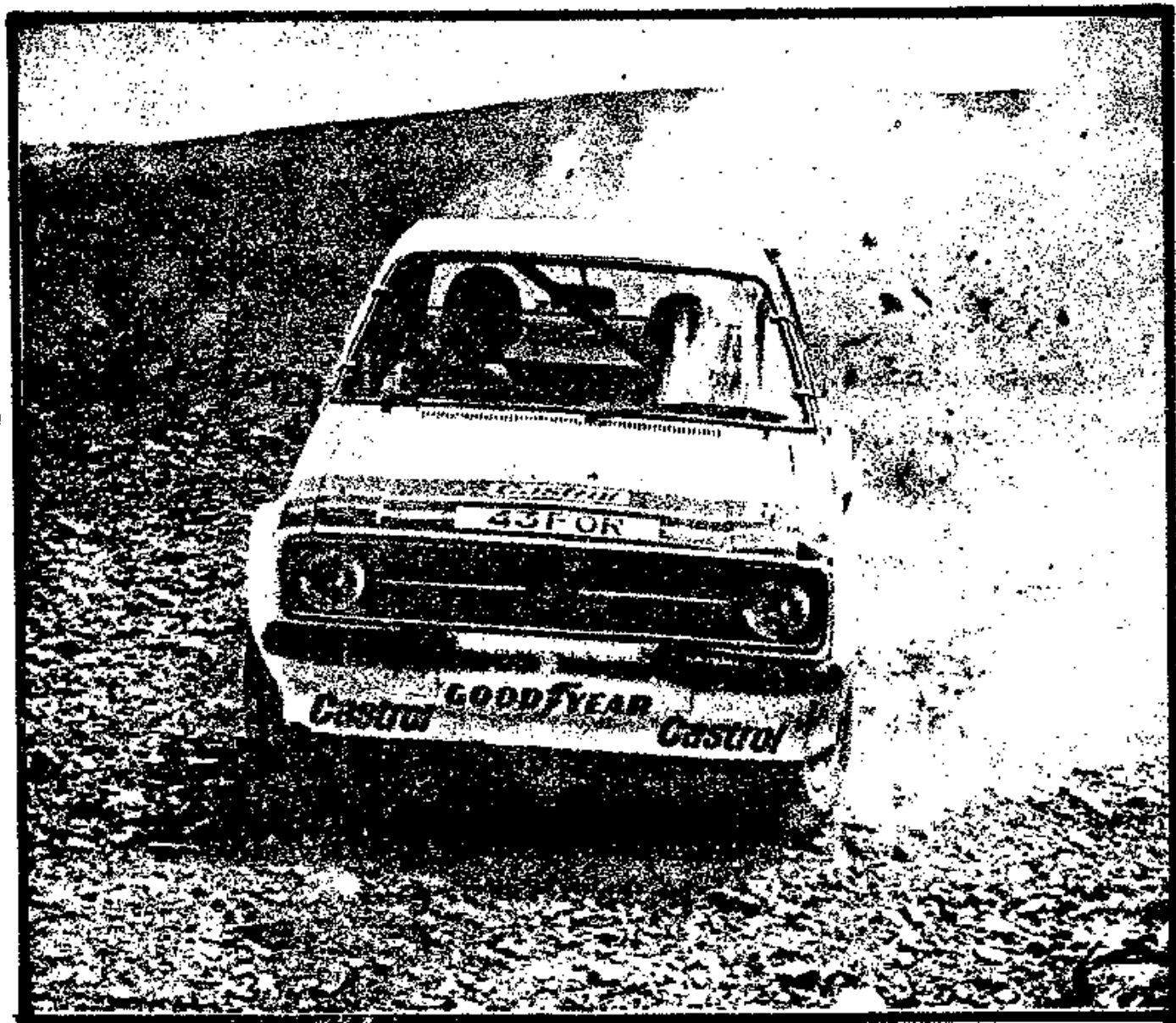


The Brisbane Sporting Car Club

MAGAZINE

CAMS AFFILIATED

PRICE 20c



REGISTERED FOR POSTING AS A PERIODICAL - CATEGORY 'B'

NOVEMBER 1977

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POSTAL ADDRESS

All correspondence for the club should be addressed to -

The Hon. Secretary
Brisbane Sporting Car Club
P.O. 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

The Journal of the Brisbane Sporting Car Club

Editorial

November 1977

I'm keeping this short owing to the multiplicity of exciting events that we have coming up.

Apart from during my first month of office, I've never made a big plea for material for this magazine, thinking that articles extracted by force are not much good anyway. So its a real pleasure to say that this month the magazine carries articles by assorted good people on the London - Sydney Rally, the Southern Cross Rally and the Goondiwindi Off Road event. Read the magazine (please !) and I'm sure you'll find that a variety of contributors makes it far more interesting and less of a one man band. You've read the sort of rubbish I churn out, so if you've had an interesting motoring experience somewhere let everyone know about it, remember its not only events we're interested in.

MAJOR FORTHCOMING EVENT

Stones Corner Motors Rally December 3 - 4

600 competitive Kms under the Directorship of Tony Best. Entries close on November 22nd at 8pm and the entry fee is \$35.00 per car. It is recommended that cars competing be fitted with at least some form of sump and petrol tank protection. Our Honourable Secretary has copies of the regulations available now.

The event will start from the Mazda Centre, Pacific Highway, Springwood, the first car getting underway at 1430 hrs (2.30pm for our lady readers). Spectator instructions will be available at the start. The event finishes at Warwick at about 7am. Control Officials are urgently required and the man to get in touch with is Tony Hazeldine, 12 Speigh St, Brighton 4017 (269 6337 - Home).

B.S.C.C. Christmas Party - December 9th

HAVE CLOSED DEAL TOP STARS APPEAR CABARET STOP THIS GLITTERING
GALA ALL STAR NITE NOW CERTAIN BIG SUCCESS STOP D D D TILL WEE
HOURS STOP MUSIC BY BIGGLES STOP P A F S HALL MILTON NEVER BE
SAME AGAIN STOP TICKETS NOW AVAILABLE DAVE MORRIS STOP MUST GO
NOW CHARTER ROADSHOW JUMBO APPROACHING FINAL STOP STOP STOP

MIKE EDGLEY

This Months Cover

Whats this ? A sensible picture of a rally car - if you ask me the damn fellows loosing his touch, where I ask you is the wit and pathos we've come to expect ?

Dont forget the kiddie winks Christmas Tree to be held on December 18th. The venue is undecided at present but please complete the "Entry Form" within . . . if you wish to participate.

Here we have the very welcome sight of a report by SIMON KABEL on the:

Singapore Airlines London - Sydney Marathon

The Brisbane based Auto Centre Group Rally Team successfully finished the toughest motoring event in history, the Singapore Airlines London to Sydney Car Rally. The car a Mazda 929 driven by ex-Queensland Rally Champion, Hank Kabel, his son Simon and the Auto Centre Group racing driver Russell Worthington completed the rally with the surviving 40 cars from a field of 69 which left London. Of the 69 cars that started 25 were Australian entries and the Aussies seemed to be the ones to beat.

After leaving London the field headed to Sheerness by the Channel crossing to Vlissingen on the Dutch coast. One car had already retired with a blown engine, this was an English Alfasud. The rest of the cars travelled through Amsterdam and onto Frankfurt in Germany and then onto Paris in the early hours of the morning. After a short rest, the cars headed to the Italian border and picturesque Mont Blanc. Problems started from here on for many crews. Yugoslavia saw the first of the competitive sections where the Mercedes of Achim Warmbold got fastest time. Hans Tholstrup had his carburettor almost shaken apart. It was in this country that the Australian Ford Falcon of Bob Gumley had a headon collision with a truck.

Into Greece the field went and received fantastic co-operation from the police who manned the intersections to ensure the quick passage of cars through the villages. The tired crews had their first real break in Athens. Already 8 cars had retired. Then onto Turkey. Crews were warned of the very heavy traffic in Turkey and it is not a rare sight to see trucks passing each other 3 wide on blind hills. That's the type of traffic the crews faced. Up to this point the Australians were more than holding their own with the Peugeots of Ross Dunkerton, Bob Holden and Brian Hitton in the top ten. Other Australians in the top 20 included Brisbane Citroen dealer Jim Reddix and the West Australian Rotary Mazda of Frank Johnson.

Lake Van in Turkey saw the rolling of the Australian Jeep of Wayne Cantell. Luckily the first car on the scene was Frank Johnson's Mazda whose navigator is Ben Williams, a doctor who stitched up his head on the road side. Another accident was that of Australian Gil Davis. A local policeman waved his Peugeot through an intersection but did not see the truck entering the intersection at the same time. Gil ended up with a broken ankle. An Australian entered Citroen driven by Jean Paul Luc side - swiped a truck but continued. Most cars arrived in the Iranian capital Tehran early and had a well deserved rest. Then off into the desert like expanse of Iran to the horror section of Asia, 410 km of rough, corrugated and undulating dirt and sand roads to be covered in a mere 3 hours. Many cars had trouble including Warmbold's leading Mercedes which entered a series of dips too fast and broke his driveshaft. Therefore the Polish Porsche of Zasada inherited the lead. Andrew Cowan, the eventual winner, also had trouble with his engine. The Brisbane Mazda of Kabel hit a rock which bent the tailshaft, this limited speed to under 100 km an hour. Australian Jack Murray blew his head gasket and the West Australian Mazda hit a series of bumps and ended up coming down on his rear bumper which broke off. The tired field drove their equally as tired cars to Afghanistan. Here is where the Monaro of Goldsborough and Coles came unstuck. They rounded a bend in the early morning and not being able to see due to the sun ran off the road and completely demolished the car.

First car on the scene was Kabels Mazda who were lucky to encounter a first aid post 4 km down the road. The King of Afghanistan closed off the main highway to all traffic except rally cars and posted a soldier every 400 metres in the 140 degrees F of the desert.

On to the Khyber Pass where the last cars received a rain squall. The Holden Torana of Wal Glass got caught in a flash flood and was washed a quarter of a mile downstream. They were pulled out two hours later by the army and did repairs to continue. From Pakistan the crews faced probably the most terrifying part of the journey. This is, driving through India. Millions of people were on the roads to watch the rally. In the villages you face a wall of people who will mob the car if you stop. Many techniques were used to go through the crowds including, opening doors to make the car look wider, using air horns and lights, spraying water and probably the most successful was to drive through on Park lights and they mistook the car for a local one. Teargas was even used to control the crowds in Bangladore. The cars finally reached Madras where they boarded the ship to Penang. Crews rested in Madras for five days and then flew to Penang for another three days rest. Crews were eager to get moving again for the overnight drive to Singapore. Results in Singapore showed that Tony Fowkes in a Mercedes led the Porsche, and then Cowans Mercedes and Alfred Klings Mercedes next. In fifth place was one of the Australian Citroens driven by Paddy Hopkirk. Then the Peugeotts of Australians Brian Hilton and Ross Dunkerton.

The rally was delayed by two days when the ship arrived late. Eventually one and a half weeks later the crews left Perth on their way to the Centre of Australia. Many cars experienced trouble on the way to Alice Springs. Bob Holden hit a gate in the thick dust and Kabels Mazda had a jammed thermostat. Both continued in the rally. The big problem was the dust and the crews faced many hazards in this blind driving situation. Alice Springs found most crews had somehow or other struggled in. Most crews elected to leave the top loop and rest while the leading cars headed into the wilderness. More trouble. Zasada's rear suspension collapsed losing him a lot of time. Frank Johnsons rotary Mazda had worked his way from 11th in Perth to 3rd outright then had the misfortune to hit a cow in the dust which dropped them back to 10th. All the cars then headed to Port Augusta and Adelaide after a tough section in the Flinders Ranges. Adelaide was the first rest break in four days solid driving. Then an easy drive to Melbourne followed, and then into the snow country near Canberra. No one had major troubles up to here. An unfortunate aspect of the rally was the setting up of radar traps by the Confederation of Australian Motorsport (CAMS), and not the Police as was widely publicised. In general the Police co-operation in Australia was very good and to the best of my knowledge not one car in the rally was booked for speeding. The CAMS radar traps were set up in tiny towns in senseless positions where cars were booked for speeds as low as 63 kmph. Many protests were heard in Sydney about the severe penalties incurred by these so called offences. From Canberra the rally went to Menindee for some very rugged night driving up to the Queensland border. Again dust was the problem and the major placings changed dramatically. Cowan was leading after Tony Fowkes booked in at a wrong time and Paddy Hopkirk was third. Dunkerton had been third until gearbox trouble plagued them and dropped them a few places. From Warri gate on the Western Queensland border the remaining crews headed east through the bull dust towards Brisbane. An eager local crowd waited patiently for the first cars to arrive at Garden City with the biggest cheers for the local boys, Hank Kabel and crew and Jim Reddix who was now lying in ninth

position. A short rest and then the crews headed for Sydney via Goondiwindi. No problems were encountered except Prives Range Rover who was lying eighth slid off a causeway and for unexplained reasons burst into flames. Eventually the welcome sight of the Sydney Opera House greeted the triumphant rally crews. It didnt matter to anyone if they did well. All they need to say is that they finished the toughest event in history. Andrew Cowan won the event followed by Tony Fowkes and Paddy Hopkirk. The team prize was awarded to the Brisbane based Citroen team. The Australians fared well but no - one could match the preparation of the works Mercedes cars who spent well over one million dollars to win the event. And no - one expected the pace of the rally to be as high as it was. All in all, a good event which will do down as the toughest event in history.

Simon Kabel

A few hours with the Historic Racing Register (Queensland)

The sorry cancelation of the IWMAC "Springtime Rally" owing to a continued dearth of rain meant I was able to go along to look at the display and motorkhana organised by the above body.

The machinery on display was of the highest quality. It included one of the oldest A.L.F.A. (Anonimi Lombardi Fabrica Automobili) in the world, 2 vintage Bentleys, a prewar SS Jaguar, Wolseley Hornet plus some good old racing cars including a truly splendid old Holden Special that looked more like a V16 BRM than anything else. Tim Hocking had four genuine Bugatti wheels which were touched with due reverence. One pre war V8 Ford Special took a Channel 9 camera-man on a very bumpy ride.

Highlight of the meeting was of course Ross McGowms Jowett Jupiter which shares many features with my Javelin. I've got the front bit of the car done, now I'm engrossed on the rear portion, once thats done the mechanical bits can be assembled and its onto the road.

The dynamic organisers of the Stones Corner Motors Rally have advised the editor of a most exciting finish planned for the event.

The final competitive section will be held on a dirt track racing circuit, and when the fun is over there will be a barbecue and 'refreshments' at the same venue. As I've said earlier spectator details will be available at the start.

There are two events that featured on last months forthcoming events that have now disappeared. The M.G.C.C. Hillclimb due to be held at Mt Cotton on the 20th November has been cancelled (The course received some damage during a recent bush fire), and the December 11th Off Road Event at Camira has been cancelled too.

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club to be held in the BSCC clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba, on Wednesday 30th November 1977, commencing at 8.00 pm.

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.

SECRETARY'S REPORT

Twelve committee meetings were held during the past year. The following is a list of attendance at committee meetings:

President	\$\$\$	Chris Goodreid	10
Vice President	\$	Garry Connelly	7
Immediate Past President		Gary Blower	6
Honorary Secretary	\$	Jeff Tremain	11
Assistant Secretary	\$	Hank Kabel	7
Honorary Treasurer	\$	Charlie Blake	12
Club Captain	\$	Glen Carpenter	7
Committee	\$\$	Dave Ambrose	5
		Lee Drummond	9
		Allan Lawson	9
	\$\$\$	Warren McKewen	8
	\$\$\$	Graham Neville	4
	\$\$\$	Boyd Owens	10
		Larry Stinson	10
		Barry Torrens	9
	\$\$	Greg Weale	4
		Colin Young	8
	\$\$\$\$	Gregory Chalk	5
\$		Retiring in accordance with Rule 31	
\$\$		Retiring in accordance with Rule 32	
\$\$\$		Retired during the year	
\$\$\$\$		Appointed during the year and retiring in accordance with Rule 35	

In accordance with the Rules, the President, Vice President, Honorary Secretary, Assistant Secretary, Honorary Treasurer, Club Captain and half of the committee men shall retire from office at the Annual General Meeting, but are eligible for re-election.

(Editors Note: This report is longer than anticipated and continues on this editions penultimate page facing 'Big Ed's Column')

THE TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

by Tony Jewels

The Cross is an event for differing classes of drivers and cars. There is no doubt that for the professional full time driver in his works-prepared machine it still represents a big challenge. Similarly the part-timer in his home prepared jalopy is still subject to the big challenge. However the challenges are different, and if the ordinary competitor first of all does not realise this he will become just another statistic - one of the minimum of 75% who DNF.

For this reason and the fact that the Subaru goes well enough in standard form we decided to compete in Group 1 (series production touring up to 1600cc). There can be no doubt that the Cross is an expensive event to compete in and we would have spent about \$1000 for the six days. Three hundred dollars entry fee, two hundred for gas, one hundred for accommodation, two hundred for tyres and two hundred for social activities relating to the event. One should also bank on the fact that you probably wont have much of a car left after four nights of competition.

But hell, did we enjoy ourselves; it is the epitome of rallying in Australia. The atmosphere, the crowds, the locals waving as you pass through their small towns, the standard of the competition, the incredible machinery, it all adds up to what must be recognised as Australia's premier motor sporting event.

This year starting from Amaroo Park on Saturday with a lap dash around the circuit, onto the motocross track, up the hillclimb and around the dirt circuit, the first stage set the tempo for the rest of the event. Stig Blomquist's Saab was marginally faster than the great horde of works Datsuns but as we decided then, anyone who goes mad on the 1st section wont last long on the Cross. Working our way north, through Newcastle with a competitive just south of that city darkness was beginning to fall. Surprisingly, one of the first triangles we came across belonged to Blomquist's Saab who had damaged his rear end on a bad washout. Like a dummy, yours truly was watching the Saab and not the reason for his demise when we hit said bad washout at 60 mph. Kortlang and I both commented on how well our unbreakable gas struts took the bump. At our next refuel stop, Taree, our service crew told us that our unbreakable gas struts had broken, with oil pouring out of the top. No time to change them we continued on with decidedly odd handling characteristics until first we broke an accelerator cable and then lost the exhaust. But we made Port Macquarie and decided to worry about the 2nd night after a good 6 hours sleep.

In 1975 we had watched a factory team change two front struts on a Lancer in 12 minutes, Paul Trevethan, Paul Cadell, John Szandurski, and a host of willing helpers changed ours in 14 minutes as well as putting on a new exhaust system, refuelling and checking the car over. One hundred metres into the first competitive the exhaust bolts fell out. With the patented Jewels system of exhaust attachments the only way the front pipe could come off would be to melt and seep down onto the road so we didn't bother doing anything until the next service point. We had started the 2nd night 3rd in class and we felt particularly sorry - really - for the class leading Subaru who lost it and broke a drive shaft. Still we were then 2nd in class and off after the Datsun GX from Auckland. Long 140-150 km competitiveness were the order of the night with some really rough stuff coming up more frequently. One particularly bad dry creek bed was 50 metres of nothing but ginourmous boulders and which was arrowed. Dean Rainsford didn't follow the arrows and dropped three feet into the creek bed. He may still be there as I wouldn't have liked to ask a tow truck to go into that competitive.

End of 2nd night 2nd in class, off after the Datsun again, funny what's that red light on the dash, alternator! Just made the service point for a regulator, alternator and battery change in 6 minutes, yes 6 minutes and guess who was having his rear end welded up, our class leader the red Datsun GX. Well the revamped Subaru was now class leader and I must admit I did get carried away a bit on the next section. Kortlang hit me over the head with his Roamer (that's all he used it for) and warned me of retaliatory action if we didn't conserve the car so I slowed down.

Start of last night, the Datsun had struggled into Port Macquarie 23 seconds inside his late time and was two cars behind us, 2nd in class and 3 mins. behind in time. It was ON!!!

We still didn't go mad but just north of Coffs Harbour we came sailing around what looked an easy corner and crash !! The same well hidden stump that had collected Bondy, Dunkerton and Rainsford last year had claimed yet another victim. The wheel was bent in half and the wheel was up against the bodywork. Two hundred metres around the next bend was a spectator point with what must have been 100 Queenslanders. The Datsun went past shouting something obscene and thinking we were finished. Not with 100 Queenslanders around we weren't. Ken Harrison who used to work for Annand & Thompson, Jim Reddix who had all the right tools and Kortlang who just swore a lot managed to fix the Subaru in 25 minutes. Too far behind to catch the Datsun but enough late time left to finish we somewhat dejectedly potted off at the end of the field. The penultimate competitive was 236 km and included the toboggen run, a 1.5 km horror stretch formed by letting a bulldozer loose at the top of a mountain. Imagine our feelings when we came across a triangle belonging to the Datsun who had lost his complete fuel tank coming down the mountain. We finished the section with 5.23 minutes of late time left and a 23 km section to do with a badly slipping clutch. We had dropped 6 minutes on the same section two nights before when the car was in much better condition. And they kept us 2½ hours at a breakfast halt. It was ON!!!

Kortlang called the bridges, the dips, the washouts but not the complete instructions which all had double cautions on them. We wanted 5 minutes and when the control official said 8 we just wanted to throw up. Then he said no, not 8 minutes, point 8 of a minute - 4th fastest on the section. When I retire from rallying I want to go out the same way as I felt right then.

B.S.C.C. Christmas Tree

If you wish to attend please complete the attached form and let the Dave Morris have it:

YES I WOULD LIKE TO ATTEND THE FORTHCOMING 1977 CHRISTMAS TREE

NAME

.....
ADDRESS

.....
Number of Adults Number of Children

Boys..... Girls

My Children believe/Do not believe in Santa(Please delete as applic).

By Concord and Freeway to the "B P Off Road 400",
or G.C. Superstartstrikes again!

Thanks to the generosity of that mecca for the car accessory buyer, G.P. Cars of Kelvin Grove Road, I'd been given two Recaro seats to test for a month. So the Friday before the BP Off Road 400 was to be run (Whilst Alan Lawson, Greg Weale, Dave Ambrose etc, etc were flogging themselves to death under the pitiless sun at Goondiwindi), TIMS took the car to G.P. Cars and I collected it later. Having a half day off I decided to walk from the city to their establishment, which ensured that when I arrived I was wild eyed, babbling about water and dripping with sweat - Hi Mr Smith, put your fat, pongy, decrepit body in our \$400 Recaro! On the drivers side had been fitted a 'Concord', this is the top of the line model and features adjustable shoulder and thigh supports as well as deep hip hugging sides. On the passenger side was fitted the 'Freeway' model, this is cheaper, not so adjustable, and whilst the sides are not of the same depth, by the same token, you do not need climbing boots and thirty foot of rope to get out of it. Keith Mason from G.P. Cars had fitted the seats onto their middle fittings, and considering that he was suddenly confronted by a loony Englishman who'd voluntarily walked about 2 miles in the midday sun, he was remarkably nice about sending me off in my Civic which was now worth about double its real value.

As I drove away in the old nail, because of the changed driving position, it was just like relearning the whole thing anew. Steadily up with the clutch, find the gearlever, tickle the throttle. I found that seated as I was, the seat was too low and the front too high. The latter point made de-clutching awkward as I had to push against the seat to get the clutch out. Recaro seats are FIRM, and any dispute between it and your muscles quickly leaves your muscles a bit limp. So when we reached home, I unbolted the rear attachment and moved the back of the seat to its top position. This increase in height of about an inch, made the world of difference. I had also intended to drop the front, but the way it had been fitted made this impossible, only a detail point but an unnecessary one. However as it was, the seats position was a great improvement, I could see in the door mirror once again and I wasn't doing a Ronnie Corbett through the steering wheel.

I knew that club members had been heading off to Goondiwindi since very early on the Saturday morning, but I was doing the timing, and TIMS was helping in the results tent, so we delayed our departure till 1100am. This gave me time to get all the wheels balanced, and for Mrs Smith to pack the sausages.

We went to Goondiwindi by a curious route owing to a breakdown in communication. Now Mrs Smith regards me as an ~~impotent~~ omnipotent figure, incapable of making a mistake. So when I set off for Beaudesert and Tenterfield (believing as I did that Goondiwindi was on the main Brisbane - Sydney highway) she naturally assumed that I was correct. Actually, despite the fact that I added a hundred miles to the trip, it wasn't altogether a disastrous thing to do. The Honda, with 2 new rear struts and balanced wheels felt as good as ever, and the seats were in their element. Between Beaudesert and Tenterfield there are no really fast stretches and what a pleasure it was, to tuck well into the Concord and let it do all the job of holding me in position, whilst I twirled the steering wheel from lock to lock. No more hanging onto the wheel while centrifigul force tried to prise me off, in command at last. Cars, like women, need a good hand and a firm seat.

Two more really ace things about the seats, on dirt roads, gone are the vertical movements aided and abetted by the old 'spring' seats. The Recaro's deliver one small shock for each gully or pothole crossed at high speed. And after 5½ hours and 520 kms we emerged feeling as fresh as we started. The seats as fitted cost \$679 (with runner's and 'Net' type head restraints), damn expensive for something to park your bum on, but Porsche, BMW, Opel etc, wouldnt use them if they could get the same quality for less, too expensive for me certainly, but can I bear to part with them?

On the final run into G'windi I saw a dust plume being thrown up about a mile ahead of me. I raised the Civic to about 6000 and it was only when exceeded this limit that I could draw closer to my quarry. But everytime it became rough or bendy the 'target' would draw ahead again. We kept this noisy, exciting and dusty pursuit up for half an hour without ever getting a real look at what it was.

Enroute to G'windi The Incredible MrsSmith came up with one of her howlers which I think she makes up deliberately to get her name into this load of rubbish. Motoring gently again we were slowly caught by a biggish Ducati, he passed us on a long straight, the rider drappd over the tank and the engine beating away on full song. Shortly after, we caught him rather suddenly, and TIMS says the immortal words "He's got a puncture and I dont think he's carrying a spare".

When we arrived at the Goondiwindi Motel we found a hive of Off Road activity, with Buggies and Baja's parked in every available spot. After assuring the lady behind the counter that the noise of the cars leaving at midnight wouldn't disturb us (!) we unpacked our things (my leather trombone, Tricia's Jubilee polystyrene dancing Corgi and the sausages) before we collected our passes and instructions from Jeff and retired to the Chinese Restaurant for dinner. The food was worth 10 out of 10, the service 7 out of 10, the drink (a can of Fanta served Au Naturele in the can) -1 and the incredible atmosphere, which featured a 10½ month pregnant Chinese lady serving a big crowd of noisy, garrulous locals must have been worth 9 out of 10 (the only thing missing was a Chinese gentleman dressed as a gypsy, and playing the violin).

We had a sleep before leaving at 1100pm for the course. The run from Goondiwindi to Kindon takes 45 minutes and its about a zillion miles. The form is to be flat for 14 kms, turn right, flat till the road turns to gravel, then semi-flat till one almost hits a parked a trailer, then turn right into the property. Warren McKewen told us were to go (and forcibly too !) and suddenly we were being helpful.

Peter Whalley had constructed a wonderful finish line tent, at soemtime or the other two portable grandstands had been left by the road, and Peter had drappd a large (if rather tatty) tent over them, making a shaky looking structure that required some nerve to enter. Our first job was to erect the "FINISH" sign, this required Peter, Lee Drummond, Glen Somerville, Myself and a couple of others, to walk a hundred yards down the road with banner, pegs, poles etc. Lee lent us the worlds smallest hammer and Peter proceeded to try and wallop in one of the poles kindly supplied by Charlie Henry Timbers Ltd (277 2882 - all types of wood handled, no job too large or too small and all for less money than you'd imagine). The ground hadn't had any rain on it

since May, so we all joined hands and sang "As I tap, tap, tap, with my little hammer" whilst Mr Whalley laboured away. 3000 taps later another solution was needed. Dimly in the darkness, we could see trees on each side of the track, and we thought of stringing the banner between them, but we didnt have the necessary 800 yards of rope on us. This I remembered that cows have 400 yards of intestines, but my idea that the banner be suspended by a cows guts wasnt adopted when we thought of the smell problem once the sun came up. Lee then produced an axe and the flat of the head was tried on the stake, but still the stubborn earth resisted its sharpened point. In the end we wedged the poles as well as we could, and braced them with ropes to tent pegs, we had a proper triangulation of forces (Barnes Wallace would have been proud of us) and all was well with it until the wind shifted at midday and the starboard wing promptly collapsed - still considering the difficulties it was one of the weekends great successes.

After setting up the Finish I walked down to view the start. Channel 0 were much in evidence, their brilliant arc lamps turning night into day by the start line tent, a much more magnificent structure than mine but presumably the powers that be, reasoned that far more competitors would be seeing the Start tent. The championship winning Poole Duo's from South Australia had drawn number 1. On the dot of 3a.m. their Southern Cross Buggy raced off, the 2.2 litre engine providing such instant acceleration that the medium left corner about 100 yards from the Start, was taken in a big stone scattering slide. I watched about half a dozen cars head into the night, the pitching, wavering spot light beams bearing testimony to the rough nature of the course. I walked off to the Finish tent and prepared myself for the first arrival. We had two 'proper' timing clocks, in with the card, wollop the handle and out with the card, which then showed the Day, Hours, Minutes and Seconds in German. Mein Frau was up at the results tent with Greg Weales lovely friend, ready to interpret the times and keep the Scoreboard uptodate.

Ian Young from the IWMAC came to give me a hand, and then Garry came with the news that the Pooles were really burning up the track and could possibly do it in under 50 minutes. Time slowly marched on, in the distance the departing cars roared off into the night at one minute intervals as our eyes scanned the horizon for the firstflash of the Poole's KC lights. 50 minutes passed, 55 minutes, Garry softly muttered "Damn, somethings gone wrong", 57 minutes and then streaking across the horizon 4 bright lights, followed by the distinctive VW flat four sound. They negotiated the last minute creeks and yumps before swinging round the final tight righthander and past the Finish line. "BANG" from the clock, 61 mins - an average of about 55 mph - an awesome figure. From an anxious Garry "How is it?". "Fine, very good" from the Pooles. Big sighs of relief all round. The Pooles had a broken clutch, so their car coughed along on the starter motor till the engine lit up and then they roared off. It was almost 15 minutes before the second car came along, on full song it was healthy enough but once in the creek the engine died, and it was some minutes before the car reached us, then the reason for its stalling became apparent. The carburettor intake was full of grass, great handfuls of it, the navigator tugged away till it was able to run cleanly then they went off to the results tent. Cars began to arrive singly or in small groups, our clocks pounded away as each arrival crossed the line, although the thick dust made observation rather a tricky thing on occasion. Ian Bond was well up and then night slowly turned to day as the EH Holden's and Utes arrived, the very smart Shepparton Bros Ute in particular doing well. Mixed in with

these brave fellows was a most amazing creation, the only competitor who needed his timing card handed UP to him. The vehicle had the front end of a car and the rear end of a truck, including the most enormous diff, the whole thing was powered by an ancient, but still lively, V8 - weird and wonderful.

As the sun slowly warmed things up, I was joined by assorted people including Mr and Mrs Whalley and Glen Somerville. The vast tribe of the younger Kabels and Hethermans moved down the road and sheltered behind the FINISH banner (!). Then before everybody had finished Lap 1, the fast boys began to finish their second lap. The Pooles, still without a clutch, and Marianne Fahey looking a trifle green. I didnt have an entry list so when I say I saw Graham Neville and Jim Adness I couldnt have put my finger on them at the time, dressed up as they were in helmet, goggles and face protectors, however I did recognize the cool, calm and collected Cedric Loy in his class winning Daihatsu. Ian Bond staged a dramatic finish with the rotary powered Baja that won the class. Shoulder to shoulder they launched themselves out of the final turn and both timing clocks thudded down together as they crossed the line.

The heat of the sun bought all sorts of things out to plague me. Blowies, flies, green things that went B-Z-Z-Z and Lee Drummond. I had a cheese sandwich and a beer then Lee's "German Submarine Officers" field glasses were used for picking out competitors numbers before they arrived, thereby improving an already exemplary service. The lovely Noelle was on hand sans pussy (Thank God) and we had quite a jolly time (Even if we did look like an advert for Queensland Dust)

On the perimeter road that ran behind our camp we saw what seemed to be a constant stream of the wounded and dead. Baja's on trailers, any number of buggies three-wheeling with the navigator hanging on the back clutching the errant wheel, the ambulance went out twice but I heard of no injuries suffered (except to the wallet).

At 11.30 the last runs for the depleted field started, but what with the late allowance it was 3.00pm before we took the leaning tower of Kinson down and gave Greg Chalk back his tatty tarpaulin.

The run back to Goondiwindi once again tested the Honda engines ability to stay in one piece, then we joined Ian and Marianne for a drink (his !) and a postmortem round the pool. Trish and I still felt quite fresh, but the competitors looked quite knackered, sitting bleary eyed and grunting in monosyllables. After a most welcome shower it was off to bed for a few hours before the prize giving.

This affair was held in the Queensland Hotel, we started off with ruinously cheap steak or sausage burgers and a chat with Goondiwindi's Mayor over a few drinks (I managed not to pick my nose during this pleasant interlude). The actual prize-giving was conducted by Garry Connelly inside the pub, and wasnt it packed ! The press seemed closest around Marianne and when she had to collect an award there was an audible 'POP' as she squeezed out. Tricia had a seat at the front but I was hemmed into the corner by a group of large men (There are worse fates ducky), so I never actually saw anyone receive a prize, I did catch a glimpse of the Poole's elbows and Jim Adness's left ear. After sundry speeches from assorted dignitary the meeting broke up and a lot of people went off to bed. We had a drink with Lee and Noelle and I managed to get myself served an Ouzo and Lime - Gasp !!, the BIG barmaid with the legs, thought it was all very funny (Wobble, wobble). Thank heaven we

were'nt driving home that night. We left for Brisbane the next morning, Tricia driving us the 'Proper' way up the highway, comfortable but very dull.

SUMMARY

Taking the Southerners reluctance to say anything nice about Queensland, its greatly to the clubs credit that the course proved to be so popular with them. The Course Markers, Alan Lawson, Greg Weale, Dave Ambrose, Tony Hazeldine etc, plus all who assisted made a big impression, a truly noble effort by the B.S.C.C. The courses location at Goondiwindi is another big plus, its in Queensland and yet its accessible for Sydney and Melbourne. The only fly in the ointment for the whole weekend was the somewhat shoddy way spectators were(nt) catered for. After travelling 200 odd miles to watch an event, some sort of camping facility should be on hand and a choice of viewing positions should be offered. Perhaps next year. Anyone who wasnt involved in the BP OFF ROAD 400 missed a truly memorable weekend. Garry Connelly superstar does it again.

Big Ed

Wot about rhe sausages I hear you cry. Well after they'd become the best travelled bangers in Queensland, we had them ith a packet of Slushymuck for tea on Monday.

Apropos the above event I have received the following communication-

Dear Editor

I would like, through this magazine, to thank a small band of workers, with-out whom last weekend at Goondiwindi would not have been started. These people include Allan Lawson, Dave Ambrose and his mate, Ivan Holmes and the young lads in the two Suzuki's all of whom toiled all day Saturday in the blazing sun.

Several of these men had worked hard as well, on Friday, they continued to work right through Saturday night and were still going hard Sunday afternoon.

All this was done without a shower or a decent meal.

Gary Connelly put a great deal of time and effort into the organisation before the event, but my hat is off to this little band of men who worked like slaves (in the dark at times) to get the event on the go.

Once again thank you for your help in keeping the B.S.C.C. a respected club.

Thanks

Midge Garth

PTO for full results analysis

Aaargh ! someone has actually written something for the magazine, and unsolicited too. Mrs Smith was quick to point out that our benefactor was, of course, a lady....

BP 400 OFF ROAD RALLY = FROM THE NAVIGATORS ANGLE

Getting out of a nice comfortable motel bed at 12.20 am is not normally conducive to good humour, but for Queensland's first major off road event some sacrifices had to be made.

Perhaps I had better introduce myself; I am Pat McCreery, navigator for Cedric Loy in the flying green Daihatsu. Cedric believes that Daihatsus are meant to be driven in two wheel drive - when the driving wheels are both on the same side.

We spent about an hour and a half doing a preview of what was to come in the actual event, driving through bulldust, until we arrived at the pits, where people were making final adjustments, fueling up, setting up lights, it is amazing when we have several weeks to prepare, just how many things are to be done before the fatal moment of the start.

Ours came at 4.01 am, and we went through the million miles of that first lap in the dark, in the bulldust, passing dead and dying vehicles everywhere, dodging Kangaroos and the occasional slower vehicle, hitting jumps, stumps and banks, with varying results (Have you ever taken a flight in a Daihatsu ? They don't land quite as smoothly as one could wish). Finally, with the home straight in view, the Super Suzy (also called the Bionic Dog) fell over just as we were about to pass him. Most unnerving, going flat strap to pass a vehicle, then rounding a corner and there it is rolled over playing dead in front of you.

In the first round Cedric's navigator threw up - he didn't know a thing about it, I am blaming motel coffee, but he says it was nerves - didn't think I had any left as I have been driving with him for quite a while. Still, if anyone finds a pair of driving gloves somewhere out on the track, I don't need them back, however, the return of a nearly new green Parker pen would be appreciated.

In the next lap, we were doing rather well, passing the occasional vehicle. The track sure looks different in the daytime - only about 500 miles this time. And looking for all the bumps we hit in the first round - we must have hit all of them at least twice.

Somewhere, just past one of the controls - I lost track of which one - we broke a throttle cable. I am not sure whether Necessity (or Cedric) was the Mother of Invention, but we found a length of wire (Not off the farmers fence - there were too many people around for that) and made it home with him holding the end of the string - apparently though, he was getting a shock from the static electricity every time he dropped his elbow near the guard rail. No wonder we made some lively times from then on.

All in all, I had a great time - there weren't too many complaints of slower drivers not pulling over - any that did play up got run over I should imagine - at least those that got in our way did. I don't think that the changed direction signs near the creek caught anyone. A couple of spectators got in the way - a trifle annoying when they persist in driving slowly down the track in front of you.

Many thanks to the workers on the controls etc., I don't think they knew what to make of us - also the real unsung heroes - the organisers - keep up the good work, we will need you again next year.

Pat McCreery

Results

The following is the time per lap for class winners and Queensland entries:

<u>Place</u>	<u>Driver/Navigator</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Time</u>
<u>Lap 1</u>					
1	Poole/Poole	Southern Corss Buggy	2180	1	62.30
2	Wolfe/Hopkins	VW Cheetah	1968	1	71.30
3	Adness/MacFarlane	VW Cheetah	1968	1	75.30
4	Watkinson/Neville	VW Cheetah	1600	2	77.30
5	Lewis/Jukes	Baja Bug	2616	4	78.30
6	Bond/Fahey	Baja Bug	2180	4	79.00
7	Thompson/Brennan	HR Holden Ute	3300	7	79.30
8	Blackburn/Van Doore	Kelpie Buggy	1835	1	80.30
9	Gardner/Boult	VW Sandblazer	1998	4	81.00
=12	Jervis/Daley	VW Cheetah	1968	1	82.30
14	Maile/Collon	Toyota Landeruz	5800	5	83.00
=15	Baird/Cohen	Manx Tow'd	2180	1	83.30
=15	Prescott/O'Laughlin	VW Beetle	1835	7	83.30
19	Loy/McCreery	Daihatsu Softtop	1587	6	85.30
20	Johnson/Guy	VW Buggy	1600	2	86.30
=26	Zacka/Ziegenfusz	LC Torana	3146	7	90.00
29	White/Evans	KJW Cheetah	1600	2	92.30
30	MacNicol/Beech	Jeep	3802	5	93.00
31	Prideaux/Ryan	Funco Corolla	1166	3	94.00
37	Wilton/Norris	Manx Tow'd	1500	2	100.00
=41	Tegg/McMahon	Daihatsu Ute	1000	6	106.00
44	Kabel/Hetherman	Mazda Sedan		7	112.30
	Poots/Guidotti	Southern Cross	2180	1	Retired
	Taylor/hamlin	VW Cheetah	2180	1	Retired
	Croucher/Schmeid	VW Cheetah	1600	2	Retired
	Chalk/Baker	Manx Tow'd	1585	2	Retired
	Rayner/Rayner	VW Buggy	1590	2	Retired
	Smith/Keller	VW Bug	1200	3	Retired
	Shute/Shute	VW Buggy	1192	3	Retired

Lap 2

1	Poole/Poole	Southern Cross	2180	1	57.30
2	Watkinson/Neville	VW Cheetah	1600	2	59.00
=4	Lewis/Jukes	Baja Bug	2616	4	61.00
6	Adness/MacFarlane	VW Cheetah	1968	1	62.00
7	Bond/Fahey	Baja Bug	2180	4	64.30
8	Thompson/Brennan	HR Hodden Ute	3300	7	65.00
10	Johnson/Guy	VW Buggy	1600	2	66.30
=11	Prescott/O'Laughlin	VW Beetle	1835	7	67.30
=11	Zacka/Ziegenfusz	LC Torana	3146	7	67.30
=14	Gardner/Boult	VW Sandblazer	1998	4	68.00
=17	Prideaux/Ryan	Funco Corolla	1166	3	69.30
=20	Wolfe/Hopkins	VW Cheetah	1968	1	71.00
=20	Maile/Collon	Toyota Landeruz	5800	5	71.00
=27	MacNicol/Beech	Jeep	3802	5	79.00
=27	Loy/McCreery	Daihatsu Sfttp	1587	6	79.00

Pos	Driver/Navigator	Car	CC	Class	Time
<u>Lap 2 Cont</u>					
=29	Kabel/Hetherman	Mazda Sedab		7	81.00
31	Tegg/McMahon	Daihatsu Ute	1000	6	84.30
32	White/Evans	KJW Dheetah	1600	2	87.30
35	Jervis/Daly	VW Cheetah	1968	1	89.30
	Blackburn/Van Doore	Kelpie Buggy	1835	1	Retired
	Baird/Cohen	Manx Tow'd	2180	1	Retired
	Wilton/Norris	Manx Tow'd	1500	2	Retired

<u>Lap 3</u>					
1	Poole/Poole	Southern Cross Bgy	2180	1	56.00
3	Watkinson/Neville	VW Cheetah	1600	2	60.30
=4	Wolfe/Hopkins	VW Cheetah	1968	1	62.00
=4	Lewis/Jukes	Baja Bug	2616	4	62.00
6	Jervis/Daly	VW Cheetah	1968	1	63.30
=7	Johnson/Gry	VW Buggy	1600	2	64.00
=7	Bond/Fahey	Baja Buggy	2180	4	64.00
9	Thompson/Brennan	HR Holden Ute	3300	7	64.00
13	Loy/McCreery	Daihatsu Softtop	1587	6	69.30
=14	Maile/Collon	Toyota Landcruiser	5800	5	71.00
=16	Adness/MacFarlane	VW Cheetah	1968	1	72.30
18	Prideaux/Ryan	Funco Corolla	1166	3	73.00
19	Kabel/Hetherman	Mazda Sedan		7	74.00
21	MacNicol/Beech	Jeep	3802	5	77.00
28	Tegg/McMahon	Daihatsu Ute	1000	6	89.00
=30	Prescott/O'Laughlin	VW Beetle	1835	7	95.00
	White/Evans	KJW Cheetah	1600	2	Retired
	Gardner/Boult	VW Sandblazer	1998	4	Retired
	Zacka/Ziegenfusz	LC Torana	3146	7	Retired

<u>Lap 4</u>					
1	Poole/Poole	Southern Cross Bgy	2180	1	56.00
=3	Wolfe/Hopkins	VW Cheetah	1968	1	59.30
=3	Adness/MacFarlane	VW Cheetah	1968	1	59.30
=6	Johnson/Guy	VW Buggy	1600	2	62.30
=6	Lewis/Jukes	Baja Buggy	2616	4	62.30
=11	Bond/Fahey	Baja Buggy	2180	4	67.00
14	Jervis/Daley	VW Cheetah	1968	1	67.30
15	Prescott/O'Laughlin	VW Beetle	1835	7	68.00
16	Prideaux/Ryan	Funco Corolla	1166	3	68.30
17	Maile/Collon	Toyota Landcruiser	5800	5	70.00
19	Loy/McCreery	Daihatsu Softtop	1587	6	71.30
24	Thompson/Brennan	HR Holden Ute	3300	7	80.00
25	MacNicol/Beech	Jeep	3802	5	83.00
28	Tegg/McMahon	Daihatsu Ute	1000	6	88.30
29	Kabel/Hetherman	Mazda Sedan		7	91.30
	Watkinson/Neville	VW Cheetah	1600	2	Retired

	<u>Start</u>	<u>Finished</u>	<u>%</u>
	67	28	41.78
Class 1	17	7	41.17
Class 2	19	5	26.31
Class 3	7	4	57.14
Class 4	6	3	50.00
Class 5	5	2	40.00
Class 6	2	2	100.00
Class 7	11	5	45.45

<u>Class 1</u>		<u>Class 2</u>	
Keith Poole/Mark Poole	1452	Barry Johnson/Mel Guy	4.39:30
Glenn Ingram/Bill Bloem	6417	Michael Gaffney/Lindsay H	4.56:30
Gary Wolfe/Ed Hopkins	4.24:00	John Ware/David Leoncini	5.11:30
Jim Adness/Ian MacFarlane	4.29:30	Ian Geer/John Cobbett	5.21:00

Class 3

Brian Prideaux/Gary Ryan 5.05:00
 John Fricke/Graeme Kidgell 5.29:00
 Errol Mutch/Warren Skewes 5.46:00
 Ian Irons/Brian Walker 5.49:00

Class 4

Don Lewis/Lindsay Jukes 4.24:00
 Ian Bond/Marianne Fahey 4.34:30
 Robin Knight/Greg Knight 4.52:00

Class 5

Jeff Maile/Dave Collon 4.55:0
 Robert MacNicol/Brett Beech 5.32:0

Class 6

Cedric Loy/Pat McCreery 5.05:30
 Warren Tegg/Peter McMahon 6.08:00

Class 7

Peter Thompson/Garry Brebnan 4.49:00
 Peter Behrendt/Erika Behrendt 4.56:00
 Lloyd Prescott/Trevor O'Laughlin 5.14:00
 Hank Kabel/Pat Hetherman 5.59:00

Whats been happening - MateNovice Night Run - Oct 12th

The modest organiser has sent me the following note :

Eleven crews once again fronted for a night run, which had obviously been painstakingly prepared by Rod Hannifey. "Rods Runaround" was based around the Seven Hills and Holland Park area. It contained a number of large circles for the enraptured participants who placed -:

=1 Simon Kabel/Donna Francis	0
=1 Tony Kabel/Bruce Fullerton	0
=1 Ruth Tindal/John Blake	0
=1 Warren Henry/Duncan Thomas	0
5 Wahr Slight/Malcolm McConnell	10
6 Steve Beynon/Lyn Lawson	20
=7 Wayne Bentley/R. Gardner	40
=7 Alan Creighton/Paul Cadell	40
=7 A.P. Swanson/R. Hobbs	40
=7 Noel Lawson/G. Hodder	40
11 Neil Robbins/Keith Fitzgerald	90

Oct 19th - Open Night at the Clubrooms

As always the simple get together over a beer proved to be very popular with the members. Several interesting faeces were seen amongst the crowd and it must have been a very posh evening because Rod Hannifey was wearing his thongs. Boyd Ovens was telling the world he'd had enough (Lucky feller) and the Incredible Mrs Smith led the massed B.S.C.C. choir in "I know its nice out here Noreen but we'll have to put it away when a policeman comes".

Oct 21st - Miss Motor Sport Personality Quest

This was a very serious and sensible affair held by the Back Seat Racing Drivers Club at 29 Murray St. Wilston. The club entrant was the lovely Lyn Lawson who was stunning in a dark blue chiffon and carpet organza, set off with Mother of Pearl and Aunt of Doris. During the night I had a look underneath to see if she had her jeans on underneath and my totally innocent actions (Tims and I gave up that sort of thing years ago) resulted in my receiving a wollop round the ear. In attendance were The Lawsons, Mr and Mrs Whalley, Mr and

Mrs Morris, Mr and Mrs Ryman, the very welcome return of Mr and Mrs Blower, Marianne Fahey and Ian Bond, Paul Cadell and TIMS and I. The first mistake the organisers made was sitting us next to the ladies toilet. By the time I'd explained how one can tell if a lady suffers from constipation (She'll emerge from the throne room with two red 'concentration' patches behind her knees) and we'd consumed about 7 bottles of Rose', our end of the room became very cheap and cheerful. The best time of day for visiting the Gents was set by Dave Morris in 3m 46.9. The meal was first rate and the music was provided by some very accomplished people - these included a very talented piano player who met me when I crept round the back of the instrument to say hello. Peter Whalley and I did our Ventiloquist act (with me as the dummy) and whilst the band played a rumba we all did the highland fling. We had a very good napkin fight with the next table, firing salvos on Mr Whalley's word of command and I never did learn what the Rymans were doing on the dance floor but the management threw a bucket of cold water over them. We left at about 00.30, we'll never be invited again but it was a really ace night out. Heaven knows who won the beauty contest, by the time the judging for that started I was under the table asking for someone to put the light on.

Oct 26th - Expert Night Run

For all I know at the moment the results could be in the mail box so a full report will appear elsewhere in this and subsequent issues.

Oct 30th - RCGC Motorkhana

This was a round of the Queensland Championship and a disaster for the BSCC Civic owners. Dave Morris had to go out on family business thereby leaving Marlene Ryman without a drive, and I stripped a wheelstud on Saturday leaving Henry Ryman without a drive. When I phoned Henry on Saturday to tell him, he was on top of the fridge, this explains a lot. Our entrants who did turn up were Keith McConnell in his 'standard' Cooper S, Alan McConnell in his lightened Mini, Mr and Mrs Carpenter in their lightweight Mini, Lee Drummond had entered two Mazda's, a Capella for him and an R100 for Noelle Heales. Laurie Sutherland was in his Special and biggest of all Mr Powell worked wonders in his big Falcon Station Wagon.

It was a hot and very dusty day in the paddock around the back of Macks Trucks in Ipswich Road. Times of interest to club members were as follows.

1 = Driver, 2 = Car, 3 = Class/Number of starters, 4 = Time, 5 = Overall Position, 6 = Class Position.

56 starters, 45 finishers.

Test 1

1	2	3	4	5	6
P.Griffin	Cooper S	F/17	23.3	1	1
K.McConnell	Cooper S	A/17	23.8	2	1
L.Sutherland	Special	F/17	24.4	5	3
A.McConnell	Cooper S	F/17	25.5	19	11
L.Drummond	Mazda	C/11	25.8	26	2
G.Carpenter	Mini	F/17	25.8	26	13
L.Carpenter	Mini	F/17	26.5	35	16
N.Heales	Mazda	B/10	28.0	46	8
C.Powell	Falcon S/W	D/2	28.6	59	2

Test 2

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
P.Clydeadale	Fiat 500	A/17	22.7	1	6
L.Sutherland	Special	F/17	23.8	4	3
G.Carpenter	Mini	F/17	25.0	8	5
K.McConnell	Cooper S	A/17	25.1	9	4
L.Drummond	Mazda	C/11	26.4	15	2
A.McConnell	Mini	F/17	30.0	20	10
C.Powell	Falcon S/W	D/2	32.3	37	2
N.Heales	Mazda	B/10	33.0	39	8
L.Carpenter	Mini	F/17	49.0	55	17

Test 3

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
P.Griffin	Cooper S	F/17	34.1	1	6
L.Sutherland	Special	F/17	37.7	5	4
L.Drummond	Mazda	C/11	39.7	8	1
G.Carpenter	Mini	F/17	40.3	9	7
K.McConnell	Cooper S	A/17	41.0	12	2
A.McConnell	Mini	F/17	43.0	21	12
C.Powell	Falcon S/W	D/2	46.0	31	1
L.Carpenter	Mini	F/17	49.1	40	17
N.Heales	Mazda	B/10	50.9	43	6

Test 4

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
G.Wolski	Special	F/17	41.0	1	1
L.Sutherland	Special	F/17	44.7	4	3
K.McConnell	Cooper S	A/17	46.5	10	3
A.McConnell	Mini	F/17	48.0	16	9
L.Drummond	Mazda	C/11	48.7	19	2
G.Carpenter	Mini	F/17	49.0	20	10
N.Heales	Mazda	B/10	54.8	40	6
C.Powell	Falcon S/W	D/2	56.0	42	1
L.Carpenter	Mini	F/17	59.5	45	15

Test 5

B.Dunn	Manx Tow'd	F/17	28.7	1	1
G.Carpenter	Mini	F/17	30.2	5	5
L.Sutherland	Special	F/17	30.3	7	6
K.McConnell	Cooper S	A/17	31.1	14	4
L.Drummond	Mazda	C/11	31.6	19	2
A.McConnell	Mini	F/17	31.6	19	11
L.Carpenter	Mini	F/17	34.5	34	15
C.Powell	Falcon S/W	D/2	34.6	35	1
N.Heales	Mazda	B/10	37.2	40	5

Test 6

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
G.Wolski	Special	F/17	27.2	1	1
L.Sutherland	Special	F/17	28.3	4	3
L.Drummond	Mazda	C/11	31.0	11	1
G.Carpenter	Mini	F/17	33.6	18	8
A.McConnell	Mini	F/17	35.5	24	12
K.McConnell	Cooper S	A/17	36.1	29	9
L.Carpenter	Mini	F/17	37.0	31	13
N.Heales	Mazda	B/10	37.5	32	5
C.Powell	Falcon S/W	D/2	38.0	35	2

Test 7

1	2	3	4	5	6
B. Dunn	Manx Tow'd	F/17	37.2	1	1
K. McConnell	Cooper S	A/17	40.7	11	3
C. Powell	Falcon S/W	D/2	41.3	16	1
L. Sutherland	Special	F/17	41.3	16	10
L. Drummond	Mazda	C/11	41.6	21	3
L. Carpenter	Mini	F/17	44.1	34	13
A. McConnell	Mini	F/17	44.8	36	14
N. Heales	Mazda	B/10	45.0	38	5
G. Carpenter	Mini	F/17	49.9	43	16

Test 8

1	2	3	4	5	6
B. Dunn	Manx Tow'd	F/17	28.4	1	1
L. Drummond	Mazda	C/11	31.4	7	3
L. Sutherland	Special	F/17	31.6	10	7
G. Carpenter	Mini	F/17	31.6	10	7
K. McConnell	Cooper S	A/17	32.3	16	3
C. Powell	Falcon S/W	D/2	32.6	21	2
A. McConnell	Mini	F/17	33.5	33	11
L. Carpenter	Mini	F/17	37.3	44	16
N. Heales	Mazda	B/10	39.5	45	7

Overall

1	2	3	4	5	6
G. Wolski	Special	F/17	255.0	1	1
L. Sutherland	Special	F/17	262.1	4	4
L. Drummond	Mazda	C/11	276.2	11	1
K. McConnell	Cooper S	A/17	276.6	12	4
G. Carpenter	Mini	F/17	285.4	19	10
A. McConnell	Mini	F/17	291.9	24	12
C. Powell	Falcon S/W	D/2	309.4	34	2
N. Heales	Mazda	B/10	325.9	39	6
L. Carpenter	Mini	F/17	337.0	43	16

Class A - 17 starters

1	2	4	6
B. Gramenz	Honda Civic	271.1	1
K. McConnell	Cooper S	276.6	4

Class B - 10 starters

1	2	4	6
G. Johnson	Vauxhall Viva	284.3	1
N. Heales	Mazda R100	325.9	6

Class C - 11 starters

1	2	4	6
L. Drummond	Mazda Capella	276.2	1

Class D - 2 starters

1	2	4	6
R. Boorman	Peugeot 504	304.4	1
C. Powell	Falcon S/W	309.4	2

Class F - 17 starters

1	2	4	6
G. Wolski	Special	255.0	1
L. Sutherland	Special	262.1	4
G. Carpenter	Mini	285.4	10
A. McConnell	Mini	291.9	12
L. Carpenter	Mini	337.0	16

Ladies - 12 starters

<u>1</u>	<u>2</u>	<u>4</u>	<u>6</u>
P. McLean	Fiat 127	298.5	1
N. Heales	Mazda R100	325.9	6
L. Carpenter	Mini	337.0	9

Games Night at the clubroom - Nov 2nd

Now I feel rather cheated by this. In a loose drunken moment I volunteered to accompany a works outing on this night, but there's no appointment I wouldn't have broken to be at the club when I discover what went on. The Games night was fairly successful with a variety of things to do, but when that finished at 9.30pm they had our recently returned London - Sydney competitors Hank Kabel and Jim Reddix give a talk on their experiences. I had NO IDEA this was to happen so it's no good saying "It wasn't in last month's magazine". Quite honestly we've missed a good night there and important things like that shouldn't be tucked away on the calendar but given a night to themselves;

Annoyed - Brisbane

A Day at the Practice

Surfers Paradise with the Brothers Somerville

For taking photos and seeing people going far faster than they ever do during the race I like to watch practice for the big events. So for the practice day of the recent Surfers Paradise 300 I dragged along the Somervilles. We travelled along in Glens rally Torana which certainly got the neighbours out of bed. We had the circuit almost to ourselves so we had no trouble sheltering from the torrid tropical sun. Expressions new to me were "Up your nose with a rubber hose", "Stack it Bondy" and "JeezjewseedatMazda?" yes it really was a very colonial do. The last statement was occasioned by Mr Leeds of New South Wales who tried manfully to understeer off at Repco before succeeding magnificently. The Somervilles are revoltingly pro-GMH and it was most upsetting to see their distress as the Falcons walked all over them. However I must admit that the most impressive piece of driving we saw was by Bob Morris in the Hatchback Torana. Charlie O'Brien in the HDT Torana was decidedly hairier and as a consequence slower. Best laugh of the day was No. 56 in the racing car race. It was a Formula Ford car and suffered from understeer like you wouldn't believe, every lap he came through Repco on full right lock with the car ending up on the grass. At the end of the corner the build up of gyroscopic forces was such that the thing almost ran away from him when he tried to straighten it. We drove back to Brisbane in a heavy shower of rain and Glen was well and truly blown off by a Honda Civic, science will always defeat brute force and ignorance eventually.

Wed. 9th November - Novice Night Run

Lee Drummond isn't half as silly as he looks (The voting slips for that motion will be passed round later) and he delayed the start of his Novice Night Run till the room was full of slavering competitors. Innocent bystanders, people walking past on route to the Trashy Novelty Co's annual Christmas Bonanza and other people who had no intention of going anywhere, found themselves disappearing into the night clutching a handful of instructions and light of a dollar. I haven't got the results yet but if Noelle Heales and Charley Blake win it.....

ANNUAL GENERAL MEETING (CONTINUED)

The committee members who will automatically remain in office for 1978 in accordance with the rules are Lee Drummond, Allan Lawson, Larry Stinson, Barry Torrens and Colin Young.

The following nominations for the Committee have been received;

President Allan Lawson

Vice President Garry Connelly

Honorary Secretary Jeff Tremain

Assistant Secretary Dennis Brown

Honorary Treasurer Charles Blake

Club Captain Ivan Holmes

Committee Murray Cox, Tony Hazeldine, Peter Hines,

Dave Morris, Ian Reidel, Laurie Tindal

(5 of the above committee members will be elected)

Membership for the year now stands at 315 - once again a record membership. This consist of 277 ordinary members, 24 associate members, 5 life members and 9 honorary members.

During the last twelve months the club has organised 11 expert night runs, 11 novice night runs and 2 day runs, 3 film nights and 23 other indoor nights on Wednesday evenings at the clubrooms. Other events organised by the club include 4 open rallies, 2 open motorkhanas, 1 open off - road event, 4 closed motorkhanas, 2 closed autocrosses, 2 closed off - road events and 6 working bees. We have participated as an invited club in 3 closed hillclimbs, 2 closed rallies, a closed sprint, a closed motorkhana, a closed race meeting, 2 closed touring assemblies and a closed economy run. Two social functions in addition to the Annual Christmas Party and Childrens Christmas Tree were also arranged by the club, and the navigators school was once again conducted. The clubrooms have been used on numerous other occasions for functions such as sub - committee meetings, rally briefings and presentations.

New Members

A warm welcome is extended to Peter and Wendy Marshall of Paddington, our only new members this month.

The Editor sends his sincere appologies that this important report had to be split in two, he hopes that the readers were not inconvenienced too much.

Dave (Its never too much trouble) Morris has made a late request for me to say that the fee for the Christmas Tree will be \$2.50 perkiddie wink.

Big Ed's Load of old Monkey

An impassioned plea by that well known club member Sir Arthur Chumley Cheese-Cake (Mrs) DSO, DFC, Iron Cross and Bar.

"Dear Fellow B.S.C.C. Members

For too long I have sat silent whilst the young people of Australia drove their country to the dogs, therefore, I call upon the youth of the B.S.C.C. to join me in an adventure that will sweep the young people of Australia onward to a better future.

What I propose is that a picked team be the first in the world to ascend the North Col of Mt. Gravatt whilst whistling hits from "The Flower Drum Song" (On ice).

Yes I can understand the consternation that has swept your ranks. I too remember the way that we lost 'Banjo' Bunshaw and 'Woopi' Wilmslow outside of Woolies when they were swept away by an avalanche of confectionery from the Pick and Mix counter. But let us not be daunted by this disaster - Onward shall be our cry !

The base camp will be established in the grounds of the local Buddhist temple, the Mt Gravatt Library (Pronounced Libra Hairy). I plan that the climbing team will consist of 12 climbers, 2 radio men, 1 photographer and 30 porters. The porters will carry from the Base Camp upto Camp 4, it is anticipated that some of the porters will need oxygen whilst packing 100 kg's at that height (312 ft). The climbers will carry from Camp 4 to Camp 7, the assault camp. The actual summit party will consist of those climbers most likely to achieve success considering such factors as the weather, physical condition, musical ability and such judgement as to the summit teams members will be made by me at Base Camp.

I had intended a 'Directissimo' of the peak, but I now consider that the North Col would be too much for an amateur party.

The Camp Positions should be as follows,

Camp 1, on the ice field of SKURRBROS, this is across the foaming torrent of the PACIFICHIGHWAY (Pacif Ich Hig Hway), most of the porters will have had experience in crossing either this obstruction or such similar ones as the IPSWICHROAD (Ipswi Chro Ad) or the BRUCEHIGHWAY (Bru Ce Hig Hway).

Camp 2, The North East corner of MountainSt (Mo Unt Ainst), this is a chimney which parallels the summit and Camp 3 will be sited at its top.

Camp 4, In the 'Kitchen' (Kurchen) of the TEACHERSTRAININGCOLLEGE (Teach Er Straining Col Lege). The heavy load limits for FIT porters.

Camps 5,6,7 will be in close proximity to facilitate the movement of small loads. The Camps will be within 2 hours climb of each other and the final camp will be within 3 hours clear weather climbing of the Summit.

When the youth of the B.S.C.C. and Australia stand triumphant, no less than 640 ft above Sea Level, then we can emerge and count ourselves worthy of our forefathers. So I call for volunteers, come one, come all, non shall be turned away who wish to help their comrades, their club, indeed their very country."

COILING EVENTS

BSCC MAGAZINE

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Wed 23 Nov (7.30 pm Ballot for Stones Corner Motors Rally
(8.00 pm Expert Night Run by Laurie and Ruth Tindal)

Sun 27 Nov GCTMSC Queensland Motorkhana Championship Round 7 C

Wed 30 Nov Annual General Meeting at the clubrooms, 8.00 pm

Sat 3 Dec Stones Corner Motors Rally (QRBS 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

Wed 14 Dec Novice Night Run by Keith Fitzgerald C

Sun 18 Dec BSCC Childrens Christmas Tree

The clubrooms will be closed on Wednesday nights
on 21 st and 28th December and 4th and 11th January

Tue 10 Jan Committee meeting at the clubrooms, 6.30 pm

Wed 18 Jan Open night at the clubrooms