	15	Jewels/Tremain	5
	16	Brown/Ryan	5
	22	Kabel/Kabel	5
	34	Cutts/Trevetha	5
=20	62	Harrison/Garth	6
=24	29	Meadows/Shera	8
	39	O'Connor/Pauls	8
=26	48	Hazeldine/Istr	9
=30	8	Riley/Hope	11
	47	Kelly/Bridge	11

Control 4

=1	2	Fury/Suffern	1
	5	Carr/Gocentas	1
=3	6	Stewart/Faulkner	2
	7	Jones/Pearson	2
	11	Morrow/Shepher	2
=7	18	Swaysland/Hall	5
=8	15	Jewels/Tremain	6
	16	Brown/Ryan	6
	22	Kabel/Kabel	6
	30	Gynther/Tindal	6
	32	Ryan/Genn	6
	62	Harrison/Garth	6
=14	39	O'Connor/Paulse	7
	47	Kelly/Bridge	7
=17	29	Meadows/Shera	3
=20	12	Bignall/Bousefi	3
=25	3	Coote/Marsden	14
=27	14	Mulligan/Mallet	13
	27	Reidel/Moir	18
29	34	Cutts/Trevethan	20
30	8	Riley/Hope	21
31	26	Bird/White	22
32	61	Reid/Burbridge	23
33	48	Hazeldine/Istri	32
34	45	Harvey/Ward	35
36	44	Reeve-Smith/Wal	46

Control 10

1	3	Coote/Marsden	6
=2	6	Stewart/Faulkn	9
	7	Jones/Pearson	9
	8	Riley/Hope	9
7	14	Mulligan/Malle	13
8	2	Fury/Suffern	15
=9	18	Swaysland/Hall	17
	26	Bird/White	17
	44	Reeve-Smith/Wal	17
=13	27	Reidel/Moir	18
=15	16	Brown/Ryan	19
	30	Gynther/Tindal	19
=17	32	Ryan/Genn	20
19	22	Kabel/Kabel	21
20	11	Morrow/Shepher	22
21	15	Jewels/Tremain	25
22	29	Meadows/Shera	30
23	39	O'Connor/Pauls	31
=24	34	Cutts/Trevetha	34
26	61	Reid/Burbridge	36
27	48	Hazeldine/Istr	39
30	12	Bignall/Bousef	60
31	62	Harrison/Garth	75
32	47	Kelly/Bridge	95

Control 6

=1	5	Carr/Gocentas	3
	8	Riley/Hope	3
	11	Morrow/Shepher	3
	26	Bird/White	3
=5	3	Coote/Marsden	4
	7	Jones/Pearson	4
	12	Bignall/Bousef	4
=10	2	Fury/Suffern	5
	6	Stewart/Faulkn	5
	14	Mulligan/Mallet	5
	27	Reidel/Moir	5
=14	16	Brown/Ryan	6
	18	Swaysland/Hall	6
	32	Ryan/Genn	6
	47	Kelly/Bridge	6
=20	15	Jewels/Tremain	7
	22	Kabel/Kabel	7
	30	Gynther/Tindal	7
	34	Cutts/Trevethan	7
=24	45	Harvey/Ward	8
29	29	Meadows/Shera	9
=30	39	O'Connor/Pauls	10
	44	Reeve-Smith/Wal	10
	48	Hazeldine/Istr	10
35	61	Reid/Burbridge	27

Control 12

=1	2	Fury/Suffern	1
	8	Riley/Hope	1
	11	Morrow/Shepher	1
=4	3	Coote/Marsden	2
	6	Stewart/Faulkn	2
	7	Jones/Pearson	2
=7	14	Mulligan/Malle	3
	26	Bird/White	3
=10	16	Brown/Ryan	4
	18	Swaysland/Hall	4
	27	Reidel/Moir	4
=14	15	Jewels/Tremain	5
	22	Kabel/Kabel	5
	32	Ryan/Genn	5
=20	34	Cutts/Trevetha	5
	30	Gynther/Tindal	6
	61	Reid/Burbridge	6
	62	Harrison/Garth	6
=23	29	Meadows/Shera	7
	39	O'Connor/Pauls	7
=28	44	Reeve-Smith/Wal	8
=33	12	Bignell/Bousef	60
	47	Kelly/Bridge	60

Positions after Division 2

1	6	21	=10	16	45	19	15	54	28	62	106
2	2	25	=10	32	45	20	51	56	29	48	107
3	21	30	12	14	46	21	50	66	30	44	108
4	7	33	13	8	47	22	29	69	31	63	109
4	17	33	14	30	48	23	39	72	32	61	249
6	11	39	15	22	49	24	60	73	33	47	268
7	18	40	16	26	50	25	34	75			
8	3	43	=17	20	53	26	55	96			
9	31	44	=17	27	53	27	45	101			

Division 3

Control 2

=1	2	Fury/Suffern
	6	Stewart/Faulkne
	8	Riley/Hope
=5	3	Coote/Marsden
	11	Morrow/Shephear
	26	Bird/White
=9	7	Jones/Pearson
=11	16	Brown/Ryan
	27	Reidel/Moir
	34	Cutts/Trevethan
	61	Reid/Burbridge
=15	15	Jewels/Tremain
	18	Swaysland/Hall
	22	Kabel/Kabel
	30	Gynther/Tindal
=20	29	Meadows/Shera
	62	Harrison/Garth
24	48	Hazeldine/Istri
=25	41	Lonsdale/Lonsda
	39	O'Connor/Paulse
28	47	Kelly/Bridge
29	32	Ryan/Genn

Control 4

3	1	2	Fury/Suffern
3	=2	6	Stewart/Faul
3		11	Morrow/Sheph
4	=4	8	Riley/Hope
4	=6	3	Coote/Marsde
4	8	27	Reidel/Moir
5	=9	18	Swaysland/Ha
6		34	Cutts/Trevet
6	=12	15	Jewels/Trema
6		16	Brown/Ryan
6		22	Kabel/Kabel
7	=15	29	Meadows/She
7		30	Gynther/Tind
7	=18	61	Reid/Burbrid
7		62	Harrison/Gar
8	22	39	O'Connor/Pau
8	23	48	Hazeldine/Is
10	24	26	Bird/White
11	25	7	Jones/Pearso
11	=27	32	Ryan/Genn
32		47	Kelly/Bridge
60			

Control 6

4	=1	6	Stewart/Faul	16
5		8	Riley/Hope	16
5	=5	7	Jones/Pearso	18
6	=7	15	Jewels/Trema	21
7		18	Swaysland/Ha	21
8		27	Reidel/Moir	21
9	11	34	Cutts/Trevet	22
9	12	22	Kabel/Kabel	23
10	=13	16	Brown/Ryan	24
10		29	Meadows/Sher	24
10		61	Reid/Burbrid	24
11	16	30	Gynther/Tind	25
11	17	62	Harrison/Gar	26
12	21	48	Hazeldine/Is	33
12	23	39	O'Connor/Pau	46
14	=24	32	Ryan/Genn	60
16		47	Kelly/Bridge	60

Control 8

1	6	Stewart/faulkne
=2	8	Riley/Hope
	18	Swaysland/Hall
=4	62	Harrison/Garth
=7	7	Jones/Pearson
	16	Brown/Ryan
	30	Gynther/Tindal
=10	61	Reid/Burbridge
12	22	Kabel/Kabel
=13	15	Jewels/Tremain
	27	Reidel/Moir
	29	Meadows/Shera
	34	Cutts/Trevethan
17	48	Hazeldine/Istri
=19	32	Ryan/Genn
	39	O'Connor/Paulse
	47	Kelly/Bridge

Control 9

7	1	6	Stewart/Faulk
9	2	8	Riley/Hope
9	3	18	Swaysland/Ha
=4	15	Jewels/Trema	
	48	Hazeldine/Is	
	62	Harrison/Gar	
=8	22	Kabel/Kabel	
	27	Reidel/Moir	
	30	Gynther/Tind	
=11	61	Reid/Burbrid	
13	34	Cutts/Trevet	
14	29	Meadows/Sher	
15	16	Brown/Ryan	
17	7	Jones/Pearso	
=19	32	Ryan/Genn	
	39	O'Connor/Pau	
	47	Kelly/Bridge	

Control 11

5	=2	8	Riley/Hope	6
6		27	Reidel/Moir	6
8	=4	18	Swaysland/Hal	7
9		47	Kelly/Bridge	7
9		62	Harrison/Gart	7
=8	6	Stewart/Faulk	8	
	7	Jones/Pearson	8	
	15	Jewels/Trema	8	
	16	Brown/Ryan	8	
	22	Kabel/Kabel	8	
	30	Gynther/Tind	8	
	34	Cutts/Treveth	8	
=17	29	Meadows/Shera	9	
	32	Ryan/Genn	9	
	48	Hazeldine/Ist	9	
	61	Reid/Burbridg	9	

Control 14

=1	6	Stewart/Faulkne
	7	Jones/Pearson
	8	Riley/Hope
	15	Jewels/Tremain
	16	Brown/Ryan
	22	Kabel/Kabel
	27	Reidel/Moir
	34	Cutts/Trevethan
	47	Kelly/Bridge
	61	Reid/Burbridge
	62	Harrison/Garth
=13	18	Swaysland/Hall
	29	Meadows/Shera
	30	Gynther/Tindal
	32	Ryan/Genn
	48	Hazeldine/Istri

Final Results

1	1	Stewart/Faulkner	Lancer	66	20	Woodward/S	393
1	2	Riley/Hope	Galant	54	21	Egglesfiel	452
1	3	Swaysland/Hall	Datsun	103	22	O'Connor/P	478
1	4	Slater/Halloran	Coroll	106	23	Kejak/Over	529
1	5	Jones/Pearson	Lancer	121	24	Ryan/Genn	623
1	5	Reidel/Moir	Sunbir	121	25	Kelly/Brid	870
1	7	McLoughlin/Clark	Datsun	122			
1	7	Low/Maroney	Torana	122			
1	9	Brown/Ryan	Datsun	123			
1	9	Kabel/Kabel	Mazda	123			
1	11	Gynther/Tindal	Fiat	124			
2	12	Jewels/Tremain	Subaru	126			
2	13	Cutts/Trevethan	Datsun	149			
2	14	Meadows/Shera	Mazda	152			
2	15	Harrison/Garth	Lancer	179			
2	16	Johnson/Williams	Mazda	192			
	17	Hazeldine/Istri	Datsun	214			
	18	Gibson/Gibson	Renaul	250			
	19	Reid/Burbridge	Datsun	326			

## A Conversation with third place navigator John Hall

This was the Swaysland/Hall fifth attempt at the B.S.C.C.'s ARC qualifier, previous attempts being doomed by failures of radiator, exhaust or getting bogged.

The pair have always rallied in an assortment of Datsun's, the current one having a stock (ASOB) motor. At the start of the rally John was running around like a blue armed fly, an attempt to have a word with him was doomed to failure as he scuttled around organizing things, I caught only part of his sentences so I came away with his news that "My.... nipples....hurt" whereas what he really said was "My service crew carry assorted spares. Wheels, grease nipples and a big hammer in case the car gets hurt."

As they began the event they faced a night in which they would take the following places on the competitive sections; =1, =2, =11, =7, =14, =13, =9, =10, =15, =9, =7, =2, 3, =4 for the price of a small dent above the bumper. (fender, for our American readers) caused by a piece of foliage. Significantly reverse gear wasn't touched all night, although John may have forgotten a short excursion down a firebreak on the Sunday Creek Road. As is appropriate for such a long running pair they never argue and John never gets sick, he calls instructions three times at 300-200-100 metres, and the only danger of falling asleep was on the 3rd Division where there was a big distance between controls, however if John falls asleep Neil soon follows suit, and although the poor old Datsun knows the forest like the back of its tyres, it isn't so fast on its own. They are another crew who never admit to being fastest anywhere, and they temper enthusiasm with caution, saying that the Samford spectator stage is "very dangerous".

A successful crew and a credit to the B.S.C.C.

I know Gary Connolly has received many letters from appreciative competitors, so I'll print the following example as a representative sample:

Dear Sir

Greetings from North Queensland. Would you, in the next edition of the club's Magazine extend to our fellow club members our appreciation to those who generously aided us in running in the Lutwyche Village Rally, to those minions who so ably manned the control points, and to all others who were in some way involved.

Geographical isolation precludes us from doing this personally so we hope we may extend our thanks via the magazine.

Best Wishes for now, every success in 1977

Yours in Motorsport

Mike Walsh and Gerard Byrne

### FOR SALE...FOR SALE

Laurie Harrison offers for sale the following commodities:

Holda Twinmaster.....\$140 OBO

Lancer 1600cc, fully prepared for rallying ....\$2600

65 Wembley Road, Woodridge or leave a message at 208 8836

An International event that has been gaining in status over the past few years, is the Caledonian Safari which is held in the French Islands of New Caledonia starting on October 26th. The starting order is determined by a hillclimb and the French hosts spare nozzink to make your trip memorable (every hotel room has a French widow) theres also a Casino on



CLUB CHARACTER ..... No 2 ..... Charlie Blake

Charles describes himself as a veteran motorist, but his energy and drive belie the fact that he was born in the year when Segrave in the Sunbeam, won the 496 mile French Grand Prix at 75.31 mph.

Charles and I were thrown together during the Lutwyche Shopping Village Rally, when we (in my lady wife's company) manned two controls. Up until then I thought Charles was an old stager who'd started rallying in stone wheeled chariots when Boudicca (You remember her, the queen of the Iceni) was a mere slip of a girl. But to my surprise Charles played football for Easts until 1965 and it wasn't until that club and the B.S.C.G. combined to produce a novice rally, that he had his first taste not only of rallying, but rallying success as his crew came home the winner. Knowing a good thing when he sees it and feeling that, as far as football went, Anco Domini was catching up on him, Charles farewelled 20 odd years of kicking the leather about and joined the club.

Most Motor Clubs are composed of young people and normally those with "Old heads on young shoulders" are co-opted onto the committee. So once Charles had joined, the worth of (relatively speaking) an old head on old shoulders was quickly realised and Charles joined the club committee soon after joining. 12 years in the club and 12 years on the committee having worn at different times the hats for Vice President, President for 2 years, Immediate Past President and he is currently a very careful treasurer.

For his daily bread Charles is a landscape gardener, a job requiring lots of hard work plus an eye for style and proportion, so if you want a quick Ha-Ha thrown up on your estate Charles's home number is 382693.

He has a fund of rallying story's - most of them of a libelous nature and proceeded with the words "Don't print this, but did I ever tell you about old.....". He admits to being "Very happy with a good fast driver" and as a long term partnership he still has very fond memories of Dave Bogel who piloted a very fast Valiant - quizzical look from Big Ed - "Yes Really" from Charles. He enjoyed his outing on the recent Darling Downs rally with Trevor Gynther very much, "Get with somebody fast, have a chance" and they took their chance with both hands coming third even if "Trevor doesn't like the mud much" which makes third place even more warrentable. This was the first time Charles had navigated from behind a curtain and he gained much amusement at controls peering round at the driver. Among those "Dont print" stories was the following tale which I find too good not to print. Some years ago Charles navigated for a dentist, and during the course of one rally Charles's new set of dentures jumbled up his instructions so much that his driver made him a new set so he wouldn't have to spend another night shouting out "WHAT" all the time.

Charles's pet bug is that sponsorship and speed have taken the sportsmanship out of rallying, and it has become more furious than fun. However I have no doubt that he'll be back for more at the first opportunity.

Charles is a unique character at the club, who else do you know, that would rate the funniest person he's ever met as Lee Drummond?

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News has reached the editor that two club members are going to be married, no its not Chris Goodreid and Warren McKewen (although I thought that Warren had never looked lovelier than he did the other Wednesday night) but Tony Hazeldine and Kim Venning, along with his good wishes the editor would like to point out that he's very partial to a nice bit of cake (nudge, nudge, wink, wink)

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Dave Morris has purchased Henry Ryman's rally Civic so what price Datsun 1600's now? Dave Honda doesn't have much of a ring to it while Honda Morris sounds like a jewish motorbike dealer, doubtless David will telling us how it goes in the near future.

DARLING DOWNS SPORTING CAR CLUB MOTORKHANA

MAY 22, 1977

ROUND 3 QLD MOTORKHANA CHAMPIONSHIPS

33 starters faced the flag on a sunny but blustery and rather chill day in Toowoomba. Entries from the B.S.C.C. were as follows:

Neil Taylor (Long chassis Honda Civic)...L. Sutherland (Renault based Special)...Marlene Ryman (Honda Civic)...Adrian Taylor (Honda Civic)...Keith McConnell (Cooper S)...M Read (Special)...Butch Read (Special)...Lee Drummond (Mazda)...Henry Ryman (Honda Civic)...Jack Read (special)...Phil Griffin (special)

Club Members times were as follows (Name, (L) denotes lady driver, class, time, position overall on test, position in class on test) :

Test 1

P.Griffin	F	20.9	11	1
J.Read	F	24.0	3	3
L.Sutherland	F	25.8	7	5
N.Taylor	B	27.2	10	1
B.Read	F	28.8	13	9
A.Taylor	A	29.2	14	4
K.McConnell	A	31.0	19	5
H.Ryman	A	31.2	20	6
M.Ryman (L)	A	33.0	23	2
M.Read	F	37.2	30	13
L.Drummond	C	38.2	32	2

Test 2

J.Read	F	37.6	14	14
L.Sutherland	F	38.8	6	5
P.Griffin	F	39.0	8	7
H.Ryman	A	40.8	10	2
K.McConnell	A	43.0	12	3
N.Taylor	B	43.7	14	1
M.Read	F	44.3	15	10
A.Taylor	A	44.5	16	4
L.Drummond	C	44.7	18	1
M.Ryman (L)	E	48.1	23	3
B.Read	F	49.8	25	13

Test 3

P.Griffin	F	34.8	1	1
J.Read	F	37.5	5	5
K.McConnell	A	38.8	7	1
A.Taylor	A	39.2	8	2
H.Ryman	A	40.9	11	4
L.Sutherland	F	41.9	14	10
L.Drummond	C	42.3	15	1
M.Read	F	45.8	19	11
N.Taylor	B	47.3	22	2
B.Read	F	54.8	28	13
M.Ryman (L)	E	61.0	33	6

Test 4

M.Read	F	39.8	1	1
P.Griffin	F	31.9	2	2
K.McConnell	A	32.6	6	2
L.Sutherland	F	32.7	8	6
A.Taylor	A	32.7	8	6
J.Read	F	32.7	8	6
H.Ryman	A	33.0	11	4
B.Read	F	33.2	12	3
M.Ryman (L)	E	34.4	16	2
N.Taylor	B	40.5	26	4
L.Drummond	C	41.6	27	1

Test 5

P.Griffin	F	30.5	1	1
A.Taylor	A	32.3	2	1
K.McConnell	A	34.2	6	2
J.Read	F	35.4	7	4
H.Ryman	A	35.5	9	4
M.Read	F	36.4	11	6
L.Sutherland	F	38.6	16	11
L.Drummond	C	40.5	18	1
N.Taylor	B	45.5	24	4
B.Readn (L)	F	49.4	27	12
M.Ryman (L)	E	51.2	30	4

Test 6

P.Griffin	F	27.0	1	1
L.Sutherland	F	28.7	8	7
J. Read	F	29.0	9	8
K.McConnell	A	29.2	10	2
A.Taylor	A	29.6	11	3
H.Ryman	A	30.4	13	5
N.Taylor	B	31.5	15	1
L.Drummond	C	31.5	15	1
B.Read	F	33.2	20	10
M.Read	F	34.7	25	13
M.Ryman (L)	E	38.6	29	5

Test 7

P.Griffin	F	41.8	3	3
A.Taylor	A	43.3	7	1
K.McConnell	A	43.6	8	2
J.Read	F	44.3	9	7
H.Ryman	A	45.5	13	5
L.Sutherland	F	45.7	14	9
M.Read	F	45.7	14	9
N.Taylor	B	46.1	15	1
L. Drummond	C	47.7	18	1
M.Ryman (L)	E	48.7	21	2
B.Read	F	55.7	30	13

Test 8

M.Readn (L)	F	35.2	1	1
P.Griffin	F	36.8	2	2
J.Read	F	36.5	3	3
L.Sutherland	F	37.0	6	6
H.Ryman	A	39.9	13	4
K.McConnell	A	41.4	15	5
L.Drummond	C	41.6	16	1
A.Taylor	A	45.8	23	6
B.Read	F	46.4	25	11
N. Taylor	B	50.9	29	4
M.Ryman (L)	E	53.1	31	6

These statistics give us the following figures for average position overall and average position in class:

P.Griffin (Special).....	2.2	L.Drummond (Mazda).....	11.1
J.Read (Special).....	6.0	P.Griffin (Special).....	21.2
L.Sutherland (Special).....	9.8	N.Taylor (LWB Honda Civic)...	21.2
K.McConnell (Cooper S).....	10.3	K.McConnell (Cooper S).....	21.7
A.Taylor (Honda Civic).....	12.3	A.Taylor (Honda Civic).....	31.4
H.Ryman (Honda Civic).....	12.5	M.Ryman (Honda Civic).....	41.2
M.Read (Special).....	14.2	H.Ryman (Honda Civic).....	41.3
N.Taylor (LWB Honda Civic)...	19.3	J.Read (Special).....	51.0
L.Drummond (Mazda).....	19.8	L.Sutherland (Special).....	71.3
B.Read (Special).....	21.2	M.Read (Special).....	81.0
M.Ryman (Honda Civic).....	25.7	B.Read (Special).....	11.10

The official results were as follows:

1st	P.Griffin	(Special)	F	262.1
2nd	G.Wolski	(Special)	F	267.4
3rd	P.McGloy	(Special)	F	269.0
4th	J.Read	(Special)	F	277.0
5th	K.McGloy	(Special)	F	286.3
6th	L.Sutherland	(Special)	F	289.2
7th	R.McGloy	(Special)	F	291.0
8th	M.Spiden	?	A	292.1
9th	B.Dunn	(Special)	F	293.2
10th	P.Clydesdale	(Fiat 500)	A	293.4

#### Class A

M.Spiden	?	292.1
P.Clydesdale	(Fiat 500)	293.4
K.McConnell	(Cooper S)	293.8

#### Class B

N.Taylor	(LWB Honda Civic)	332.7
B.Veitch	?	332.8
I.Both	?	346.3

#### Class C

L.Drummond	(Mazda)	328.1	(only finisher)
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#### Class D

C.Fisher	?	382.9	(only finisher)
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#### Class E

C.Griffin	(Special)	324.9
P.McLennan	?	332.3
D.Stormont	?	358.1

#### Class F

As per overall results

#### Motorkhana Mumbings

Mr Sutherlands Renault based special suffered a broken gearbox during the day, he borrowed Mr Dunn's Buggy for the remaining runs and he had the audacity to beat the cars owner.....lots of people had bad days, Marlene Ryman to name but a few, Adrian Taylor lost class A on the last test when he had a diabolical time and Henry Ryman hit a flag and came fifth in class A behind Adrian.....Lee Drummond had very little competition in his class but his times overall are still good.....Keith McConnell drove very well to finish 3rd in class A, 1/4 second behind the amazing Fiat 500 of Clydesdale.....Jack Read returned to motorkhana's after a layoff and came 4th in the very competitive special class..... Phil Griffin, Queensland's most successful Motorkhana man, scored a very definite victory in coming in 5.3 seconds ahead of the second place getter.

## Recent Clubnights

The 25th May saw a thrilling night run organized by Peter O'Connor and Chris Goodreid. 18 cars containing 32.76 people faced the starter and departed on a tortuous trip around Holland Park/Mt Gravatt/Tarragindi/MacGregor/Runcorn/Coopers Plains and sweatshops of old Hong Kong. Results are to hand for this event and the following places were obtained:

1/	C.Blake	T.Best	0
2/	P.Snell	L.Barron	1
3/	G.Jackson	G.Somerville	1
4/	B.McLurdo	D.Wood	2
5/	K.McConnell	L.Stinson	2
6/	S.Kobel	D.Francis	2
7/	K.Fitzgerald	P.Hoveling	2
8/	T.Kobel	G.Kobel	2

June 1st was a Social night and a very cold one too, Gary Connelly appeared in a pair of very warm, but outrageous, Italian made "Moon Boots" which the cheaper element at the club found amusing (Lee Drummond and I lent on each other for mutual support). Keith McConnell had a couple of old rally films from the sixties, and that aged patriarch Alan Lawson sat behind us filling us in as to the details. A most enjoyable evening one way and another..

Tim Bailey and Keith Fitzgerald organised the Novice Night Run on June 8th. 14 cars trundled off into the night as the navigators screwed their minds up to find the clues. The event wove its path through the unkempt natives of Southern Brisbane (Ultimo Sud), their cretinous faces peering through the smoke of their dung fires. (Well thats how we live in Woodridge).. No results to hand....

June the 15th was a General Clubnight, June the 31st will be a Major Clubnight and September the Drong a Colonel Clubnight. Normal sort of night, 800/0 of the members stood around and got y drunk... Dave Morris showed us what a Scotsman has under his kilt and the lovely Andrea told me I'd already done it once... Dennis Brown was giving copies of the Albert News away and Boyd Ovens was looking thin - normal sort of night.

## Armchair Motoring

Very thin this month, "Torque" is on when the cricket isn't, and on July 3rd when we are out watching the Off Road Rally Channel 2 are televising a meeting from Sandown.

## Forthcoming Event

I haven't seen any details of this years Iron Man contest but I understand it will be similar to last years when it followed the format of: a Night Run from 1930 to about 2330 on Friday, Saturday morning is a Sprint at Lakeside, followed in the afternoon by a motorkhane at the same venue, and Sunday theres a hillclimb at the Mt Cotton course. No special licences are required and as its an event for people and not vehicles, competitors can use any type for vehicle for each event. I hope to be entering in the Civic so I'll see you in the nuts.

Far be it for me to advertise something thats in competition to our normal Wednesday Night functions, but for once I'm making an exception. On the 13th July, Laurie Garth's lady wife is holding a charity dinner in aid of the paraplegics at the White Horse Motel under the patronage of ex B.S.C.C. President Brian Evans. Tickets for a worthy cause and good feed are \$25 a double... phone Mrs Garth at 349 8053 for more

Watch out Woodridge, Take a back seat George Fury, DON CHOY HAS WRECKED ON HIS DATSUN !!!!

## 2nd Round Queensland Rally Championship

### Darling Downs Sporting Car Club - 28/29th May 1977

I was prevented from spectating on this event by the fact that the gurnor was coming round for dinner. (Mrs Smith did us Veal de Flemin- eek, and then hot, fresh, pineapple upside down cake with cream and ice cream - and even I'm not loony enough to stand out in the cold in preference to that).

Nobody could be persuaded to write a report (Shame ! Shame !) and I gathered the following points by keeping my ears open.

Owing to the very damp and muddy conditions, a lot of the first division was deleted, and the navigator's task was made a lot harder by copious wheelspin upsetting the Halda readings.

Dennis (Did you see me in The Albert News) Brown blew 3 alternators, T.Perrott destroyed his Datsun round a tree, and Adrian Taylor was one of many who came off on a downhill lefthand corner and shot off amongst the logs, however Adrian did a proper job of it, and it took them ages using a winch and muscle to become mobile again. Ian Reidel wavered from the straight and VERY narrow (he says !) and a hidden stump mashed up his rear axle and suspension.

My notes tell me there were 20 gates and 6 anthills, although whether one drove through the latter I cannot remember.

Somebody said "You'd have to be mad to come out and do this all night" which makes sense if you like a dull life full of Footy, pawns and beer.

There was a note of dissent at the finish and the pre-protest hearing results are as follows:

1/	R Vandersee	/I Young	Torana	15
2/	A Ryan	/I Genn	Torana	23
	A Cutts	/P Trevellan	Datsun	37
=3/	T Gynther	/C Blake	Fiat	37
	N Swaysland	/J Hall	Datsun	38
=5/	S Kibel	/P Hetherman	Mazda	38
7/	B. Mann	/I Thomson	Datsun	40
8/	P McLaughlin	/G Clark	Datsun	42
9/	A Scott	/P Hutchison	Corolla	62
10/	L Pratt	/D Pratt	Torana	65
12/	G Smallman	/L Gerth	Escort	93
14/	J Watson	/D Choy	Cortina	102
15/	T Hazeldine	/R Istria	Datsun	103
17/	R Reid	/R Burbridge	Datsun	143
22/	D Kelly	/L Bridge	Golf	288
24/	R Gynther	/L Tindall	Honda	294

### Forthcoming Event

"Entries are now open for the Queensland Light Car Club's KRITICOS MOTORS RALLY on the 16-17th July, 1977. This is a novice-clubmen rally and will be almost completely route charted with some easy navigation. Persons graded as Notice or Clubmen drivers may drive, but anyone may navigate. Entries close on Tuesday 5th July, and entry fee (including service instructions) is \$25. The rally starts in Caboolture at 5.15pm on 16th July and consists of 320 km of total distance with 200 km competitive. Roads are bitumen and generally good gravel.

Supplementary Regulations are available by phoning the Director, Bruce Nicol on 527537 (A/H). Prizes listed total \$861 with special prizes for new competitors and also a special prize of \$20 for the best effort by a B.S.C.C. member. Control Officials are required and an award will be made to the best organised control....You can get by without a Halda but a zeroable odometer would be handy....spectator instructions available on the day at the start, KRITICOS MOTORS, BEERBURRUM RD, CABOOLTURE.

With great thanks, the following production from TONY JEWELS

The Townsville Pacific Rally

June 11/12th

or "Don't call the cautions, call the smooth bits"

After rallying the previous weekend in the minus three temperatures of Armidale, it came as a pleasant change to find ourselves in the bright sunshine, and warm temperatures of Townsville. Parts of the Armidale we had found quite rough, but that was a milk run compared to Townsville rough (and I use the word with caution) "roads".

However I am not for one moment inferring that the Pacific Festival Rally was anything but a first class event. Its just that I do not like rough roads too much and on reading this article the reader should bear this in mind.

Pre-event publicity was good and it was a little dispiriting to find that only four Brisbane crews started, as well as one from Toowoomba with the remainder of the 34 starters coming from Rockhampton and all points North. Bearing in mind the fact that in 1978 this could be a state championship round, it is somewhat odd to find that not more regular QRC competitors were up there checking out the country. Personally I think that this event deserves to be a 1978 QRC event - it was certainly better organised than many past QRC events based around Southern Queensland. We must not forget that QRC stands for "Queensland" Rally Championship and not Brisbane Rally Championship. (To this end I would also like to see a QRC event at Rockhampton next year.) The fact that almost 30 "local" crews started indicates that there is solid local backing, and the vast crowd at the start indicates the solid local interest in the sport. There were more spectators at the start than at any other event I have competed in except the "Cross", and that includes the Lutwyche Shopping Village Rally.

First cab off the rank was Fred Thompson and Ian Genn in the repainted RS2000. Jeff Tremain and I followed in the Subaru RX. Hank and Simon Kabel were the last of the classified crews and were followed by an interesting group of recognised clubmen and novice crews. As well as Fred's Mk 2 RS there were three other RS Escorts of varying types although all succumbed eventually to the conditions. Other notables included Bruce McCubben and Garry Betts both in Torana's and Nev Horton in a great looking Volvo.

From the start in the main street of town, the field transported to a private property within spectator distance which was cleaned by everyone but was fun in the tight sandy conditions. A service/transport took us out to the first short competitive just on dusk. The roughness started at 6.01 from the start with a washout and didn't get any better throughout the section. It was at this stage that we decided it would be better to call the smooth bits and treat everything else as a caution. After checking through the instructions it was apparent that it was going to be rough, as there were less than half dozen instructions in each division is Turn Right, Turn Left, Hard Left, etc. Each competitive section had about a page of cautions - there were caution dips, caution creeks, caution washouts. In all fairness, although the event was ultra rough everything was cautioned and it didn't turn out to be a car wrecker. However it did evolve into an event that the fastest crews were the ones who were prepared to go into the cautions hardest. It had to be because there were only cautions and not turns to slow the crews. In the available area around Townsville there are no state forests as we know them, only shire roads and private property. The utilisation of available roads was excellent even if the condition of most of them left a lot to be desired - but you can't blame the organisers for that - they can only use the roads that are available. I would imagine that many problems could exist for the organisers if it had rained prior to, or during, the event. The creeks were about two feet deep and with the amount of alternative routes available, if it had rained and the creeks were another foot deeper I cannot see how the event could have been run.

It is of little benefit to run through the individual sections but generally Fred Thompson was quickest until he first of all cracked his sump and then re-arranged his front suspension, and then a bolt dropped off his stabiliser bar and then he became bogged. Apart from that it was a magic run for the Escort which seemed to thrive in the conditions. Hank Kabels Mazda 323 was particularly suited to the rough conditions and was right there to take over first spot when the Escort finally succumbed to the rigours. Our Subaru bent four rims but only one cost us any time. Although the car was capable of going much quicker the driver was not prepared to and therein lies our excuse. Jeff will be writing a separate article on gates of which there were many. Twelve in one section - all sorts of them from tension gates with a twelve foot pole tensioner, to a steel one that a cow had died on which was a bit "woofy". Another novelty was a compulsory tow through a creek by a tractor - shades of what could go wrong if the weather conditions weren't perfect.

All in all a different event, well worthy of being a state championship round next year if run to the same high standard, although anyone who thought that the "Wide Horizons" was too rough is in for a shock.

1/	Hank Kabel	Mazda 323	60
2/	Len Solomon	Holden Torana	69
3/	Garry Betts	Holden Torana	74
4/	Tony Jewels	Subaru RX	76
5/	Bruce McCubben	Holden Torana	82
6/	Cec Johnstone	Datsun 1600	93

#### NEW MEMBERS

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

Martin Chambers	Sunnybank
Peter Falk	Corinda
Keith Fitzgerald	Kedron
Bill Jones	Richlands
David Kortland	Kelvin Grove
John Nelson	Daisy Hill
Lindsay Sutherland	Ferny Grove

Financial membership now stands at 272

Will anyone knowing the whereabouts of the clubs First Aid Kit please communicate the same to Warren McKewen.

Now Warren's a Mitchelton Surgeon,  
With instruments both sharp and thin,  
He only does one operation,  
and O how the money rolls in.

Big Ed wants a vice, one about 4 inches wide that bolts to a bench would do admirably. \$\$\$ await the first lucky caller!

#### Forthcoming Event

To celebrate 100 years of the Wacol School's centenary day run is being organised for July the 9th. The event starts from the clubrooms at 1.30pm and entries will be taken on the day. Further information from Larry Stinson,....

According to the Editors demon way of dispensing points the motor racing World Championship had the following positions after the Spanish G.P.

1/ Scheckter 86. 2/Lauda 80. 3/Reutemann 78. 4/Andretti 72. 5/Hunt 63

## Big Ed's Column

I believe I casually mentioned last month that (The incredible) Mrs Smith uses about a gallon of Vicks Vapour Rub a week, (That's 200 nags per pint), well fate's heavy hand dealt yours truly a cruel blow during the month, and I was laid up with a bout of the niggers. (No my wife didn't say I had a social disease, she said I was a social disease). Being trapped in bed as my life slowly ebbed away, I was in no condition to retaliate when the little woman wheeled in a 5 gallon keg of the embrocation, and proceeded to cover me in so much, I thought I was expected to swim the Channel.

Later, while she was attempting to do something terrible to my body, the goo I was covered in caused me to pop out of her grip, and I was rendered unconscious by banging my head on the headboard. WHEN I AWOKE I WAS NO LONGER A SURGEON.

The Editor received the following communication during the month:

"Hello Sailor"  
Above the R.S.L. Hall  
Suba Bay Road  
Hampton Park

### Big Ed Dahling

As was absolutely obvious, the photo on the cover of last month's magazine was no more in Wales than my Aunt's Penny (Of which the least said the better). The motor car with those divine men on board, must be doing at least 90 mph (An unheard of speed in Wales) so it must be Scotland.

Actually, the fence in the background looks very like the one I dragged a shrill, protesting half dozen G.I.'s through in 1943, 44 and 45, when I was a mere slip of a girl.

Yours

*Ed Dahling*

P.S. Don't forget I made you promise I'll be the Club Personality in the Christmas Edition.

I actually had a Hush Puppy shoe lace break during the month, it went when I was staggering around under a large Computer Disk, I came to rest upside down in the Accountant's office with steam issuing from every orifice. The RBCQ (Royal Boat Club of Queensland) arrived in about 10 minutes and I was towed to the "Home of ancient Boat Repairers" (Yes, they were a load of old cobblers) where they had me back on the carpet in a few minutes.

Mrs Smith and I have booked a flat in Port MacQuarie for the Southern Cross week and it contains a double and two singles. We are occupying the double, so if two people want to have the singles it'll cost them \$15 each for the week. I agree that staying with me isn't too tempting but Mrs Smith has a certain charm, and I can guarantee a regular supply of VICKS VAPOUR RUB.

See, phone, write (15 Laurel St, Woodridge, 4114), send a pigeon, me soon (First come first served).

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Young Mr Lawson, on whom such lavish praise was afforded last month, seeks fast and unsteady Driver (like Dave Morris) for future nocturnal outings; in other words he wants a driver for Rallies, phone (work) 520221 Ex.368, (home) 573264 Ex Bedroom 1 (Cor Blimey).

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Hullo, Hullo, Hullo, Whats all this then?

We extend a warm welcome to Alan Pride, who has transferred from Cairns to the Brisbane Police Driving School.



Thanks to Colin Young's generosity we have the following report for the:

Ampol Bega Rally

Round 4

Australian Rally Championship

A solid fifth place in the Ampol Bega Rally has given Sydney driver Doug Stewart a narrow one-point lead in the 1977 Australian Rally Championship. Driving his Chrysler Lancer, and navigated by Neil Faulkner, Stewart lost 62 minutes over the rugged 1600 km two-day course on the NSW far South coast.

Victory in the Ampol Bega, the fourth round of the Championship, went to the brilliant Canberra crew, Greg Carr/Fred Gocentas, in their Ford Rally Team Escort RS 2000. They lost 40 minutes and just held off by five minutes a desperate last night challenge from the Datsun Rally Team's George Fury/Monty Suffern in a Datsun 710. After starting in tenth place on Sunday afternoon, Fury stormed through the field to make up four minutes on Carr. Current Australian champions Ross Dunkerton/Jeff Beaumont retired their Datsun 710 on Sunday afternoon with engine trouble after hitting a tree on Saturday night. Conditions during the rally varied from thick mud in Victorian forests to dust and fog north of Bega. Slippery roads, large trees and mechanical problems accounted for fifteen of the original 50 starters.

Carr made a brilliant recovery to win the Ampol Bega Rally. After taking the lead on Saturday night, his Escort left the road and ten minutes were lost winching it back. The lead then passed to Bob Watson in his Datsun 120Y, who was seven minutes in front when the Sunday night division began.

A navigation error then cost Watson those seven minutes, and an hour later the rear suspension of his Datsun broke and he was out.

George Fury meanwhile was making a desperate attempt to make up for time lost on Saturday night when his Datsun 710 crashed into a tree. He passed eight other competitors over the final 800 km, but just failed to catch the flying Escort.

Outstanding performances came from other placegetters. Newcastle's Darryl Rowney/Robbie Wilson lost 53 minutes in their Datsun 510 to be third, just four minutes clear of Canberra's Peter Gaudron/Graeme Pilgrim in another Datsun 510. Final championship point went to the local Bega crew, David Balmain/Terry Hanrahan, in a Chrysler Lancer, on 65 minutes. Doug Stewart now leads the Championship on 16 points with one round to go - The Walkerville 500 in South Australia on July 16-17.

Main prize for the Championship this year is the Total-UTA Award of a free journey and entry to the International Caledonian Safari in October.

1/	G.Carr/F.Gocentas	Ford Escort	40	points
2/	G.Fury/M.Suffern	Datsun 710	45	"
3/	D.Rowney/R.Wilson	Datsun 510	53	"
4/	P.Gaudron/G.Pigram	Datsun 510	57	"
5/	D.Stewart/N.Faulkner	Lancer	62	"
6/	D.Balmain/T.Hanrahan	Lancer	65	"

Australian Rally Championship Pointscore (one round remaining) :

Stewart 16, Dunkerton 15, Fury 12, Morrow 9, Carr 9, Slater 7, Riley 6, Portman 4, Swaysland 4, Rainsford 3, Gaudron 3, Bonhomme 2, Jones 2, Coote 1, Smallwood 1, Reidel 1.

### COMING EVENTS

Wed	22 June	Expert night run by Max Boothby and David Wood
Sun	26 June	Lakeside Races (ATCC 7)
Tue	28 June	Calendar Sub-Committee Meeting
Wed	29 June	General Meeting at the clubrooms, 8.00 pm
Sun	3 July	Closed off-road event at Camira - full details elsewhere in the Magazine
Tue	5 July	Committee Meeting starting at 6.30 pm
Wed	6 July	7.30 pm Ballot for Kriticos Motors Rally 8.00 pm Motor sport movies at the clubrooms
Sat	9 July	Day run to Walloon starting from the clubrooms at 1.30 pm - full details elsewhere in the Magazine
	8-10 July	Iron Man Weekend - full details elsewhere in the Magazine
Wed	13 July	Novice night run by Glen Somerville and Paul Street
Sat	16 July	QLCC Kriticos Motors Rally (Open Clubman/Novice)
Wed	20 July	Open night at the clubrooms
Sun	24 July	Lakeside Races (ASCC 4)
Wed	27 July	Expert night run by Charlie Blake and Gary Blower
Sun	31 July	BSCC closed autocross - details to be advised
Tue	2 August	Committee Meeting starting at 6.30 pm
Wed	3 August	Wine and cheese night at the clubrooms
Sat	6 August	DDSCC John Humphrey Memorial Rally (QRC 4, QRRS 4)
Wed	10 August	Open night at the clubrooms
Sun	14 August	BSCC Interclub motorkhana
Wed	17 August	Novice night run - organisers required
Sat	20 August	MGCC Para-Quad Rally
Wed	24 August	Expert night run - organisers required
Sat	27 August	Day run and barbecue - full details later
Sun	28 August	Surfers Paradise Races
Wed	31 August	General Meeting at the clubrooms, 8.00 pm

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