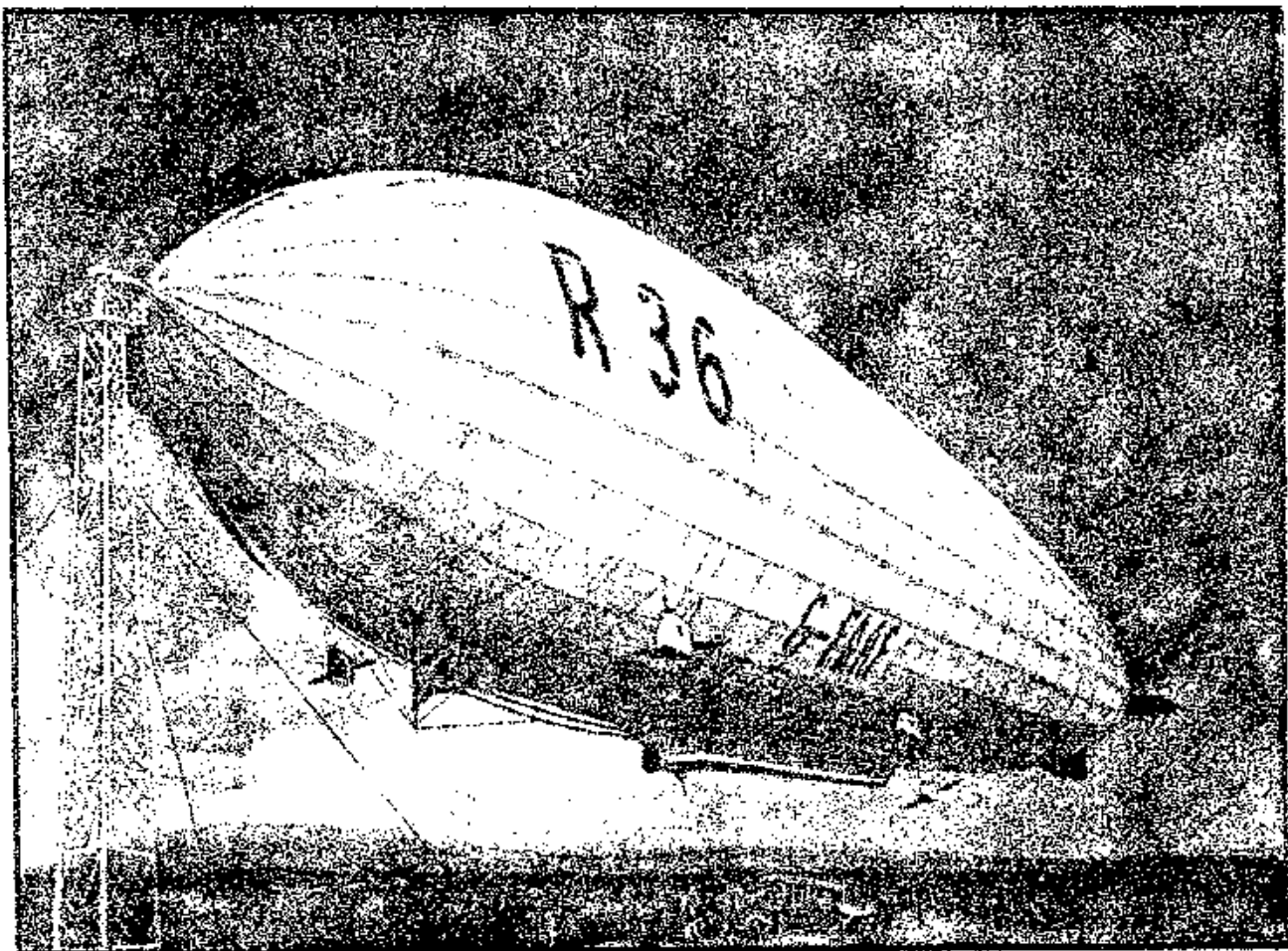


# The Brisbane Sporting Car Club

## MAGAZINE

CAMS AFFILIATED

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JULY 1977

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

The Hon. Secretary,  
Brisbane Sporting Car Club,  
P.O. Box 314,  
WEST END            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

Editorial

In the last few months the Civic has begun to 'pink' when pulling away at low revs. This little tinkling noise from the engine means that petrol of too low an octane value is being used, and for sustained high speed cruising there exists a real danger of burning out a piston or valves. The Honda handbook recommends that "91 Octane" petrol be used, and that is about as low as you can get in a civilized country, so what sort of muck are they dishing up? I thought that when the car had been serviced either the carburettor or distributor had been disturbed but the prompt starting and smooth running belied that fact. I would have put it down as a personal idiosyncrasy except for two things, en route to the Iron Man sprint we filled up at a 'strange' garage and any signs of pinking disappeared instantly (and it did come out of the Regular pump) and that night a Dutch Technologist we were having dinner with informed me that he'd heard many complaints of a similar nature. We all know that petrol dispensing is a cut throat business so whos to say that its not our throat being cut.

And talking of dilution, I have it on good authority that a certain garage in Sherwood fills his distilled water bottles from the tap! L.J.K. Setright would have a fit.

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Major Forthcoming Event

B.S.C.C. AUTOCROSS JULY 31st.

All BSCC members are requested to attend the 31st July autocross to be held at Illawere St., Calamvale. For those clubmembers who were not happy to run at previous autocross's, held at Beenleigh, for various reasons, i.e. ground too rough or scared they might be shown up, are notified that the 31st July event will be held on a smooth track used occasionally by  $\frac{1}{4}$  midget speedway cars. (And they've got 2" ground clearance). The track is very smooth and promises to make the event a very enjoyable one for drivers and spectators alike. Vehicles are required to have a stop fitted under the front of the tailshaft and contain a CAMS approved fire extinguisher (from your local accessory shop) and a hard hat upon the drivers head along with long sleeves ~~and~~ and legs also worn by the driver.

Entry fee is \$5 and entry on the day, before 10.30, is allowable. Directions are in the magazine or by ringing Lee Drummond. - 398 7163 A/H

Lee Drummond

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Your Club Needs YOU !!!

The London - Sydney Rally reaches Brisbane on the afternoon of Sunday 25th Sept and Garry Connelly needs a HEAP of people to do marshalling and controls, it won't be an easy job because the control is open from 5pm to 5am and we want bright, alert people working in shifts. Ladies who are adept with the coffee pot and the hot home made scone would be especially welcome.

Contact Garry now if you want to help the events progress.

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This Months Cover

In the general euphoric surrounding the 50th anniversary of Lindberg flying across the Atlantic, let us not forget that in the years previous to 1927 several other aerial crossings of this great waterway had been made, and not all by aeroplanes. The 643 feet long R34 did the London - Toronto - London trip in 1919. The Americans may have the best public relations men but they were not the first.

Brisbane Sporting Car Club Participation in the  
Singapore Airlines 1977 London - Sydney Rally

This is the fourth big motoring adventure to have been held since the 1968 London to Sydney started the Modern Trend, the first such event was the 1912 Paris - Peking when things really were a bit desperate. I went to the start of the 1968 event run at Crystal Palace in South London. It was a clear, chill November day and the venue (A race circuit built in the grounds of The Crystal Palace, a gigantic glass building constructed in 1851 for the Great Exhibition and burnt down in 1936) was packed with people, far more than when I used to get a bus there to see Moss beat Brabham, McLaren and Salvadori in the London Grand Prix. How to convey the atmosphere? The fantastic looking cars mounting the rostrum one by one, Zaccada's Porsche with giant Roo bars, the fragile looking works Lancia's, Schellenberg's mighty 6 litre 1930 Bentley, the works Cortina's of Clark and Brittan, and almost un-noticed because it wasn't terribly exciting, the Hunter of Cowan. They drove down the ramp and did a slow lap of the circuit (amidst the most violent cacophony of cheers I've ever heard the English give vent to) before disappearing on that long, long trek to Australia, a country of totally different climate but because of the two world wars, the English Language and "Two way Family Favourites" it didn't seem to be such an outlandish place to be going. If this years event can create half that excitement, it'll be a success.

1977 Format

The 1977 event covers 30,000 kms in about 35 days (25 days motoring, 10 days at sea). It starts at Covent Garden in London (Where the Opera House is) on August 20th and finishes at the Opera House, Sydney (Where the fruit market isn't) on or about the 25th September. The route is basically the same as in 1968, apart from the inclusion of more dirt roads, the sea crossing from Madras to Malaya and the run down to Singapore, and the greatly increased mileage in Australia, this latter section being the meat of the event which will sort the winner from the boys.

Jim Reddiex

As most people will be aware. BSCC member Jim Reddiex, winner of the 1974 Trans-Sahara London - Munich Rally, has been strongly tipped to win the event. He has entered a four car team of fuel injected Citroen CX2400's with drivers of International repute.

Jim Reddiex - Doug Stewart - Barry Ferguson

Need no introduction.

Jean Claude Ogier Claude Laurent

Jean Claude has rallied Citroen's around the world for years, it was about 10 years ago that I saw the very Speciale DS he demolished on the Alpine Rally. Claude Laurent I have a special soft spot for as he used to work wonders with the DAF rally cars, his skill and the rubber bands often beating supposedly faster rivals.

Patrick Vanson & Jean Pierre Luc

I must admit to not knowing Vanson's form but I know Luc has been successful on the Tour of Corsica and other mountainous events.

Paddy Hopkirk - Micheal Taylor - Bob Riley

Splendid to see Paddy back in the saddle, I don't recall him doing an event since the 1970 Scottish although I could be mistaken. Micheal Taylor was a Grand Prix driver in the Moss/Brabham/Clark era and Bob Riley of course hails from Sydney, and he'll provide the much needed local knowledge of Australia.

The cars are being shipped to arrive in France on 28th July for the final fettling, then when we next see them in Brisbane, the four cars (and Jim assures me all four will reach here), will be the proud bearers of numbers 0002, 0003, 0004, 0005 in Queensland's new style number plates. A fitting piece of showmanship from Queensland's most famous driver.

#### A Queensland Entry

The other club entry is an "All Queensland" entry by Hank Kabel, Simon Kabel and Pat Hethermen in a Mazda 929 Sedan. The 1800cc engine has been replaced by a factory prepared 2 litre unit and the rear suspension is off the 929 wagon, the front suspension is standard apart from thicker sway bars.

The plan for participation was first mooted in mid 1976, and since then searching for sponsorship and making reality out of plans has taken up a lot of their time. The car arrived in May and frantic days and nights of preparation saw the car leave for Europe on June 23rd - en route for Holland where the final preparations will take place. Hank also left at this time, for a holiday before the big day arrives.

Hank was working on a \$25,000 budget for the venture, the principal sponsors being the A.C. Group of Co's, Coronet Travel in association with Thai International Airlines, plus further assistance from Control and Recaro.

Service arrangements through Europe and Asia are basically relying on what the local Mazda dealer can offer, but in Australia some service is available although it will still be many hours between service points. Frank Johnson of W. Australia is doing the event in an RX4 sedan, and the Kabels will be able to use his service facilities in the West, and he'll use theirs in the East.

A fine home effort and one I'm sure we'll all follow with great interest.

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Next month there will be full details of the Queensland part of the route, and the way in which YOU can help the smooth progress of one of the last great motoring adventures.

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Forthcoming Event and Request for you lot to get off of your loathsome spotty behinds.....

#### B.S.C.C. Interclub Motorkhans

The Motorkhans and Speed event committee require some assistance at the Interclub Motorkhans on 14th August. We would be very appreciative of all club members who could help us out by being timekeepers or Officials of some kind on the day. We are sure that BSCC members would like to see the club win the Interclub this year again and a good days spectating would be inevitable.

The event will be held at Toombul Shopping Town and unless enough assistance is obtained from clubmembers the event cannot take place, so please come along and at least help us out a little bit.

Larry Stinson 378 1274

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#### Lonely Hearts Column....

Old man with hearing aid would like to meet similar lady with batteries. Cure your Goats hearing problems with a can of "Goat - • - Hear". Attract single young girl with big breasts wild like to meet nice man who will take care of her. Contact me at the address below.

B.S.C.C. OFF - ROAD RALLY

3rd JULY 1977

Big Ed's eyeview

Thank heavens for firm, definite Directors. During the first lap on this fascinating course through the property of Hardboards of Australia, a number of competitors mistook their directions and proceeded at high speed down the wrong track. Chris Goodreid (The rally's Director) took command of the situation and prevented the explosion of a potentially very hazardous situation. At the lunch break he advised all competitors that the first lap would be scrubbed from the results, and apart from a few grumbles that was that. How many times have I seen a situation like this when the Director has been a bit of a ditherer and the resulting acrimony and dissent have ruined the whole day, granted the error shouldn't have occurred in the first place but Chris handled a difficult situation faultlessly.

The event was conducted over a sinuous course in the forest which had to be covered four times. We arrived just as the event got underway. Mrs Smith and I walked firmly up the track from the start, it being steeply uphill and sandy. The competitors composed 7 Buggies, 3 VW Bajas and one each of Datsun 4wd, Subaru 4wd and Lee Drummond's courageous entry in a Mazda rally car. We wondered how Lee would cope with the hill and the rest of the route, I knew he would be coping with deep sand, gully's, corrugations and deep (but dry) creek crossings.

The cars began booming up the hill and cornering in great clouds of sand and dust. Colin Levey's Buggy went deep into the bushes, Jim Adness (Winner of the December Rally) came through very quickly, Mr Gardner Buggy was very nice, Cedric Loy's Datsun almost caught us unaware it was so quiet, Ian Bond gave us a wave and the Annand and Thompson 4wd Subaru scuttled past sounding magnificent. Eric and Selena Bond started late in their Baje and provided us with a bit of a fright. Like a fool I'd stood us on a very large log, which was behind two big gums on the outside of a long and fairly fast left hand bend. It provided a good vantage point but in the event of wanting to vacate the area quickly it frog impeded progress. Eric twitched the car sideways considerably before the corner and the back slowly swung round till it was heading sideways towards us at about 60mph. I kept my eyes glued to the front wheels, and just as I grabbed Mrs Smith to fling her over my back and run like hell, they lazily turned into the slide and Eric whacked past us in a big shower of pebbles, dust and a big VW WHOOM-WHOOM noise - if it'd cost \$10 to get in and see that, it would have been money well spent.

For the second lap we stationed ourselves at the end of a longish straight where the track turned 90 left through some deep sand. Dr Chalk, with the lucky Boyd Ovens in the hot seat, had trouble seeing the direction arrow as did several others. Cedric Loy gave us a big grin and I thought he would disappear through the bushes but he didn't, then the Golden Fleece Miami Buggy did understeer through the bushes on the exit of the corner and Lee came down the straight like the wind. We missed the Subaru who'd ~~crashed~~ mangled his front suspension on a stump, but otherwise the cars were proving far more reliable than on their last outing here.

At the lunch break the places were as follows:

1. Jim Adness, 2. G. Wolfe, D. Gardner, S. Blackburn, I. Bond, 6. G. Chalk, C. Loy, 8. K. White, E. Bond, 10. L. Drummond, 11. Golden Fleece Miami, 12. C. Levey.

I had a word lunchtime with the lovely and fascinating Marianne Ebhey, who has now captured our hearts by becoming the Chairperson of the Social Sub-Committee. (What I have to do to get a piece of crumbed chicken).

For the third lap we took my brother - in - law and entourage up to the proper spectator viewing area. There, we saw that well known man about amber fluid, Dave Ambrose, who was fiddling with his exposure while his delectable blond young lady looked on with interest. The cars came through a narrow gate at high speed, over - or to the left of, some deep ruts before booming across the paddock to a right and T and back into the woods.

Ian Bond's engine sounded a bit stuttery, and Cedric Loy's rear wheels kicked high into the air as he yumped the ruts while Lee treated them with proper rally car caution, and found time to wish us "Good Afternoon". Lap 3 was a disaster for Jim Adness and two other cars: Jim had broken an engine mounting, Eric Bond wolloped a tree and Colin Leavey broke a front gearbox mount.

We walked past the hot poles to our next vantage point, suffering the indignity of being told to "Go back home you Pommie chaps", or something similar. My nephew, who at the age of 9 has a definite talent for the obnoxious found a very dead Fox in a well, and had I found a stick long enough I would have taken great pleasure in putting it in Mr Ambrose's eskie.

We perched ourselves high on a bank to watch the cars still running circumnavigate a very deep creek. Mr Wolfe came through at high speed as he had done all afternoon, he's not a spectacular driver but all the hairy drivers ever do is review the remains, or clutch the cup for third place, your first place driver is both fast and neat. The mechanical toil which had been reasonable all day took a turn for the worse on this the final lap and two further cars were way-laid. Ken White had his steering seize and Dr Chalk hit a tree whilst stopping for a control.

The final results were as follows:

=1	G. Wolfe	Class 1
	S. Blackburn	Class 1
3	I. Bond	Class 3
4	C. Loy	Class 4
5	D. Gardner	Class 3
6	Golden Fleece*Miami	Class 1
7	L. Drummond	Class 5

Another excellent outing by courtesy of the "Off - Roaders" - don't forget the big one is on at Goondawindi on October 16th and hundreds of entries are expected, until then we should have some more Camira runs to keep us happy.

Purely as a personal aside, if anyone would offer the editor the chance to navigate on any Off Road event (especially the big one) he would be delighted to pay the entry fee.

#### FOR SALE

'AVANTI' map reading lights (The worlds best). Lighting is adjustable from a 2"x2" square to 10"x10" to approx 20" circle. The flexible neck will not shake out of position on the roughest roads. Three sizes are available...18" \$19.75, 12" \$19.25, 6" \$18.65. also available 'ALPINE' Quartz Halogen "H4" headlights, 7" \$29.40, 5 1/2" \$27.70 per pair.

RING SCOTTY WEIR

208 8444 (Work)  
208 2164 (Home)

(Metal King Disc Pads at Stupid Prices)



## NEW MEMBERS

A warm welcome is extended to the 17 people who joined the Brisbane Sporting Car Club during June:

Jim Adness .....	Indooroopilly
Anthony Boulton .....	Windsor
Foul Burgin .....	Red Hill
Peter Crampton .....	Kingston
David Chadwick .....	Capalaba
Roger Gardner .....	Kedron
Dave Gardner .....	Windsor
Neville Hamlin .....	Chermside
Noelle Heales .....	Chapel Hill
Warren Henry .....	Corina
Peter Hoveling .....	Stafford Heights
Chris Linfoot .....	Tarragindi
Richard McCole .....	Red Hill
Ian McFarlane .....	Aspley
John Millett .....	Kingston
Neil Robbins .....	Aspley
Gary Semmens .....	Daisy Hill

Financial membership now stands at 289

### Walloon School Centenary Day Run

Ten crews took part in the day run to Walloon on Saturday 9th July as part of the school's centenary celebrations. Organised by Larry Stinson and Jeff Tremain, the run was an easy drive through picturesque scenery crossing the Brisbane River several times with an overall average speed of 40 km/h to be maintained. Boyd Owens and Warren McKewen collected the trophy which was very kindly donated by the Centenary Celebrations Committee, and what a pity there weren't more BSCC members to take part in the celebrations.

The Results:-

1st	Boyd Owens / Warren McKewen	16 points
2nd	Peter Snell / Les Barron	17 points
=3rd	Neil Robbins / John Coleman & crew	18 points
=3rd	Lee Drummond / Noelle Heales	18 points
=5th	Martin Chambers / Lorraine Chambers	27 points
=5th	Don Choy / Alex Choy and crew	27 points
7th	Rod Hannifey / Robert Newman & crew	29 points
8th	Ruth Tindal / John Blake	45 points
DNF	Charlie Blake / Charlie Blake	
INF	Laurie Tindal / Robert Tindal	

### 1977 TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

We have been asked by the organisers of the Southern Cross Rally if the club would be prepared to nominate a group of approximately seven people to act as control officials during the rally, to be held this year from the 8th to the 12th of October. The organisers feel that significant advantage in the organisation and professionalism could be obtained if formal "control groups" could be established to take charge of certain areas during the event.

If you are interested in acting in this capacity, please place your name on the notice board at the clubrooms, or advise the Secretary, as soon as possible but no later than the end of the month.

## Recent Clubnights

Max Boothby and David Wood provided a hum-dinger of an Experts Night Run on June 22nd, Weeks afterwards this was referred to as "The big one", several experts found their expertise waning and in a shock result won from and (No results to hand - the people not named above must feel free to fill their names in, and to leave this journal lying around where it may be found by admiring friends and relatives).

June the 29th was a General clubnight, and as always this was a popular fixture. For some reason we were overwhelmed with new members on this night, plus a large contingent from the Off Road Members. There were so many new faces about I felt constrained to being quite sensible in case I was booted out of the door. Several people joined me in a beer but once my penniless state was discovered they were pushed off smartly.

July the 6th was a dramatic night as we had not only the draw for the Kriticos Rally but motor sport movies too. When TIMS and I arrived a load of polite people from the QLCC and other interested clubs were hanging around the back of the room, I was off like a Ferret up a trouser leg and secured some front row seats - being polite at the BSCC clubroom just gives a lout like me the chance he needs. However I was out-louted when I went out to carry the 'Hernie' brand typewriter from Charles's car to mine, upon my return there was the repulsive bum of Dave Ambrose in my seat, with a muffled oath (One must keep one's oaths warm in this chill weather) I squeezed onto the row so we had Me, Dave Ambrose, TIMS and Warren McKewen squeezed onto 3 seats, 75% of that wasn't a pretty sight. During the course of the night Warren McKewen was repulsively civil to my wife, kissing her hand and fawning all over her, now all I get is "(SIGH) If only you were as galent as DEAR Mr McKewen", if he was only half his size and twice his age I could get quite nasty. The draw for the rally was promptly handled, Boyd Owens (Who has to get up at 5am every day because he likes snatching underwear off of clothes lines) fronted up with two big films, and by 8.15pm the projector was clattering into life, and our attention was drawn to the far wall where by courtesy of Mr O.B. Brown and Castrol two films were to be shown. I have stated my preference in the past for Castrol Oils and Castrol Films, the first film was stunningly good in execution and subject matter, my only criticism being that all the Poms may know Russell Brookes, Tony Pond, Ari Vatanen and Pentti Airikkala by sight, but it would be nice just to flash their names at the bottom of the screen for a second while they're being interviewed, so that us downunders know who's who. The film was "Stages to Victory" and it was about the 1976 Castrol/Autosport English rally championship, what the film showed was that to succeed in the old country one has to go like a berserker, fascinating viewing with bags of talent trying their hardest, the success of the film can be gauged by the fact that it only gained one hoot of derision from the cheap and cheerful mob assembled to watch it - this was when the 36km Hafren stage was called "long". The other film was a rather tired one about the 1968 Acropolis Rally - its best feature was a commentary by Harry Houdini whilst immersed in the "Chinese Water Torture Chamber" (Glug, glug).

I wasn't there to witness the running of Glen Somerville and Paul Street's Novice Night Run on the 13th July, but with a little imagination I can picture the scene. The white breath hanging in the air on a bitter, cold night as the crews mount their machines to do battle against "The Organisers", a few muffled instructions and then a sudden roar as engine after engine bursts into life, each machine straining against its brakes as if it lusted after battle. With the cry "Chocs away" packets of sweets would disappear into the glovebox and they would be off. Official results are not to hand but I understand Von Richtofen, Ball, Voss and McCudden did rather well.

Club Personality No. 3 ..... Garry Connelly

Garry Connelly is not only the ..S.C.C.'s Vice - President but also a major force for Motor Sport in Australia, he lists his major jobs at present as the following.

Queensland Co - Ordinator for the London - Sydney Rally  
Director of the October 16th BP Desert Rally  
Deputy Delegate to CAMS National Council  
Club Delegate to CAMS State Council  
International Steward

Any one of these jobs would be enough to give me the screaming willies so one presumes Garry to be a very organised person.

He started motoring competitively with a Mini in 1967 and progressed to an Alfa and then a Corolla. The latter was the most successful car, he finished in the first 10 on all the National and State Championship rounds, including a 3rd on the BP Rally of Queensland in 1969.

He began navigating for Alan Lawson in 1970, and his transfer to the other side of the car quickly bought results as they finished 3rd overall on the Warana Rally in a Mazda 1200 behind two works Cortinas, they also managed a 10th overall and first private entrant on the Ampol trial before he started calling them up for some fast New South Welshman.

The big breakthrough was in 1971 when Barry Ferguson rang and asked Garry to join him in the Southern Cross in a Holden Dealer Team car, however Holden didn't have a car ready so an offer of a car from Mitsubishi was quickly snapped up.

He has done the "big one" 6 times in all and finished with what amounts to be remarkable consistency. (I know a bloke who did the RAC International 8 times and never finished once). The tally goes:

1971	Barry Ferguson	3rd
1972	Barry Ferguson	Rolled over whilst 3rd
1973	Joginder Singh	4th
1974	Joginder Singh	2nd
1975	Kenjiro Shinozuka	Disqualified whilst 4th
1976	Kenjiro Shinozuka	5th

He rates the fastest driver he's ever been out with as a man he's never actually done a rally with. Peter Lang, who was the Australian Rally Champion in 1974 provided Garry with some hair raising test sessions. The Men who are quick, precise, cool, calm and collected are Barry Ferguson and Shinozuka, which just goes to show that bombing around with the sweat of fear on you face isnt really the way to go about things.

Behind every great man theres a women and Mrs Connelly was met through Motor Sport and indeed she was the first women to roll her car on Australian television, this feat being performed at a Catalina Park Rallycross. (What an unkind thing to remember!).

To improve the club Garry would like to see more people getting off their backsides and helping organise matters, in summary Garry is now regarded by all and sundry as a man who, when the great ones are talked about, will loom large in the conversation.

(The editor would like to apologise for the somewhat scrappy typing for this article but he finds that the 'B' clubtypewriter has been very aptly titled).

## Rally Seminar '77 by Boyd Owens

Held at the "Gateway Inn" on 19th June Australia's first ever rally seminar was attended by just over 130 people who were interested enough to attend and thereby show their support for our sport.

Chaired by well known motor sport personality and Editor of "Racing Car News", Max Stahl, the seminar got under way at 10am with the official opening by Superintendent E. Robinson of the Police Traffic Branch. Who talked on the sport as seen by his department; saying that it is up to the people involved in the sport to present a good and safe driving image to the public, as it only takes one or two inconsiderate drivers to give the whole sport a bad image.

Next to speak was Mr B.C. Ashcroft from the Forestry Dept. who presented some very interesting points from their side of the fence as regards our sport, urging closer co-operation with the local Forrester as to the rally route closer to the day of the event.

Other speakers included Mr J. Johnstone (Qld. Road Safety Council); Mr Hank Kabel who talked on the directing and promoting of events, and Mr Tony Dillon, Sales Manager of Yokohama Tyres (Qld) presenting the views and expectations of rallying from the sponsors point of view.

Following the lunch break, Mr Dick Stevens a Sales and Marketing Consultant, presented some ideas as to what we could do to promote rallying as a whole. The C.A.M.S. was represented by Mr John Horn, Qld delegate to National Council, Brian Gemmell talked on competitor grading, and David Kortlang gave a short but lively talk on the promotion of an event.

Afternoon tea was followed by an open forum where people could air their views and/or grievances to a panel headed by Max Stahl and consisting of Hank Kabel, Brian Gemmell, Noel Gibson and John Horn. Two excellent Rally Films were shown during the day.

Finally, the result being that a promotional Committee will be formed to promote rallying in general as a sport and to encourage a closer liaison with the media. Anyone who wishes to assist can contact;

Fred Thompson: 3714977 & 2852007 A/H  
Ian Genn : 2295497 & 482805 A/H  
Gordon Little: 2218355 & 2031040 A/H

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### Forthcoming Event

The John Humphrey Memorial Rally takes place on the 6 - 7 of August under the auspices of the Darling Downs Sporting Car Club. Regulations are now available for this event which covers 600 km in two divisions. The event is round 3 of both the Queensland Rally Championship and the Qld Recognized Championship. It starts at Humphrey Leyland, Herries St, Toowoomba at 1700 hrs on the 6th and finishes in the wee hours at the D.D.S.C.C. clubrooms, 408 Ruthven Street, Toowoomba. Entries are \$30 and the Outright and Clubmen/Novice award lists both start at \$500. Entries close 25-7-77 and the appropriate documentation is available from our good Club Secretary.

Spectator instructions will be available at the start and I trust that Mrs Smith (with me in attendance) will be on hand to brighten the scene.

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Ryman watch with wonder while Whalley Wops Winner, "Wish we'd watched Who, What, Where" well wincing wantons. (New South Wales gaming house see's dreams vanish).

"I think its left here, whats the number of the telegraph pole on the right?", the ribbon of road rushed under the nose of the car as it breasted the rise and disappeared at full speed into the valley below, the handbrake was running hot by now as handbrake turns followed each other closely and then suddenly the nuts rushed up and caught me a fearful blow.

Yes four different venues but all for the same event.

Last year the event had been and gone without my even knowing about it but the tales I heard sounded very promising so when this years event was due to be run I promptly entered.

The event comprises four different motor sport functions held over a weekend. Friday night there was a navigational exercise, Saturday a sprint and motorkhana at Lakeside and Sunday a hillclimb at Mt Cotton. The points and times from these events being totalled together and the person with leat points becomes this years "Iron Man".

### The Nightrun

Was fortunate in being under the guiding wing of Ann Thomson, who despatched the cars from the MG Clubrooms in the Valley a few at a time. The route was contained on 3 gen filled sheets and the time allowance was a rapid 1½ hrs with ½hrs late time.

A good nightrun navigator has to be suspicious, devious and crafty and I was lucky to obtain Peter Falk's services for the night. At the start I put a couple of BSCO Magazines on the MG Noticeboard, had a word with Lee Drummond and Christmas and then we were off.

After searching the instructions for hidden meanings, and having them X - Rayed (To discover the hidden Leonardo cartoons underneath) we did as we were bid and drove to Indooroopilly where the fun began. During a hectic 1½ hours, we made one silly mistake and one all time howling stuff up. The silly mistake was when I turned first right down what transpired to be the wrong half of a road with a central division, we didn't even notice till we reached the end then we didn't know what to do with this strange parallel road on the left. Later we read "What is the phone number of ??? Moggill Rd" as "What is the phone number AT ??? Moggill Rd" which took us away up Moggill Rd well off the route to find the number. Subsequently, when it all went wrong we drove back to the Valley arriving just on our due time. A very interesting and refreshing event : The results were as follows;

1st	Robert Ritchie (SOC)	0
=8th	Scotty Weir	26
=11th	Ian Riedel	31
	Big Ed	31
=18th	Bob Cossor	38
=20th	Malcolm McConnell	40
=23rd	Keith McConnell	43

### Sprint and Motorkhana

The regulations for this event go into considerable detail as to the events timing, and when the Director explains the 2 hour delay in starting is because of competitors late arrival, he should realise that if he'd put his foot down firmly and kept to the timetable as laid down, the faster cars may have had the chance of more than one run (2 laps of Lakeside for a \$5 entry fee). I'm sore because Tricia and I got up at 0630 (on a cold, damp Saturday) to get there at 0845 for scrutineering, little knowing that scrutineering would continue till 1115 and the event wouldn't start till midday, there was another unsavory angle to this meeting which will be covered later.

The BSCC entrants were 7 in all, in Toranas we had Scotty Weir (XU1), Ian Reidel (XU1), Trevor Fitzgerald (SLR 5000), Mrs Smith and I were in the Civic and Keith McConnell (Cooper 'S') faced his son Malcolm who in his Mazda RX2 was determined to beat the 'old man'.

Scotty Weir must be the most organized man on a day out ever, the kids have a television to watch and he erected a vast canopy under which anything could, and frequently did, happen. The scrutineer showed some amazement that Malcolm McConnell would race his immaculate 6,000 kms old Mazda till he discovered that the dial was on its second rotation.

Practice was amidst intermittent showers and after begging for a second practice lap I had to offer TIMS a knuckle sandwich before she would risk the terrors of Lakeside in the wet, after her extra lap she begged my forgiveness for being so unreasonable (that isn't true of course but I'll stick to my memories and you stick to yours).

When the event proper started the MGB's droned round and then I had a go. I must beg the readers indulgence here and explain that I too know that a Honda Civic isn't the most exciting thing around Lakeside, however it was far more exciting than I thought it would be and one's respect for people who really do hurtle round has increased enormously. There are 3 bends for the Honda the rest being flat, the two long double apex righthanders were amusing without being desperate, the left hander behind the pits deserves an early apex because the ground rises sharply after it and that was a corner I never got remotely correct, and I found the most exciting corner to be the one turning onto the main straight, this was just on it top without backing off.

Ian Reidel's first (and only) run was a bit cautious, a word totally unknown to Scotty Weir. Trevor Fitzgerald found his SLR 5000 so numbing that he accidentally came in a lap early, Keith McConnell whizzed round (he was in my class as well - groan), Malcolm McConnell brought forth a gasp of horror and Mrs Smith coped quite well giving forth the quote of the meeting as she divested herself of helmet and balaclava, "A few more laps of this and one could get quite fast" (Cor Blimey).

After the first runs we went across to Torana Hill for the Motorkhana. This was a simple affair of 4 tests taken from the CAMS book. Crazy Sq and Startcaught a lot of people out, while I was stupid enough to hit two flags.

The second sprint runs were generally faster and I took off another second whilst Mrs Smith was 6 seconds faster in an unsuccessful attempt to catch the other lady competitors. Keith McConnell was 20.7 secs ahead of me and to all appearances he'd won the class by a country mile, however it was discovered that Aldridge (QMSC) in his registered racing Mini fitted with radials, had had two quick runs after arriving very late and he'd beaten Keith by 1 second. What a shambles.

Results (Speeds are approx)		41 runners		FlLa	StLa	StLa	Fl $\frac{1}{2}$
1st O/A	Bruce Absolom (QFMC)	Elfin 600	67.0	(83.28)	73.5	8.5	(105.8)
5th O/A (Reg)	John Donnelly (QMSA)	Falcon XB	72.8	(76.64)	79.4	8.7	(103.4)
11th(2nd class)	Trevor Fitzgerald	Torana	78.8	(70.81)	85.4	9.2	(97.82)
14th(2nd class)	Keith McConnell	Cooper S	77.3	(72.18)	84.9	10.2	(88.23)
17th(3rd class)	Scotty Weir	Torana	77.8	(71.72)	86.8	9.7	(92.78)
19th(3rd class)	Malcolm McConnell	Mazda	77.7	(71.81)	86.9	9.9	(90.90)
29th(2nd class)	Ian Reidel (one run only)	Car	83.3	(66.98)	90.5	10.9	(82.56)
34th(3rd class)	Big Ed	Civic	85.3	(65.41)	94.1	11.3	(79.64)
41st(6th class)	Mrs Ed	Rollerskate	108.5	(51.42)	114.9	13.1	(68.76)

Motorkhana... 1st O/A Kev McCloy 111.5, 2nd Keith McConnell 120.7, 3rd Ian Reidel 137.8, 6th Big Ed 137.9, 8th Malcolm McConnell 140.5, 18th Scotty Weir 158.5

## Hillclimb

Once again we all gathered early in the morning but this time at Mt. Cotton to the South of Brisbane.

This was a very slickly organized event once everybody had been coaxed into having their practice runs. As it was we had 4 runs at the hill, the BSUC entrants being much the same as yesterday apart from dropping Mrs Smith (A great loss) and gaining Lee Drummond (A great loss) and Tom Poots.

Yesterday in the rain Scotty Weir had been wearing a jumper but in the Sunday sunshine his dreadful T shirt was there for all to admire (?). The central motif was for Turner Independent Tyre Services and the "art" work was the most off putting thing I've seen since I left the CMF.

Scotty was having trouble with his steering and brakes as his times bear out, the first time he disappeared off of the road I was standing behind Mrs Weir who jumped to her feet, shook her fist and screamed "You dirty (so and so) !" Keith McConnell drove brilliantly to record 56 seconds, a personal best by a large margin, Keith was only quicker than me under power, brakes and whilst cornering, if this hadn't been so I would have caught him easily. To Malcolm's chagrin his big Mazda was .2 second behind his dad. I flogged myself to death to record 62.9 and the prize for slowest up the hill must lie between the old Simca 'Aronde' and myself. Ian Reidel visited the nuts and 'Lucky' Lee Drummond was, as always, a model of neatness. Tom Poots Tow'd had big understeer problems but he still figured in the top 6 elimination.

### Results (speeds are approximate) 49 runners

FTD	Alan Telfer	Lotus Super 7	53.6	(46.29mph)
=6th	Tom Poots	Manx Tow'd	55.5	(38.91)
=10th	Keith McConnell	Cooper S	56.0	(38.57)
=10th	Ian Reidel	Torana XE1	56.0	(38.57)
=14th	Malcolm McConnell	Mazda RX3	56.2	(38.43)
18th	Scotty Weir	Torana XU1	56.8	(38.02)
19th	Lee Drummond	Mazda RX2	57.3	(37.69)
25th	Trevor Fitzgerald	Torana SLR 5000	58.6	(36.86)
42nd	Big Ed	Honda Civic	62.9	(34.34)

### Iron Man Results 29 competitors

1st	Kevin McCloy	401.5
3rd	Keith McConnell	408.6
7th	Ian Reidel	425.6
8th	Malcolm McConnell	427.4
11th	Scotty Weir	431.6
14th	Big Ed	441.4

## LATE NEWS...LATE NEWS

JOHN HUMPHREY MEMORIAL RALLY - AUGUST 6th....Owing to a high fire danger, the Forestry Commission will not be allowing use of the Pechey State Forest this year. As a result, the early spectator sections have had to be abandoned, and the first official spectator point (apart from the start at Humphrey Leyland in Toowoomba) will be near Blackbutt. To avoid Brisbane spectators having to make the long trip to Toowoomba and then to Blackbutt, spectator instructions will be available from Wednesday 3/8 at Grand Prix Auto's (at scrutineering), Robinson Rd, Geebung & G.P.Cars, Kelvin Grove Road. Also available from Blackbutt Service station before 10.00pm (2200hrs) on the night. Entries close 25/7/77...



EDITOR CHEATS DEATH (No cries of "Better luck next time" please)

At the close of the Off Road Rally the editor, as is traditional after these events, was taken for a ride. My conductor on this occasion was Rally Car class winner, Lee Drummond, in his Mazda.

I suppose this item should have gone onto the Rally report, but what I want to emphasise is the big difference between the competitors and spectators views of the same piece of road.

Mrs Smith and I walked about  $1\frac{1}{2}$  miles up the track from the start and all those places that caught my eye as being "Dodgy", "Flat out if you're brave" etc. were later viewed from the speeding car. The big hill from a start posed no difficulties at all, the Mazda bounding up in first gear. The long left bend where Eric gave us a fright turned out to be 2 fast bends with a somewhat bent straight in the middle. The deep sandy junctions the Mazda consumed with ease, and altogether the little car made short work of all the difficulties I'd imagined for it. Mind you there were plenty of places where Lee slowed because it was so rough, he advises a somewhat cautious first lap, and perhaps in conjunction with the Haldex "Face Notes" could be made of the difficulties: e.g.

1.87 Caution rough  
2.14 Left at T  
2.88 Rough gate...Keep left  
etc, etc.

Altogether this could be an exivible and undemaging day out for the rally car driver, and one I hope more will take advantage of. Also the wingeing spectator has no idea of "the rhythm of the road" so he'd be better off donning his crash hat and having a go in something, anything !

37 Beeby St  
Wavell Heights 4012

Dear Jeff,

I'm looking for a rally partner. I prefer to navigate and don't have a rally car.

It's nearly 2 years since I've been in a rally; I used to navigate for Keith Conder but he retired his poor old car and we both teamed up with Mal Shinn to rally a Mazda RX3 but Keith and Mal broke the car on its first run: since then we were trying to graft the RX3 motor onto an R-100 body but have abandoned this because of lack of spare time so now I'm back to having no partner and no car.

I was going to team up with Trevor Ruddick but had to buzz off overseas at short notice (to escape from the Fed's would you believe?) and left him stranded. I've also been talking with Volvo about rallying a car for them (had my sights on the London to Sydney) but ~~they are taking too long to decide what they want~~ and have left things up in the air pro temps (I think Freddy Thompson would have loved to drive my Volvo 264 back from London, and Keith Shaw was fascinated by the idea) so I'm still nowhere.

Can you help me?

Wayne Herdy



## Big Ed's Column

You may remember a reference in the magazine a few months ago to Aunt Bessie's budgie, well several people have asked after our feathered friends well fare and I can report that he is probably the most pampered bird on the Gold Coast. When last I saw him he had a choice of cuttlefish, millet, birdseed, apple or avocado to eat and 6 perches (2 of them of the swinging variety) to eat from. To amuse his idle hours he has a plastic budgie to beat up and a mirror to talk to. Aunt Bessie hasn't taught the bird to speak yet but the Budgie has got her chirping like a good 'un. I only hope he doesn't suffer the same fate as a bird belonging to a relative of mine. One Christmas they shared a bottle of brandy and when the bird passed out the kiss of life was tried but the little thing burst after the fifth puff.

I have received the following telegram from James Hunt, Niki Lauda, Mario Andretti and Jody Scheckter.

"Federation Internationale de'l Automobile advise that Don Choy fitted Weber to Datsun stop consider this grove threat to our future existence as top drivers stop advise soonest if intends entering Datsun in Grand Prix stop stop"

(The Editor would like to point out that that closes the subject of Mr Choy's Weber as he has no wish to receive a long hatchet in the back)

At long last we've got room at home for the De Lux Jowett Javelin I bought last March, so recently I employed Barnes Auto (They never sleep, how frightfully uncomfortable (They shoot car collectors don't they?)) to bring the car over from Oxley, where it was stored under a friend's house, to the sun kissed palaces of Woodridge. The man driving the truck got on my good side rightsway by saying "Its a Javelin isn't it mate, when I was an apprentice that was the car I really wanted" - and to think he could have been a Riley fancier (I understand such twisted people do exist). We attached two big prongs to the front suspension and winched the car onto the tip truck, while it was hanging at a 45 degree angle I began to pray that the previous owner hadn't removed any key nuts and bolts prior to doing some restoration. However all was well and its now safely ensconced at the Smith household. Its always best to have a target, and my aim now is to get the thing mechanically fit so I can do next years Iron Man series in it.

As I write this TIMS and I are looking forward to her first drive on a rally. We entered the Kriticos for three good reasons,

- 1/ I enjoy navigating and my wife is the only driver I can punch when she starts wingeing about the fact that it takes me 5 minutes to open one of your ghastly gates,
- 2/ A bit of competitive motoring will improve her driving no end, she's had little practice lately and her driving skills were disappearing, however since we've entered the event she has driven on every possible occasion and a big improvement is already there. The biggest single factor was a couple of (albeit rather slow) laps at Lakeside during the Iron Man Sprint. After that outing her driving was competent, determined and decisive (apart from drunks the worse thing on the road is a ditherer).
- 3/ Because it was there

P.S. I Bet Marlene Ryan and Ruth Tindal are excellent drivers

### COMING EVENTS

Wed	20 July	Open night at the clubrooms, including Presentation of trophies for the March autocross Presentation of trophies for the Motorkhana Championship Presentation of trophies for the July off-road event
Sun	24 July	Lakeside Races (ASCC 4)
Wed	27 July	Expert night run by Charlie Blake & Gary Blower
Sun	31 July	Closed autocross - Supp Regs are available
Tue	2 Aug	Committee meeting starting at 6.30 pm
Wed	3 Aug	Wine and cheese night at the clubrooms
Sat	6 Aug	John Humphrey Memorial Rally (QRC 4, QRRS 4) DDSCC
Wed	10 Aug	Open night at the clubrooms
Sun	14 Aug	BSCC Interclub Motorkhana
Wed	17 Aug	Novice night run by Peter and Noelene Whalley
Sat	20 Aug	MGCC Para-Quad Rally
Wed	24 Aug	Expert night run by Peter O'Connor & Chris Goodreid
Sat	27 Aug	Day run, barbecue and fund-raising function - full details elsewhere in the Magazine
Sun	28 Aug	Closed-motorkhana at Samford starting at 10.30 am
Wed	31 Aug	General Meeting at the clubrooms, 8.00 pm
Sat	3 Sept	QMSC Capricana Rally (open)
Tue	6 Sept	Committee meeting starting at 6.30 pm
Wed	7 Sept	Social night at the clubrooms
Sun	11 Sept	Closed off-road event at Camira - full details later
Wed	14 Sept	Novice night run by Dave Morris
Sat	17 Sept	BSCC Open Rally (QRC, QRRS)
Sun	18 Sept	Closed Motorkhana - full details later
Sat	24 Sept	Day run by Allan & Noel Lawson
Sun	25 Sept	QMROA Queensland Motorkhana Championship Round 5
Wed	28 Sept	Expert night run - organisers required