

The Brisbane Sporting Car Club

MAGAZINE

CAMS AFFILIATED

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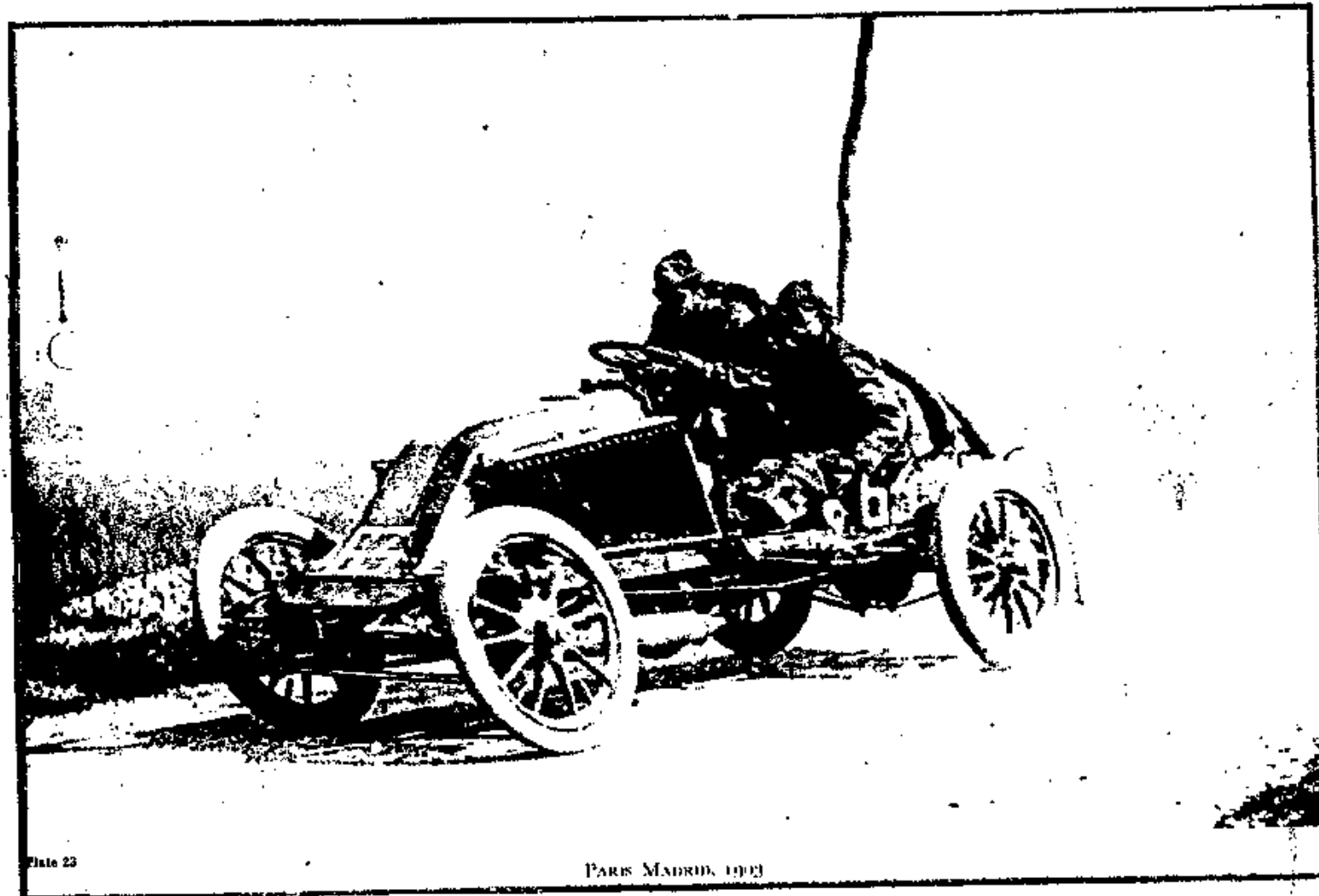
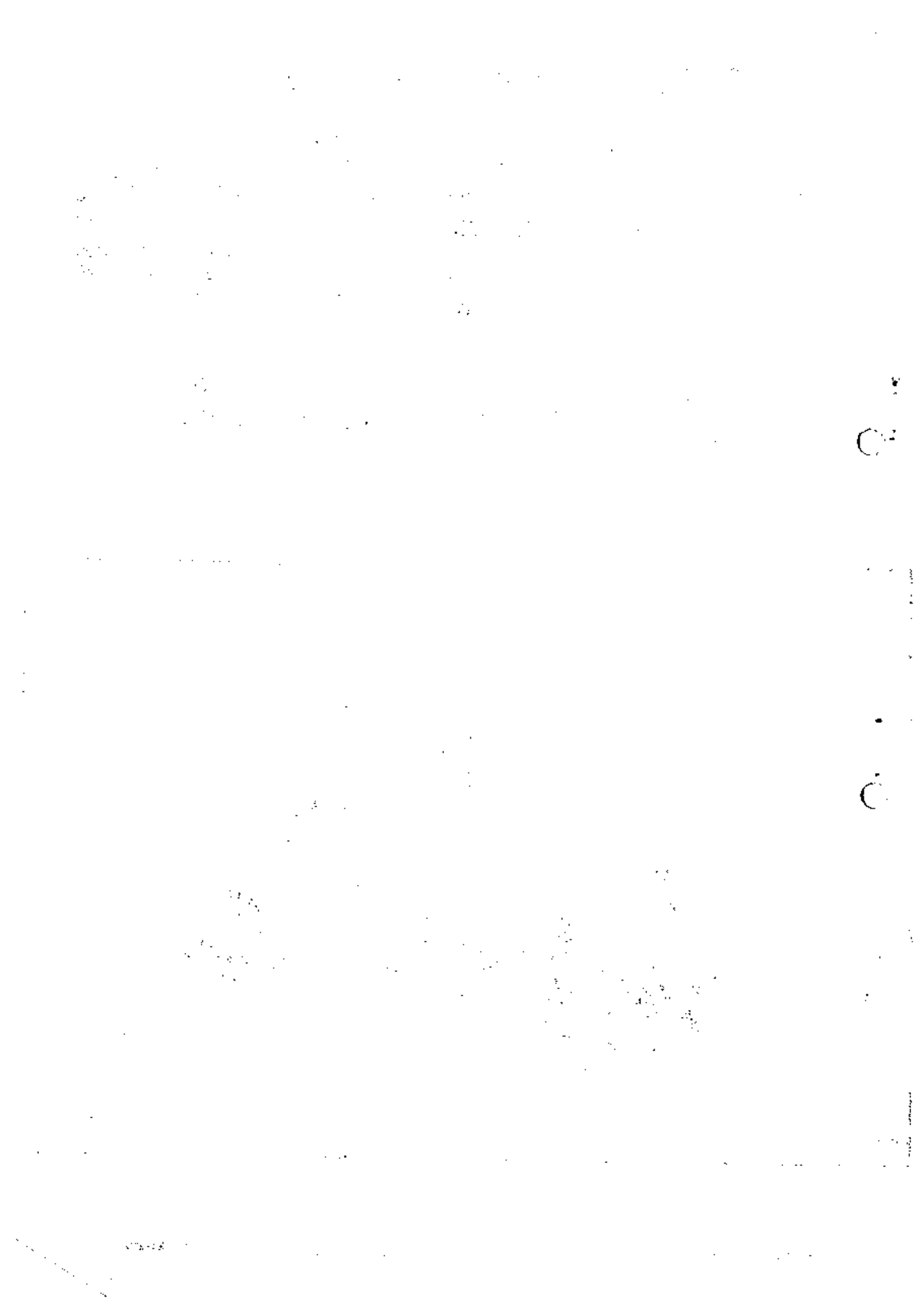


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SOCIAL SUB-COMMITTEE CHAIRMAN	Dave Morris	261 1632	

POSTAL ADDRESS:

All correspondence for the Club should be addressed to -

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

CLUBROOMS:

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

MEMBERSHIP SUBSCRIPTIONS:

The annual membership subscription is \$15 for ordinary members and \$6 for associate members. Associate membership is offered 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

It must be remembered that whilst this is the B.S.C.C.'s official magazine, the views expressed within may not conform with the official 'party' line propagated by the Committee, they are peculiarly the editors own.

Entry wise (and that is our only criteria for judging popularity) the events organised within and without of the club have not been too well endowed lately, although club membership continues to climb and climb. In an effort to do my part I have instigated a monthly page to explain how one participates in a night run, motorkhana or whatever, but if people are determined to sit on their bums theres very little I can do. Two areas in particular stand out as in need of amputation or at least a bit of cutting about.

Weekend social events and day runs have been an almost total flop this year. Mrs Smith and I had intended to do the day run to Marburg a few weeks ago, but 10 minutes after the event should have started there were still only 5 cars on hand to enter (and 1 of those was a non member) so we decided not to bother. Glen Somerville had 3 or 4 entries for his run to Samford, and at that level the thing isn't worth organising. Its pointless sounding off at people for not competing, after all once you've paid your \$15 its your club and you can do what you like.

Perhaps I'm wrong but to me it seems that the other dead duck (entry wise) is the Off Road section. This has a nucleus of hard working fanatics and a great cloud of shadowy figures whose near -est concept of a fast, dangerous run is doing 120K's down the Ipswich Road. As last months letter pointed out, 2 events run out of 4 organised does not seem a success. You can lead a club member to water, but he'll only drink if he has the time, inclination and money.

One thing that this years Singapore Airlines London = Sydney Rally showed is how much cars have improved since 1968. Then, a fast run across the Nullabor cut the field to pieces, but this year, under conditions that would ke a Hunter lie on its back and waggle its tyres in the air, the majority of cars that started from Perth arrived (One way or the other) at Brisbane. A 1968 competitor watching the 1977 event, would reason that things have changed little as Citroen, Mercedes, Peugeot and Porsche roard past, but hidden away is the ter conception and execeution of engineering that we now have. The engineers finer standards gives our driving finer standards.

Forthcoming Event

The second most enjoyable social night of the year burst upon an unsuspecting club on the 9th December, it was the annual Christmas Party heganised by Dave Morris. Hundreds of members turned up for a night of riotous fun at the P.A.F.S. Hall Milton, music was provided by the top band 'Biggles' and the late Editor was stoned to death by a fisilade of cocktail cherries, when he attempted to play the first movement of W.A. Mozarts "Das kenk ist nicht fur der fingenpoken" on the tuba. Those lucky people who obtained one of the tickets, paid Dave Morris for the privilege sometime during the latter weeks of October.

This months cover

Marcel Renault pushes his mighty racer along the road from Paris to Bordeaux. This year Renault have re-entered formula one racing with a somewhat smaller 1½ litre turbo-charged device, it certainly beats frogs legs (Nudge, nudge etc, etc).

New Members

A warm welcome is extended to the following people who joined the Brisbane Sporting Car Club during the last month, bringing our membership to 312:

Bob Baird	Sunnybank
Debbie Chadwick	Capalaba (Associate)
Peter Cohen	Palm Beach
Murray Cox	Rochedale
Phil Delaney	Palm Beach
Terry Horne	Ipswich
John Ingram	Ipswich
John Joyce	Brighton
Peter McMahon	Strathpine
Colin Powell	Capalaba
Tony Swanston	Annerley
Warren Tegg	Rochedale

Notice of Annual General Meeting

The Annual General Meeting of the Brisbane Sporting Car Club will be held in the BSCC clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 30th November at 8.00pm. On this night the future of the club for the next twelve months will be decided. Remember that this is your club and this is the meeting where you have the opportunity to express your ideas.

The business to be conducted at the Annual General Meeting shall be:

- (1) The consideration and adoption of the Annual Report;
- (2) The discussion and adoption of the Accounts of the club for the past year;
- (3) Election of Office Bearers, other members of the Committee, Auditor or Auditors and Life Members;
- (4) General business.

In accordance with the Club Rules, the President, Vice President, Honorary Secretary, Assistant Secretary, Honorary Treasurer and Club Captain shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election. At each Annual General Meeting half of the committeemen shall retire from office, but they are also eligible for re-election.

Each candidate for Office Bearers and the Committee must be nominated in writing by two financial members of the club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (ie by Wednesday 16th November at the latest).

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this magazine - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms are enclosed with this magazine - please use them if you cannot attend in person. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting.

Forthcoming Events

Ipswich West Moreton Auto Club - Springtime Rally

Its too late for Entries to this event but spectators are catered for and full details are available from the start venue; Nicholas Street, Ipswich at 1.00 pm on Saturday 22nd October, 1977.

Renault C.C. of Qld. - K.L.G. - 4KQ Motorkhana

Entries close at 7.00pm on Friday 21st October for this round of the Queensland Motorkhana Championship. The event itself is to be held on the property of Macks Trucks, Ipswich Road, Racklea commencing at 10.00am. Copies of the Regs are available from our Hon. Secretary and the Clerk of the Course is Trevor Garbett 371 4870.

Ipswich West Moreton Auto Club - Economy Run

This is an interesting event that is scheduled to be run on November 20th. After having their cars weighed and the tanks filled and sealed the cars set off for a few hours driving in the Toowoomba direction. No observers will be carried so competitors are free to put every devilish trick imaginable to gain a few extra yards per gallon, Mrs Smith and I look forward keenly to competing. Regs should be available soon from our Hon. Secretary.

M.G. Car Club - Hillclimb

On the same day as the Economy Run (November 20th) this is another chance for those club members who fancy frightening themselves silly on that downhill rush to the hairpin, on the last one we got 4 runs and a practice, very nice too. Regs available soon.

Participating on a Night Run

To participate on either a Novice or Experts Night Run one needs the following: 1) A Motor Car, 2) \$1, 3) a Navigator, 4) Some form of light inside the car, and to be at the clubroom (Address on Page 1) at about 8.00pm on the appropriate Wednesday.

October's Road Test

Subaru GF

Since communications between far flung people and places have become commonplace and efficient, we have seen a process (Not yet completed) of mankind boiling down to a great grey porridge. Throwbacks to earlier civilizations are now so rare on the face of the Earth, that Television programs like "The Disappearing World" are produced for us to marvel at. Amidst this jelling together of humanity, it seems that every automobile designer who worked on the current crop of cars we can buy, whether designed in Japan, Germany or Australia, came up with almost the same answer. How refreshing therefore to have the use of an individualistic car which featured a front mounted, all alloy, water cooled flat four engine driving the front wheels through a big 5 speed gearbox. The package surrounding this was the SUBARU GF, a 2 + 2 coupe with cloth seats, carpet on the floor and a host of very liveable items.

The significance of "GF" eluded us, but my supposition is that it was designed by a former military stores manager who labelled it correctly as "Gears - Five" (Officers, for the use, of ?)

Lets us dispense with the arbitrary moans. I admit to being 5' 8", and for me to be comfortable I had to have the seat at the limit of its rear travel and with the back inclined about 3 notches, then I was very comfortable indeed, but I wonder how a six footer would have fared? When I put the seat as far forward as possible, it was only my gold Hunter that saved my ribs from a terrible bashing. The radio aerial is sensibly mounted on the screen pillar, but unlike the Honda's which is enclosed within the pillar, the Subaru has it mounted externally and a protuberance like that contributes a lot to wind noise, also I tug myself out of cars by using the pillar and on the Subaru I found myself squashing the aerial in my mighty hand (The hand indeed which touched Timo Makinen in 1969).

Sitting in the car one is faced by two big dials for Speed and Revs - the latter a really welcome addition, big, steady, well lit and progressively more red lined from 6000 to 8000. Between the two is a joint dial for water temp and fuel. All the dynamic amenities (those which are used on the go), Wipers, indicators, washers and flasher are housed in a finger tip control. The lights, HW, heater - demister and other controls are widely seperated so that no confusion between aim and effect occurs in the dark. Rolls-Royce claim(ed?) that at 60mph the only sound you could hear was the clock ticking, Subaru have tried to emulate them, but only by making the clock a very "TICK - TOCK" device, an accurate buy bullying and belicose timepiece. The radio is a very nice piece of work for a mono device, the quiet bits of the "1812 Overture" coming very clearly soon after I'd collected the car.

Ah yes, when I collected the car I found myself with 90 minutes to kill before Mrs Smith left work, so there I was free on the town with 26 cents in my pocket. Annand and Thompson's head office being at Breakfast Creek I drove over to Brisbane's best Friday Afternoon free show, watching the Aeronautical comings and goings at Eagle Farm. There, to my huge delight I found a real live Consolidated PBV-5A Catalina amphibian on the tarmac, my first close view of a big slice of history. It was a PBV-5 that first sighted the Bismarck after she'd escaped into the North Sea, and it was a PBV-5A that spotted Nagumo's carrier force that led to the Allied

victory at Midway. They use to cruise at 140 knots for about 20 hours, and for two 14 cylinder aero engines to do that they need big wings and that what the 'Cat' has got - a most impressive aeroplane - they dont MILTAM.

Anyway back to the object of our gaze, the Subaru GF. Some of the external gee-gaws are a bit unnecessary, theres too much bright work on the side including a big notice which said "FRONT WHEEL DRIVE", the need for which eluded me. Thank heavens that the exterior designers whims were not allowed to make the interior garish, inside its tastefully nice, although at first the low roofline and (seemingly) narrow windscreen give one a faintly claustrophobic feeling. The big doors make getting in and out easy, and the windows (without Quarters lights or side pillars) can all be wound down giving uninterrupted open air from stem to stern, this makes the car feel like an early sportscar with the plastic sidescreens tucked away.

On the move the pedals feel a little close together and the clutch foot has'nt got room to lie next to the pedal. Quite what I did with my clutch foot is now a mystery, so it couldn't have been too painful.

The gearlever was in close proximity of the steering wheel and the change, after 4000 kms, was just loosening up so that it was most enjoyable. There are two ways a designer can treat a fifth gear, he can use a normal 4 speed box and hang a very high 'over-drive' fifth (Honda Accord), or he can use the same top and bottom 3 gears and pack the three middle gears in to ensure that the engine is always into the meat of the power (Alfasud Ti). A look at the sales brochure showed that the Subaru is a mixture of both, the first 3 gears are the same across the whole range, but on the GF fourth is a little lower, and consequently fifth is higher than the top gear on the four speed box. A really nice box to play tunes on, although a smooth progression from fifth to third requires a bit of practice. Second gear is a tall one, taking the car upto 80kph at 6000 revs. The other intermediate gears did 110 and 140 at the same limit, the maximum we saw in top was 5250 revs which equals 168kph (105mph) and tacho's dont lie (?). Fifth is geared for 32kph (20mph) per thousand revs and it can be used in town quite extensively as well as giving petrol and wear saving properties in the bush.

We decided to take the car for a good thrash upto Mt. Tamborine for lunch on Sunday. The biggest thrill the car gave me was in gear changing at 6000 revs in the intermediates, the flat four 'boxer' engine makes a V8 type 'off beat' noise, and from 5000 revs onwards the noise really intrudes into the car interior. At peak revs in third gear a quick snatch into fourth puts the engine firmly into the powerband and it really pours itself down the road. The very quiet suspension has the damping just about right and it soaks up the bumps and lumps as well as inspiring real confidence on corners. On our return trip I was able to keep station 75 metres behind a Datsun 260Z which, although it could have been better piloted, wasn't hanging about. Tyres were by Bridgestone and proved quiet and wholly in tune with the car. To my surprise, whilst driving enterprisingly on the dirt, I found that the prominent handling characteristic was a touch of oversteer. Two high speed quibbles were that the bonnet lifted on its catches and wobbled enough for me to stop and check them on one occasion, and at the top end of the Rev range the gear lever chatted a bit (or was it Mrs Smiths teeth?). On the twisty bits up the mountain a front wheel could be induced to lift, and then the power would

disappear for a moment as the wheel spun, the resulting shock on the drive shaft and gearbox when the wheel landed was no way to treat a friend, perhaps a stiffer anti-sway bar would restore a measure of equilibrium.

We had a very nice lunch up the mountain. A homemade egg and bacon flan washed down by a glass (ONE) of Rose! This went straight to the far from incredible Mrs Smiths head, and halfway between Tamborine and Canungra, when we stopped to take some photo's, she promptly shut the car keys in the short but deep boot. Once shut, the boot resembled Fort Knox in a security scare, so 2 1/2 hours and \$20 later, when the mechanic had replaced the back seat and parcel shelf, we resumed our trip with Big Ed considerably less genial than is his normal wont.

It may seem that every test I undertake ends in a eulogy of praise, this is because the designers are, on the whole, doing a good job of producing cars that satisfy, however, in all honesty this was the first car we've tested that had us doing sums on the back of an envelope to see when we could afford it. The only dynamic shortfall is that all engines with a flat configuration need a carburettor for each bank of cylinders, the Subaru became a little breathless after 5500 revs and having the occasional hiccup elsewhere. My Jowett has two small carbs. for its four cylinders and when I finally get it going (Big Party that night) it should do 80 mph on its 1500cc's (not bad for 1950 - AD that is).

Regular readers will have noted that my pet hate, headlights, have not received a mention, this is because I quite liked them. Some other good points were the very tight turning circle and the ultra safe positioning of the petrol tank.

Subaru's motif contains 6 stars, after driving the 'GF' I consider that they can award themselves another one.

Car by courtesy of Mr Last, Annand and Thompson, Breakfast Creek...phone 52 0161 for a demonstration ride.

Concaternatia

Motorkhana - Club members for the use of - Sept 18th

The only I have heard about this is that Mr McConnell's Cooper suffered from an enormous burst of flatulence at one point (I'm glad its not only me). Mr C. Powell (2nd in class B) was quite overwhelming in his descriptions of his daring do. The times were as follows:

<u>Test 1</u>		<u>Test 2</u>			
L.Drummond	Mazda	39.6	Keith McConnell	S	28.5
K.McConnell	S	40.0	Lee Drummond	Mazda	29.0
Alan McConnell	S	40.3	Henry Ryman	Mini	29.5
L.Sutherland	Viva	44.0	Laurie Sutherland	Viva	30.8
W.Sinn	Gemini	45.0	Alan McConnell	S	31.8
Larry Stinson	Corolla	45.2	W.Sinn	Gemini	33.3
C.Powell	Falcon	45.8	Larry Stinson	Corolla	36.3
S.Bynon	Escort	47.1	S.Bynon	Escort	37.5
H.Ryman	Mini	57.1	C.Powell	Falcon	38.4

(Slowest on test 1 Henry, wasnt that a shame - snigger, snigger)

Test 3

Lee Drummond	Mazda	30.3
Laurie Sutherland	Viva	32.4
Henry Ryman	Mini	32.6
Keith McConnell	S	33.6
C.Powell	Falcon	34.0
Alan McConnell	S	35.2
Larry Stinson	Corolla	35.3
S.Bynon	Escort	35.5
W.Sinn	Gemini	35.6

Test 4

Lee Drummond	Mazda	32.9
Alan McConnell	S	33.9
Keith McConnell	S	34.3
Henry Ryman	Mini	35.8
Laurie Sutherland	Viva	35.6
Larry Stinson	Corolla	37.3
W.Sinn	Gemini	39.0
S.Bynon	Escort	39.7
C.Powell	Falcon	40.0

Test 5

Alan McConnell	S	39.8
Henry Ryman	Mini	41.6
Laurie Sutherland	Viva	43.0
W.Sinn	Gemini	47.0
Larry Stinson	Corolla	47.3
Keith McConnell	S	47.6
Lee Drummond	Mazda	49.0
C.Powell	Falcon	51.0
S.Bynon	Escort	51.5

Laurie Sutherland	Viva	33.7
Larry Stinson	Corolla	35.0
Keith McConnell	S	35.4
Henry Ryman	Mini	37.0
Lee Drummond	Mazda	38.5
W.Sinn	Gemini	39.0
Alan McConnell	S	42.0
S.Bynon	Escort	42.0
C.Powell	Falcon	43.5

Class A

1st	Keith McConnell	219.4
2nd	Laurie Sutherland	219.5
3rd	Alan McConnell	223.0
4th	Henry Ryman	227.8
5th	Larry Stinson	236.4

6th W. Sinn 238.9

Class B

Lee Drummond (OVERALL)	219.3
C. Powell	252.7

Yokohama Yumbles

Dust was the big problem, clouds of it, forcing its way into car interiors and ruining many a suck of glucose sweets.

Ian Reidel broke reverse gear after doing a straight on at 90 left in Ray Vandersee's dust. Using a ginormous-shifter some life was coaxed back into the box, but only enough go head for home on.

It seems that diffs and gearboxes were the order for the night. Glen Somerville running as Car 00 lost all his linkages and was finally caught by Vandersee. Tony Perrett blew his diff and Vandersee replaced his in 30 minutes at the Division break.

The thick dust didnt stop the usual round of technicolour yawns, Ian McCubben from Townsville came a long way to be sick and Daryll Kellys navigator was so ill 15 kms into the first competitive that he refused to call up any more instructions (The Editor would dearly like to know what makes Daryll's navigators so ill, he thereby offers a small prize for the best suggestion received).

Its not only fun for the competitors. Pride of the Police Driving School (How about that for subtle humour) did a straight on after blind brow and spent half an hour saying "Hullo, Hullo, Hullo - Whats all this then?". Another Service Crew had all the lights go out suddenly (Once experienced, never forgotten) and trundled off into the woods.

Banzai Hannifey and I are doing the Ipswich round so we will at last have an on the spot report next month.

Clubnight 21.9.77

A packed General Meeting saw the mighty ensemble hush as the screen was put up, and the projector ceremoniously lowered onto the table so we could all watch Off - Road movies. However, the hush didn't last long when we discovered that whilst we had all the accoutrements, of films we had none, (a clerical error) so the evening lapsed into the 'normal' rowdy session.

The magazine was 'On Sale' and I spent quite a bit of time stopping people from screwing it up and mistreating it in various other ways. I mean how would Michealangelo have felt, if, after painting the roof of the Cistern Chappel a couple of playful Popes began wolloping each other with it.

Two club members announced their forthcoming marriage, Rally Mk1 Cortina pedlars Doug Milner and Sandra Ashcroft are to be (or were rather) married on the 15th October, (time for a quote)

Marriage is popular because it combines
the maximum of temptation, with the
maximum of opportunity.

George Bernard Shaw (1856 - 1950)

The Editor and Staff (TIMS and Glen Somerville) send their best regards and reaffirm their liking for wedding cake.

A furious altercation broke out at the bar between the young Miss Lawson and myself. I had no money on me and I asked if I could look at a can of beer. After gazing at it longingly I then asked for it to be put back, somehow the whole concept of what I was doing seemed to be beyond Miss Lawson's understanding. After a heated discussion she screamed "DO YOU WANT THIS CAN ?" I said "Yes" ; she said "WELL HERE ARE THEN" and I had to say "Put it away", we were finally rescued by Lee Drummond bearing the magic 50 cents.

Henry Ryman came in looking harassed, the thought of umpteen London - Sydney competitors arriving at his control, when the only piece of equipment we had was a loud hailer, was almost too much for his nerves.

There was a fair sprinkling of new members along, always a good sign - its even better if they come back abain !

At Garden City with the Singapore Airlines LONDON - SYDNEY RALLY

In the weeks before the event reached Brisbane the media coverage of the event had been slight to say the least. Also, the organisers were not over fullsome in their instructions of what they wanted us to do, so all in all the few days before the event arrived must have been very trying for Gary Connelly (Queensland Co-Ordinator) for the event, and Henry Ryman who was running the Garden City Control.

Martin Chambers and myself were designated as Henry's assistants and we were totally in the dark too. By the morning of the events arrival I had one loud hailer, and a scarred old card table from Aunt Bessie as the sum total of our 'props'. Then Gary phoned me and I went round to the back of the Salisbury Hotel to collect the clock (A very clandestine rendezvous, especially when I saw that my ticking parcel had "No Queen here" and "English go home" written onit). I turned up at Garden City hours too early, so I

sat in the bust station and looked at the ~~exampet~~ clock.

About 6pm the Singapore Airlines public relations men arrived and set up tables, banners and very lifelike replica's of air hostesses about the place. The crowd slowly began to form behind, in front of, and around the barriers erected in the nick of time by Pat Hethermans security men. Gary shot in to say that the first car would not arrive at 1938 but at about 2215, I made regular announcements of this fact to the gathering multitude and to my surprise most of them stayed. Just as my throat was drying up Dave Smith from Ipswich took over the announcing and set a fair number of onlookers scurrying up to Gailes to watch the stage in the Hardboards of Australia forest.

The official organisers turned up with the results manager Peter Cooper. The Incredible Mrs Smith was assisting him and he transpired to be a smooth, suave "Father, Dear Father" type who I wouldn't trust with anything feminine as far as I could throw him. Trish was wearing my RAC International Rally Badge (with two year bars) and he greeted her with outstretched arms. Later she appeared with a London - Sydney Rally badge stuck on her jumper periously close to her bosom, I knew before being told that Mr Cooper had affixed it himself. Mr Cooper's permanent travelling assistant was one Miss Candy Baker, a huntin, shootin, fishin type of gal with a large outlook on life. Speaking as a very second rate scribbler I was green with envy to see her name under the short rally report in the Sunday Times (Englands best Sunday newspaper which I get by air on Wednesdays).

Anyway by 7pm we had the clock and the necessary rubber stamps, as well as a host of helpers to keep the crowd back, by 10pm the mob were everywhere, hanging from every vantage point. The Polish community were in strong attendance to make a fuss of Zasada (and who better to make a fuss of?). At first I asked them to do the big wel come performance when they'd signed in, but the whole affair gradually turned into the most enormous bun fight so I gave them leave to do as they wished.

First to arrive amidst enormous cheers, was Paddy Hopkirk in the Citroen, then came Tholstrops Mini, a VW and then a big break before a whole gaggle came in together. Timing was a farce because I couldn't see a thing, every man and his dog was there - and all determined to get to the front! Zasada came in to enormous gries of Polish welcome (Later an old boy came up to me and said "I've travelled all over the world, but hanged if I know what language those blokes under the Porsche are speaking." Amongst the crowd were Zasada's wife and daughter who came up from Stanthorpe on a bus following the demise of their service car. Cars arrived from Turkey, the USA, Malaya, the U.K. all the world over. Most crews had a member who spoke English but we had a terrible time with one little oriental man who said "What is, ar, Alice Splings?". The Peugeot team had an interpreter with them, and Mr Last of Annand and Thompson was on hand with a swarm of mechanics to do what they could. Andrew Cowan came in looking like his pictures and Tony Fowkes thought that the Camira stage was "Splendid". When Giancarol Baghetti arrived in his diesel Fiat 132, a couple of small youths began calling him Spaghetti, unaware that they were addressing the victor of the 1961 French Grand Prix which was held at Rheims (Now that was a GREAT circuit).

The whole scene at Garden City was an unforgettable experience, great drama, great atmosphere.

Some crews re as fresh as ever, but Hank Kable and Jim Reddix both looked like death warmed up. After a month on the move a lot of people had no idea where they were, some thought they were still in Western Australia while others thought they were in hell.

After 2am the crowds drifted away a bit, leaving a hard core to see the cars off again.

We'd had 40 cars through, and as I wanted to show up at work that morning I left just as the last car came in. Needless to say I got lost in the backstreets round the back of Garden City. Navigate from London - Sydney, blimey he couldn't get home !

Sept 28th - Expert Night Run

Larry Stinson and Keith McConnell were responsible for sending 13 cars off into the night on their Expert night run. Results were as follows

1st	Peter Snell & Les Barron	●
2nd	Boyd Ovens & Charley Blake	45
=3rd	Noel Lawson & A. Creighton	55
=4th	R. Gardner & J. Coleman	75
=4th	M. Boothby & R. McMurdo	75
=4th	John Blake & K. Fitzgerald	75
=7th	W. Henry & P. Garbett	85
=7th	W. Sinn & Dave Morris	85
9th	S. Bynon & W. Levenconn (?)	105
	D. Jones & I. Kubler	DNF
	N. Robbins & W. Robbins	DNF
	Terry Kabel & B. Fullerton	DNF
	R. McColm & P. Burgin	DNF

Otherwise the night was rather quiet, probably most people were saving their frail white bodies for the rigors of the Southern Cross (and we aint talking about competitors folks).

Bathurst 1000 kms Telecast

Speaking with Larry Stinson before this event he suggested that it was impossible to sit through an 8hr telecast without going out to do something useful at some tage or other. This confirms my thoughts that true laziness (Such as mine) is a delicate art that should be nurtured. Through the hours of a brilliant day I sat enthralled before the idiots lantern, as my poor suffering Father-in-Law passed delicately to and fro, snorting impatience through his long nose. Normally the nicest of men (If a trifle dry for madcap English humour) he became quite excited when he heard that the motor race didnt stop for lunch.

It was a first rate (but not perfect) telecast, just the sort of high quality that Australian television produces. The only disaster was when just after the start we switched to the helicopter camera but the damn thing wasnt working, leaving us with a picture of Channel 7's motif. Actually, having seen helicopter shots of Le Mans and other races I was very glad it didnt work, from 1000 feet one may as well watch the Scalextric set in "action".

How rare and thrilling to actually see two members of the same team working together. Moffat and Bond, once in the lead, consol-

idated their position by working together at a very honest piece of baulking. Bonds outside passing manouvre at the end of Conrod was breathtaking. Just as exciting but on a different level was the Japanese gentleman who did a very thorough job of demolishing his Mazda. As I've said before, T.V. producers in other countries lock onto the lead car and thats all the viewer sees, but here we were able to enjoy the sheer artistry of Derek Bell in the Alfa and then Seton in the Capri.

A most enjoyable day and one I hope is repeated next year (that is if someone shoots the helicopter down). And I wasnt at all offendend not to be invited to the BSCC beer up at Dennis Browns establishment, not offended at all (Sniff).

Das Oktoberfest Nacht - October 5th

Where were you all again? The idea struck me during the course of the night that perhaps people think our social functions are a bit "Upper Class" for them. Well, just the other night I was speaking to Nunjo Walkingshore and Miss Tootsy Wootsy (of Hampton) and they said that any upper class tendencies were "Fwightfully, fwoolish, we're all as cwommon as mucke here dont you know, Har, Har, Har!" I hastily agreed as I donned my silk top hat and called myself a handsome (devil). However the few who did materialise had lashings of German beer und das plonken at twentyfivecentsundhousen per glassen. Der grosse goot timen was haden by everysbody, espedially das maidens mit der grosser wobblies. Roll on the next one (Das maidens mit der grosser wobblies that is).

Novice Night Run - Oct. 12th

Rod Hannifey organised this competitor shattering event, Simon Kabel freshly returned from the London - Sydney lead the field off on to what turned out to be a ~~howling-creek-up~~ controversial event. The instructions were a trifle ambiguous (2 at T - for instance) and the organising committee hurtled off into the night to point the way at key crossroads, leaving the editor holding the baby. A strange carry on but never mind Rod, after my first stab at organising I had to spend three weeks wearing a beard and false glasses. (Or was it a glass beard and a falsie). As well as the puzzled mob out on the highway a large number of people turned up at the clubrooms for a chat - several of them "Drying Out" after hectic nights watching the Southern Cross.

How to do a Club Motorkhana

Phone Larry Stinson (Work 378 1274) and say I sent you.

Following a ghastly expensive weekend when his flea bitten Dog became paralysed as the result of a Tick bite, (Ruins the rear suspension dear), the Editor would like to pass on to members the advantages of throwing away the dog and keeping the Tick.

.....when Tims said that he had a Tick I thought he'd pinched half a clock.

Big Ed's Rabble

We regret to announce that Aunt Bessies budgie "Joey" went to that great aviary in the sky on October 7th. She has since purchased two other birds, a green one which was returned because she had difficulty in seeing it, and a blue one which is fast gaining the title of the most pampered bird on the coast. The editor and staff send their heartfelt wishes that this little chap proves to be hardier stock.

Rod Hannifey has drilled several large holes in the floor of his XU-1 (Meat, chunks, exit for the use of) and asked for my assistance in taking him round the course of the "Springtime Rally". We'll be ok till we reach the first gate - guaranteed to be an horrendous affair of barbed wire only closable by big gorilla's like Laurie Garth. Its not like this in England you know, there, each gate has a smiling youth or scantily garbed maiden as its guardian, "God speed you good Sirs" they cry as the four in hand gallops past. I remember one rally that I did with a local hot head in his Twin-Cam Escort, I was calling the bends from the map and we'd reached a stretch that wasn't straight but it was flat - out, so I was shouting "Go On ! Go On !" as we flattened over blind brows, till we came to two gate posts that didn't have a gate between them, we wanged up in top gear and yards from the fence we saw that there was in fact a gate, but that it had been half closed and was pointing straight towards us. It wasnt even one of your fragile pieces of work but a mighty creation made from sailing ships masts bound with huge metal brackets, my mate braked and threw us off the road onto the left, the car did a wall of death act in the ditch and then shot itself (by pure chance) through the narrow gap. Very exciting !

STOP GESTETNER - READ THIS - READ THIS

I have it on very good authority that the IWMAC's "SPRINGTIME RALLY" due to be held on October 22/23rd has been POSTPONED or CANCELLED due to the current high fire risk.

As I write this we have but recently returned from the bonzer weekend at Goondiwindi, naturally a full Big Ed's eye view will follow next month, but in short the event was voted a great success by the competitors, and the hospitality shown by the people of Goondiwindi was a true lesson in how to make a weekend pleasant. A really bonzer outing, look out next month for "By Concord and Freeway to the BP Off Road 400".

Once again science raises its ugly head. I've noticed that when I'm walking around town dressed in womens clothing, that my slip rides up and gathers in a bundle on my left hip, this is a most uncomfortable sensation. After studying a large number of photo's of Italian and Greek ladies I see that they have lumps on their right hips - now the question I ask is, if I walked from the Southern Hemisphere to the Northern Hemisphere, would the bulge move from my left hip across my back to the right hip, and if so why ?

- Wed 19 Oct Open night at the clubrooms
- Sat 22 Oct IWMAC QT-4IP Springtime Rally (QRRS 5, QRC 5)
- Wed 26 Oct Expert night run by Charlie & John Blake
- Sat 29 Oct CQMSC Lyn Perrin Rally (Open)
- Sun 30 Oct RCCQ Queensland Motorkhana Championship Round 6
- Mon 31 Oct Draw for Melbourne Cup Sweep
- Tue 1 Nov Committee meeting starting at 6.30 pm
- Wed 2 Nov Fun and games night at the clubrooms
- Sun 6 Nov Surfers Paradise races (ATCC 11)
- Wed 9 Nov Novice night run by Lee Drummond
- Sat 12 Nov GCTMSC Open Rally
- Wed 16 Nov Open night at the clubrooms
- Sun 20 Nov (MGCC closed hillclimb, BSCC invited
(IWMAC economy run, BSCC invited)
- Wed 23 Nov (7.30 pm Ballot for Stones Corner Motors Rally
(8.00 pm Expert night run by Laurie & Ruth Tindal
- Sun 27 Nov GCTMSC Queensland Motorkhana Championship Round 7
- Wed 30 Nov Annual General Meeting at the clubrooms, 8.00 pm
- Sat 3 Dec Stones Corner Motors Rally (QRRS 6, QRC 6)
- Tue 6 Dec Committee meeting at the clubrooms, 6.30 pm
- Wed 7 Dec Meet your New Committee night at the clubrooms
- Fri 9 Dec BSCC Christmas Party at the PAFS Hall
- Sun 11 Dec Closed off-road event at Camira, to be confirmed
- Wed 14 Dec Novice night run by Keith Fitzgerald
- Sun 18 Dec BSCC Children's Christmas Tree
- *****
The clubrooms will be closed on Wednesday nights
on 21st & 28th December and 4th & 11th January
- Tue 10 Jan Committee meeting at the clubrooms, 6.30 pm
- Wed 18 Jan Open night at the clubrooms

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position
I accept nomination(Signature)
Nomination by ..!(.....(Signature)
Seconded by(Signature)

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position
 I accept nomination(Signature)
Nominated by(Signature)
Seconded by(Signature)

BRISBANE SPORTING CAR CLUB NOMINATION FORM

Position
I accept nomination(Signature)
Nominated by(Signature)
Seconded by(Signature)

BRISBANE SPORTING CAR CLUB PROXY FORM

I, of
being a member of the Brisbane Sporting Car Club and entitled to
vote, hereby appointof
..... as my proxy to vote for me
on my behalf at the General Meeting of the club to be held on the
30th day of November 1977 or any adjournment thereof.
Signed
In the presence of (Witness)

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF THE HISTORY OF ARTS AND ARCHITECTURE

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